



**THE RAINS
CAME**

OUR 54TH YEAR OF PUBLICATION

FEBRUARY 1959

• The President's Page

ON January 17 I had the pleasure of attending the Annual Installation Dinner of the Erie Veterans held in Huntington, Ind. As usual this was a fine enthusiastic gathering. The Huntington Chapter received well-deserved congratulations for their excellent arrangements.

I was given the opportunity to extend my personal thanks to all Erie Veterans and employes for the splendid support they gave to the 1958 transportation legislation and to call their attention to the fact that the job was far from complete. Much more work needs to be done to strengthen our nation's transportation policy. The help of everyone will be necessary in 1959 when the Senate Committee on Interstate and Foreign Commerce again considers this problem.

At the last session, Senate Resolution 303 authorized this Committee to make a complete study of transportation matters, specifying seven points to be considered. The subjects to be covered are shown on page 10 of this issue.

I believe all Erie employes will be interested in the scope of this investigation as the outcome will have far-reaching effects on the future prosperity of the railroad industry and, of course, the Erie Railroad. We hope it will result in constructive legislation at which time you can again be helpful by expressing your opinion to your representatives in Congress.

A handwritten signature in dark ink, reading "H. W. Van Weller". The signature is written in a cursive style with a small dot above the 'i' in "Weller".



Oldest Employee Magazine in Railroad Industry Our 54th Year of Publication

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OUR OBJECTIVE

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

February, 1959

Volume 54, No. 12

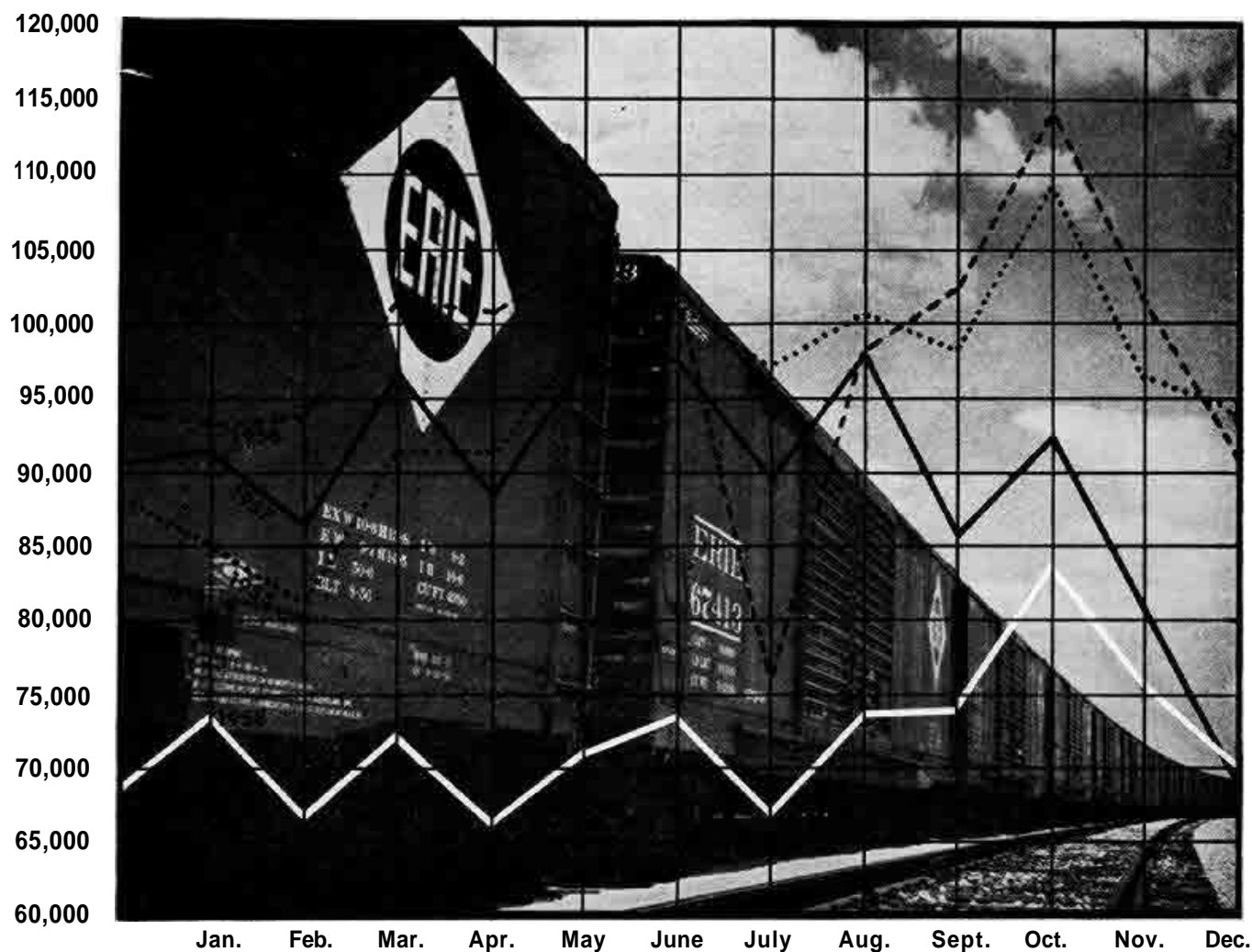
THE COVER:

Thawing rains fell upon a winter's accumulation of snow, sending millions upon millions of tons of water into French Creek, breaking the creek's heavy cover of ice. The ice formed a dam from bank to bank of the stream, and over two miles long. But the water kept coming and did untold damage in Meadville. See page 5 for an account in word and picture.

George C. Frank Asst. to President
Talbot Harding Associate Editor
William S. Gamble Secretary
John F. Long ... Photographer-Reporter

Distributed free of charge to Erie Railroad employes. To others, \$1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices. 1327 Midland Building, Cleveland 15, Ohio.

Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

Month of December,	Amounts Received	Amounts Spent	Net Income (or Loss)
1958	\$ 13,961,057	\$ 13,600,719	\$ 360,338
1957	13,478,074	13,864,479	(386,405")
Year ended Dec. 31			
1958	154,749,241	158,418,120	3,668,879
1957	174,417,255	170,816,655	(3,600,600*)
(*Losses in italics)			

Warm Rains Strike Snow, Waters Smash at Railroad

BULLETIN

The first train after the flood passed through Meadville yard early in the morning of Jan. 25th, after dynamiting had broken up two ice jams in French Creek, which had acted as dams.

At its highest point the rampaging stream had filled the new car shop with water that was five to nine inches deep. That was on Friday, Jan. 23rd, when all flood records, including that of 1913, were broken.

No damage estimates can be made until things return to normal. Cars in Meadville yard were wet to the sills; journals and air lines will have to be taken down, cleaned and restored. Equipment in the car shop, which had been blocked up above the floor, came through without damage.

WHEN warm rains struck an accumulation of snow throughout the eastern United States on Jan. 21st, causing sudden record-breaking floods, the Erie Railroad's operating department had its hands full keeping the railroad running.

With the rains came high winds, and the winds had surprising effects.

For example, the winds tore loose two freighters moored in Buffalo River; the boats collided and caused an ice jam; and the ice jam held open a bridge and prevented the Erie's trains from reaching the Buffalo Slag Co. for several hours.

Slag Badly Needed

And reaching the Buffalo Slag Co. was important, for slag was needed to fill in a 45-foot long washout in the westbound main just west of Union City.

Perhaps the wettest spot on the railroad was Meadville, where French Creek broke all records since 1913 and the water was eight inches deep on the waiting room floor.



WATER, WATER EVERYWHERE, and very destructive when out of place. This is the main line through Meadville. The box car is on the Meadville Co-op siding, and the gates mark the position of Mercer Street. Note the water around the relay cabinets, a condition that hints of wide-spread hidden damage.

As the river rose the Erie fought back. On the 21st trains 1 and 6 were pushed through Meadville yards by switchers, using freight cars as reachers. Then the road locomotives took over again, 1's engine pulling train 6 and vice versa.

Trains Detoured

But by 5 a.m. on the 22nd even switch engines had to avoid the flooded area, which stretched from the station to Buchanan Junction at the west end of the yards, and passenger trains were detoured between Youngstown and Corry. From Youngstown the trains ran over the New York Central to Ashtabula and Erie; from Erie they used the Pennsylvania to Corry.

Meanwhile other railroads, plagued by high water, washouts and landslides were being routed

over the Erie. The Baltimore & Ohio used the Erie between Cleveland and Youngstown; and Pennsylvania passenger trains ran over the Erie between Decatur, Ind., and Akron, O.

Not only were the yards at Meadville inoperable, but the general yardmaster's office had to be abandoned; there was water in the new car shop, in the motor car shop and in the Diesel shop.

New Car Shop Wet

Fortunately the water rose slowly enough so that electric motors on the car shop floor could be removed, and the water came to a stand before other, less mobile, machinery was damaged.

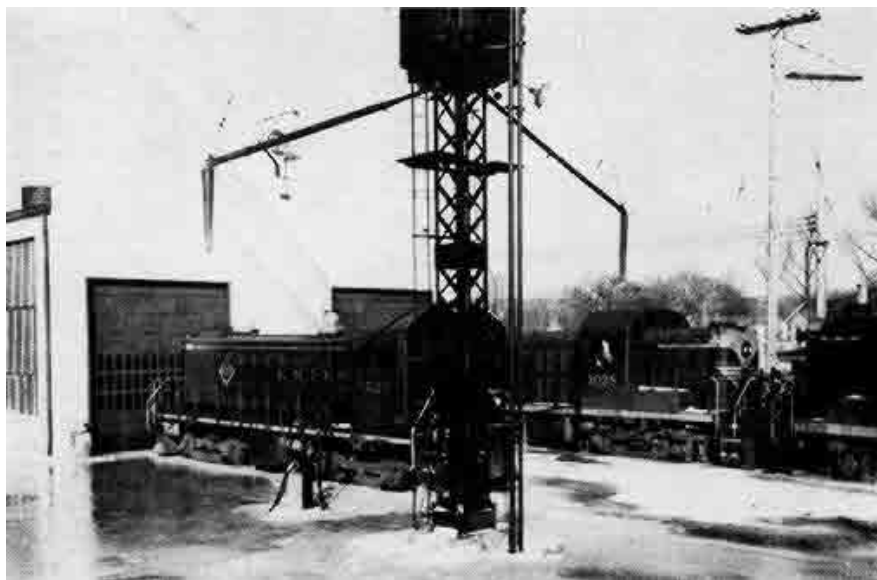
All along the line and out on the branches there was trouble.

RC 75 had to be detoured via the NYC between Batavia and Buf-

(Please turn the page)

Meadville Yard and Shops

Hit as French Creek Rises



THIS WAS THE WAY the tracks leading to the Diesel shop looked. One Erie man has found a dry place---the locomotive cab.



THE RAISED WALK leading from the Diesel shop is out of sight beneath ice and water, but these two men picked their way along it. In front is John Dostal, fireman, Cleveland; behind him is Albert E. Shreck, freight handler and baggage helper, Meadville.

(Story begins on page 5)

falo; Rochester 98 was annulled out of Buffalo, and no yard work was done at Rochester; Buffalo yard was kept working, but under difficulties caused by high water: the Attica branch was out of service due to high water; one engine was isolated at Honesdale for the same reason.

Branches Closed

Oil City, New Castle and Lisbon branches were all out of service; there was high water between Sharon and RO; and high water caused trouble at Valley Street just east of Youngstown.

West of Mansfield both eastward and westward tracks were under water, and stone had to be dumped where the ballast was washing out. The Dayton branch was out of service.

Freight trains were held at terminals until those portions of the line blocked by high water became cleared.

As the saying goes--"Come h . . . or high water the trains must go through."

THIS CROSSING GATE continued to work properly despite the flood.





AT THE WORST OF THE FLOOD, Meadville Yard looked like this from the air.

New Erie Hand Can Figure, but Men Must Guide Him



GLEN F. DUNATHAN is auditor of machine accounting.

Magic Brain Called "Complete Moron" by Department Head

ONE OF THE ERIE'S newest helping hands can figure a man's pay and deductions in 1/12,500th of a minute, get the right answer, and record it. The new recruit turns in such astounding records that people stopped holding a stop watch on him long ago.

But when it was still of interest to see how fast he could work, he figured a 574-man payroll in 18 minutes, including all deductions--and some of the men had as many as eight. Not only that, but he committed the payroll and the deductions to memory at the same time.

Then, after a slight pause, he puttered about for 5 minutes, and came up with an abstract of all the deductions, showing to whom they were due and whose accounts should be credited.

In the light of these amazing feats, it's a little shocking to hear his boss' comment about his ability.

Not So Bright

"Complete moron," is the opinion of Glen F. Dunathan, auditor of machine accounting. But a moment later you realize that this is high praise indeed.

"You can be sure that he'll do just what you tell him to, no more, and no less. He'll make decisions for you, but only if you have told him in advance that he'll have to make them and just how to decide when he has to make them," Dunathan goes on. "He's called a magic brain, but he's dependent entirely on the brains of the people of the machine records department for what he knows and does."

The magic brain, or intelligent moron, is an International Business Machines Corp. data processor, model 650 set up in the new Centralized Machine Bureau in the Columbia Bldg. in Cleveland. As long as it has someone to do its thinking for it, it can look very bright indeed. For it can add, multiply, divide and subtract, it is said, as fast as 500,000 men with calculating machines.

Must Be Told

Its weakness is that, unlike the men, it has to be told which operation to perform when. And if it runs into a dead end, where a man would reason or ask his supervisor, just what to do, it can do nothing. So it stops.



R. CURTIS CLARK, assistant auditor of machine accounting and chairman of the methods and procedures committee, points to the center of the 650's memory.

In fact, the machine is just like that not-too-bright boy or girl who made life miserable for others when the grades came out--a true "grind" with a terrific memory but no intelligence. The 650's memory is a drum four inches in diameter and 16 inches long.

On that drum it can store 20,000 digits. The drum revolves at a rate of 12,500 revolutions per minute, so it can find any of that stored information, and report in the time it takes the drum to make one revolution. That is faster than the brightest man can hear and digest a question, let alone answer it.

Erie Employees Do Thinking

But since it cannot think for itself, Erie men and women of the centralized machine bureau must think for it.

And they must do the thinking long before the machine begins its work. Any procedure that it may do must be completely outlined for it. As soon as it strikes an exceptional case, it will begin to look for what to do in that situation.

If it hasn't been told, like the "grind" it is at a loss, and suffers a sort of nervous breakdown. That's why the men and women of the machine bureau are more important than ever today.

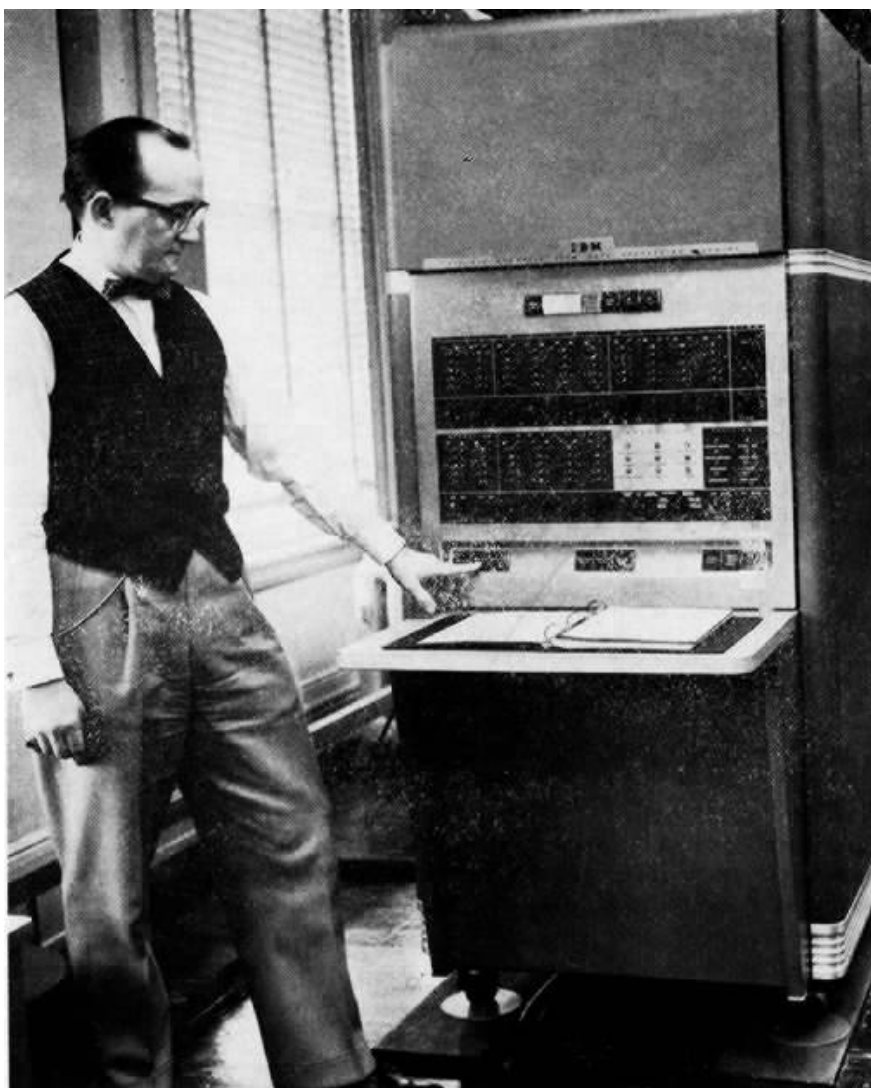
For they must know just what to do in any case. Moreover, people out along the railroad are important to the machine, too.

Accepts Some Errors

The machine will accept clerical errors of some kinds, and issue orders to write checks based on erroneous information, provided the clerical error is one that looks logical to it.

For example, a clerk some 600 miles from the machine bureau recently made the error of preparing two identical time cards for the same employee. The machine accepted both of them, along with all the rest of the cards from that department.

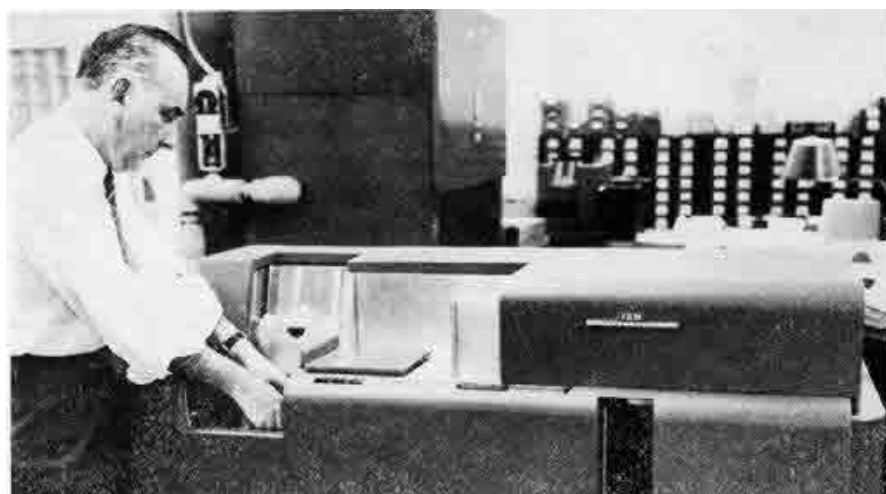
It figured the whole payroll and then began to punch cards to write their checks. It had noted that one employee had two cards, with a total of 80 hours work shown. To the machine this was not something to ask questions about--it



THE FLASHING LIGHTS and the dials of this console of the 650 let Nelson Potter know what the machine is doing, and enable him to guide its "thinking."

merely wrote a check for 80 hours work, less taxes and deduction.

Or, rather, it punched a card
(Please turn to page 29)



THE 650 RECORDS ITS ANSWERS to problems by punching cards on this machine tended by John Babli.

Senate Group Again Ready to Study Railroad Problem

UNDER SR 303, passed at the last session of congress, the Senate committee on interstate and foreign commerce is authorized to "examine, investigate and make a complete study of any and all matters pertaining to" a variety of matters closely affecting the railroad industry. The resolution was largely the work of Sen. George A. Smathers, who steered the Transportation Act of 1958 through the Senate.

Since that time, the election has intervened, and the work will go forward this year under SR 29.

The matters to be studied are:

1. The need for regulation of transportation under present-day conditions and, if there is need for regulation, the type and character of that regulation;

2. The area of Federal policy dealing with Government assistance provided the various forms of

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Conscience May Rest from Toil of 65 Years

Conscience fund payments are an old story to many persons--but the Erie Railroad received one last month that may be a title-holder for the number of years its payor allowed his debt to prey on his mind.

"About 65 years ago," he wrote, "I stole a ride on the Erie to go to see my girl. The fare I saved was \$1.86.

The letter, like most that accompany such payments, was short and to the point; it was anonymous, and enclosed cash. Naturally, the railroad was happy to credit the account, not so much for the money received, but for the knowledge that some man was happier for having discharged the debt.

But the story behind the story would be more interesting still. If the young man who had to see his girl was 20 when he stole his ride, he is 85 now.

transportation and the desirability of a system of user charges to be assessed against those using such facilities;

3. The subject of the ownership of one form of transportation by another;

4. Federal policy on the subject of consolidations and mergers in the transportation industry;

5. Policy considerations for the kind and amount of railroad passenger service necessary to serve the public and provide for the national defense;

6. The problems arising from action by the Interstate Commerce Commission in permitting the charge of more for a short than a long transportation haul over the same line in the same direction; and

7. Additional matters of Federal regulation (and exemption therefrom) and Federal promotional policy in regard to the various forms of transportation.

Did he marry "my girl"? Or was he so conscience-smitten that he never dared propose, lest she reject him. Or did he marry her, and are they now grandparents, or, perhaps, great-grandparents?

And how far did he travel to see her? At full rate he could have gone some 61.5 miles in 1893. But that year there were excursions galore including one, according to Clarence Day of "Life With Father" fame, that offered a round trip, ferry fare included, from Manhattan to Chicago for \$3.

Spacious Days

Did he take advantage of one of those reduced fare rates in figuring his debt?

Whatever the fact of the matter may be, he enclosed \$2 in his letter, and asked that it all be credited to that ride, taken before the Spanish-American War, when the Army still used black powder instead of smokeless, when the automobile was unknown, when cocktails were two for a quarter, and you got a free lunch with a 5c schooner of beer.

Alert Erie Crew Saves Motorist's Life in Snow

DOCTORS credit the crew of an Erie Tioga division way freight with saving the life of a motorist who missed a curve, plunged over a cliff, and spent 12 hours in the bitter cold of a Northern Pennsylvania winter.

Members of the crew were: Ralph K. Montgomery, conductor; Harold E. Lange, engineer; Nathaniel L. Prouty, fireman; Thomas M. McNamara and Harold A. Ogden. brakemen.

The drama began the night of Dec. 30, when Henry J. Hast, proprietor of the Hast Oil Co. of Tioga, started home to Mansfield, Pa. On one of the curves his car skidded in the deep snow, plunged over a 150-foot bluff, and wrapped itself around a tree.

It is still a mystery why he did not die at that moment, but it may be that he was thrown clear just before the car struck. At any rate, he came to his senses near the foot of the hill about midnight. He was badly cut and bruised.

Crawled to Track

Sometime the next day he heard a train, and crawled toward the right-of-way.

There an alert Erie train crew saw him struggling through the deep snow, and stopped their train. One member of the crew climbed to the roadway and stopped a car. Then he asked the driver to send an ambulance to the nearest highway crossing.

The crew then carried the victim in the caboose to the crossing, where an ambulance met the train. Doctors praised the crew for ameliorating the man's shock--he had been in the cold about 12 hours--and predicted, after the first 24 hours, that the crash victim would live.

• • •

For handling some railroad cases, Lincoln charged fees as low as \$10, while for an important tax case which was carried to the State Supreme Court he charged and received \$5,000, by far the largest fee of his career as a lawyer.

Here's ABC of Piggy-Backing Under Every Operating Plan

Piggy-back service, one of the most rapidly growing special services rendered the public by the Erie Railroad, is a matter of growing interest to everyone. The Erie offers piggy-back service under three different methods, referred to as Plans I, II, and III. In classification they are explained below.

There is another division of piggy-back service still in swaddling clothes, but not yet in operation--Plan IV. Under Plan IV the shipper owns both the trailer and the railroad car on which it rides.

Plan I

(Truck and Railroad)

- A. Trucker deals directly with the shipper.
- B. Trucker picks up freight in his own highway trailer.
- C. Trucker delivers trailer to the railroad loading point.
- D. Railroad drives trailer onto a flat car.
- E. Railroad moves trailer in scheduled freight train.
- F. Railroad drives trailer off flat car.
- G. Trucker picks up trailer at railroad unloading point.
- H. Trucker delivers freight to destination.
- I. Customer gets bill from trucker.
- J. Trucker pays railroad for line haul.

Plan II

(All Railroad)

- A. Railroad deals directly with the shipper.
- B. Railroad picks up freight in its own highway trailer.
- C. Railroad delivers trailer to railroad loading point.
- D. Same as Plan I.
- E. Same as Plan I.
- F. Same as Plan I.
- G. Railroad picks up trailer at unloading point.
- H. Railroad delivers freight to destination.
- I. Customer gets bill from railroad.

Plan III

(Shipper and Railroad)

- A. Shipper provides his own highway trailer.
- B. Shipper loads own trailer.
- C. Shipper delivers trailer to railroad loading point.
- D. Same as Plan I.
- E. Same as Plan I.
- F. Same as Plan I.
- G. Shipper or his agent picks up trailer at railroad unloading point.
- H. Shipper or his agent delivers trailer to destination.
- I. Shipper gets bills only for services performed by railroad.

Service Grows

Growth of piggy-back service has been very encouraging and is proving to be of great interest to shippers, according to Bernard F. Conway, freight traffic manager, piggy-back and l. c. l. traffic, New York, who reports that 1958 revenues from piggy-back increased more than 70% over 1957. Plans II and III accounted, he reports, for a very high percent of the total revenue.

The establishment of Plan III by the Erie during 1958 is regarded by Conway as one of the most interesting developments in the service, as it will enable the rail-

road to recover much traffic that has been moving in private carriage and under contract rates.

During 1958 the Erie moved over 9,395 trailers of the 32 to 35 foot type.

To help with this large and rapidly growing traffic, Paul W. Johnston, jr., Erie employe on leave, has been recalled.

Recalled to Help

He will help Conway deal with the expanding business as assistant freight traffic manager.

Johnston entered Erie service on July 1, 1939 as a stock clerk in the passenger department in Cleveland; on Nov. 16, 1940, he was given leave of absence to enter

Army service; he returned on Oct. 8, 1945 and entered the research department as traffic assistant; on June 16, 1947 he became commercial agent at Rochester, N. Y.; Feb. 1, 1951, general agent at Boston; and on July 1, 1952 he was granted leave of absence with assignment to the National Carloading Corp., where he was a vice president.

He was recalled to the Erie on Jan. 16, and brings with him not only sound Erie training, but the experience gained with the carloading company, which dispatched freight throughout the country by both rail and truck.

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Rounds Out 25 Safe Years in Yard Work, Offers Tips



READY FOR WORK, relaxed but alert, Fred H. Yonkers wears a grin and special snowy weather over-mittens that keep hands dry and afford a firm grip on icy grab-irons.

LOOSE TROUSERS ARE dangerous, and Yonkers does not neglect, while in the locker room, to bind them close to his legs with elastic bands.



40-Year Man Is Still Alert on Job

By **CHARLES N. DEMIAN**

PUT the question, "Am I my brother's keeper?" to Fred Yonkers, a brakeman in the Kent Yards, and you will quickly receive an affirmative answer.

This quiet, apparently unassuming 40-year employee is a firm believer that the question asked by Cain, as quoted in the Scriptures, be answered, "Yes," especially as it applies in railroading. He feels that many people made it possible for him to represent his switching crew to receive the company's 25-year safety citation several months ago.

"With so many people involved in the handling of trains, it is important that you do your job safely, just as you depend on the person up ahead to think of you," according to Fred. "I have seen men

GETTING ON SAFELY is not hard--but it takes self-discipline to do it right every time.



THE SAFE CREW RIDES in a safe position on the locomotive.



with good safety records suddenly lose them when it was not directly their fault."

The idea of working safely has been successfully spread around the Kent Yards which came through 1958 without a lost-time accident, the records of Harold E. Shaughnessy, superintendent of safety, show.

Mr. Yonkers had been working with his present crew, including Howard Shearer, conductor, and John Lackey, the field man, for about four years when he gave up his rights as conductor to work the day turn. All of the men have more than 40 years of service.

According to the Kent brakeman, the interchange of information between crews is one of the most important safety practices. The report of any trouble in the working area, such as spillage which might cause unsafe footing, or other hazards, helps to keep safety in mind.

Kidding and Safety

He explained that few formal safety conferences as such are conducted by his crew.

"When a new safety bulletin or change in working procedure is posted, we discuss what it means and why it is being emphasized,"

DESPITE SNOW, WIND and nasty weather, the safe worker remains alert. Note how close to the car Yonkers holds himself.



THERE IS A RIGHT WAY to open a coupler knuckle, and Fred Yonkers uses it.

Mr. Yonkers said. "There is no hesitation on the part of any crew member to call attention to some safety error on the part of another at any time. It's never done with any malice and isn't thought of as a reprimand."

"Usually we kid the person with some remark such as 'trying to give someone your seniority' or 'you want to make your wife a widow' and it does the trick," he said. "These things are important to us and the error is seldom repeated."

"If the men know that others are alert to their mistakes, they are careful not to commit them if at all possible," he emphasized.

Mr. Yonkers explained it has been his experience that men no (Please turn to page 28)



THROWING A SWITCH the safe way demands proper form. Here it is.



AT LUNCH THE SAFE TEAM discusses safety. This group believes in not letting a chance pass to kid the man who has taken a chance. Left to right: Howard E. Shearer, John Lackey and Fred H. Yonkers.

SERIOUS MOMENT OF THE PARTY found everyone listening intently to Mr. Von Willer's report on the state of the railroad's and the nation's business.



HARRY W. VON WILLER, President of the Erie, spoke freely to his fellow veterans about business and the railroad.

OLD TIMES WERE DISCUSSED by Leo E. Berry, Marion; John Schultz, Philadelphia; William M. Wiarda, Chicago, and Hubert A. Kelly, jr., Huntington.



HUBERT A. KELLY was installed as new president of the Veterans by Edward McCue.

CARES OF BUSINESS momentarily laid aside, three well-known veterans enjoy a bit of foolery. Is it a wedding? If so, Mr. Von Wilier is the expectant groom, Mr. Milton G. McInnes the blushing, fur-hatted bride and Mr. Garret C. White, her smiling father. But is the bride looking the wrong way?



SMILES WERE BROAD in this group. They are: Mrs. Sara Craft, General Office; Ronald E. Towns, Chicago; Miss Sophia Ciulla, Chicago; Mrs. Frank Coyne and Mrs. Daniel Stephen, General Office.

Erie Veterans, 353 Strong, See New Officers Installed

MEMBERS of the Erie Railroad Veterans Association, 353 strong, gathered at Hotel LaFontaine in Huntington, Ind., on Jan. 17 to hear Harry W. Von Wilier, president of the railroad, speak; to watch installation of the new officers of the association and to meet old friends.

Mr. Von Wilier reminded his hearers that he had asked for their support a year ago for legislation that became the Transportation Act of 1958.

"Without your support the Transportation Act could not have passed," he said. "The job, however, is not yet finished."

His reference was to Senate Resolution SR 303, passed at the same



C. J. R. Taylor Harry C. Travis

time as the Transportation Act. The resolution, calling for a thorough study of the whole transportation picture, with the object of securing fairer laws than those that now exist, has yet to bear fruit of any kind.

Mr. Von Wilier also reviewed the year's business, and the effect of the recession upon the railroad.

The new officers were installed by a past president of the veterans, Edward G. McCue, Youngstown chapter.

Those installed were Hubert A. Kelly, Huntington, president; Harry C. Travis, Hornell, first vice president, and Charles J. R. Taylor, General Office, second vice president.

Four officers continued in their positions: Leslie H. Arold, General Office, financial secretary; Rex P. Reebel, Youngstown, re-



HOSTESSES AT THE PARTY WERE these hospitable women from Huntington. Reading down the stairs: Mrs. Eugene L. Martin, Mrs. Francis R. Prus, Mrs. Paul Bickel and Mrs. Hubert A. Kelly.

cording secretary; Frank P. Bellington, Jersey City, director of social activities, and Leonard P. Johnson, Salamanca, treasurer.

John Hazard, Jersey City, and James Murray, Salamanca, were nominated for second vice president. Balloting will be by mail, and the winner will be installed at next year's winter meeting at

Hornell.

Among officials of the railroad attending the convention, besides Mr. Von Willer, were: Milton G. McInnes, executive vice president; Garret C. White, vice president, operations; George W. Oakley, comptroller, and Ernest E. Seise, director of personnel and training.

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PEOPLE YOU KNOW



CLARENCE A. LEFFERTS
Division Storekeeper



All Working for the Erie Railroad in Marion



LELAND MYERS
Electrician

ROBERT HAYNES
Test Engineer

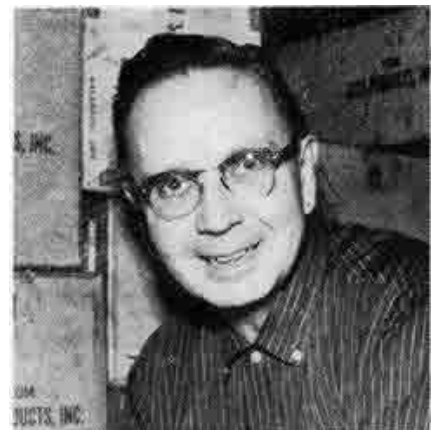


FRANCIS M. WILLIAMS
Stockkeeper
Stores

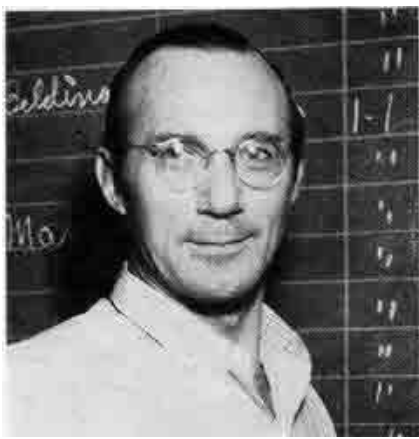


CARL KNELL
Assistant Chief Clerk
to Master Mechanic

CHARLES C. GRUBER
Chief Clerk to Road Foreman
of Engines



THOMAS J. COOPER
Stockkeeper
Stores



IVOR W. DODDS
General Foreman's Clerk

LEONARD HARGRAVES
Machinist Foreman
Diesel Shop



JOHN H. PFEIFFER
Chief Clerk to Master Mechanic



LESTER S. HUHN
Chief Clerk to
Division Storekeeper

MRS. RUTH D. HANNING
Clerk-Typist, Diesel Shop



VERNON E. BOSH
Sectional Storekeeper
Stores



LEWIS C. CUNNINGHAM
Clerk
Stores

HOWARD WALKER
Diesel Record Clerk



HAROLD A. BRADT
Clerk-Stenographer
Stores



AFTER 42 YEARS of service to the Erie Railroad, Walter O. Boessneck, office engineer, has retired. All his service was in the engineering department. His home is at 23917 Bruce Road, Bay Village.



LYNNE HARDT, daughter of Chris Hardt, 14th Street Station, Chicago, is now Mrs. Wayne Oswald. Here's how she looked on the great day.



FRANK X. JONES, who retired as supervisor of locomotive operation after more than 48 years of service with the Erie, is continuing to live at 10810 Clifton Boulevard, Cleveland.

Erie Family Album



SIX FEET TALL, Edward S. Toth, son of S. E. Toth, checker at Akron, has been named to the All-Ohio Conference football team. A senior at Akron University, Ed played tackle, hopes to get a coaching job.



WHEN MEMBERS OF THE WARREN YWCA travel they prefer to start their trips on the Erie. They have taken all-Erie trips to New York, have toured

the Colorado Rockies, and here is a group in front of Grauman's Chinese Theater in Hollywood. Their trip, which was arranged by the Erie passenger department, began and ended aboard the Erie Railroad.

Erie Veterans News

Fellow Veterans,

This is my first letter to you as your president, and I want to thank the editors of the Erie Magazine for this opportunity of renewing old acquaintances and making new ones.

It has always been my firm belief that the resources of employees eligible to belong to this association have hardly been tapped. Therefore I would like to make the theme of my tenure in office read, "Let each individual member be a membership committee in himself."

If only every two members would get one new member the membership would grow from a total of 5,000 members, which we now have, to a total of 7,500 members. I know that this is asking too much, but let's set our sights on a 6,000 membership to turn over to our first vice-president, **Harry Travis**, next January.

Fraternally yours,
H. A. Kelly
President.

Buffalo-Rochester

By Jan Bender

Final arrangements for our annual installation dinner have been made for Saturday, February 14th at 6:30 in the Turners Hall.

President **Hubert A. Kelly** will be the installing officer and **Mr. James D. McFadden** will be toastmaster.

The Ladies Auxiliary will hold their biennial installation dinner on Wednesday, January 21st at 5:30 in MacDoel's Restaurant.

Mrs. William R. Stretton will be installing officer, assisted by **Mrs. John W. Fagan**.

Incoming officers are: **Mrs. Leo Overs**, president; **Mrs. Michael Redding**, 1st vice president; **Mrs. Edward E. Shipton**, 2nd vice president; **Mrs. Charles Lanza**, recording secretary; **Mrs. Ernest Jimenez**, corresponding secretary; **Mrs. Henry Matthies**, treasurer; **Mrs. George Adams**, chaplain; **Mrs. L.**

Leprell, historian.

Committees: **Mrs. Fred Kern**, ways and means; **Mrs. Adelbert W. Bender**, publicity; **Mrs. Henry J. Schultz**, sunshine; **Mrs. Joseph Duane**, flag bearer; **Mrs. Nelson Roberts** and **Mrs. Donald Yaw**, auditors.

A group of our members joined forces with the D. L. & W. Vets December 6th for a Christmas Frolic in Redman's Hall, Lancaster, N. Y.

Salamanca

The seventh annual Christmas party was held at the Holy Cross Athletic Club, Salamanca, on December 13th with a large attendance of members and guests.

After the dinner **R. P. Roebel**, past president from Warren, Ohio, conducted the installation of chapter officers for the ensuing year.

System officers present were **L. E. Rodgers**, president; **Harry Travis**, 2nd vice president; **R. P. Reebe**, recording secretary, and **L. P. Johnson**, treasurer.

Following the installation, round and square dancing was enjoyed to the music of **Art Dedrick's** orchestra with **Lloyd Eastman**, caller.

J. G. Ainey was dinner chairman, assisted by **S. E. Ambuki**, **W. M. Bramlee**, **H. M. Bunker**, **A. G. Clemence**, **Leroy Cobb**, **C. R. Fralick**, **D. S. Fordham**, **L. P. Johnson**, **Luis Martorell**, **W. E. Pierson**, **J. R. Kennedy**, **H. P. Sloan** and **S. G. Williams**. Toastmaster was **L. E. Rodgers**.

Decorating committee: **Mrs. H. M. Bunker**, chairman; members: **Mrs. J. G. Ainey**, **Mrs. A. G. Clemence**, **Mrs. C. D. Cull**, **Mrs. J. R. Kennedy**, **Mrs. D. A. Logan**, **Mrs. J. J. Malone**, **Mrs. C. K. Scott** and **Mrs. C. E. Stein**.

Next regular dinner-meeting will be held at Myers Hotel, Salamanca, on Friday, January 23rd.

Susquehanna

By H. Harold Perry

The local chapter of Erie Veterans held their regular monthly meeting Monday, Jan. 5 at the Erie main office on Main St. A full slate of officers and a good number of brothers were present despite the near-zero weather.

The chapter members extend their congratulations and best

wishes to Brother **Eddie Waddy** and his wife on their 18th wedding anniversary, Feb. 1. And a "happy birthday" goes to **Eddie** also on Feb. 7.

Chapter President and Chairman **William Iwinski** was delegated to represent the chapter at the installation banquet of system officers at Huntington, Jan. 17.

Congratulations to Brother "**Red**" and **Mrs. Dayton**, who were married Dec. 27. Best of luck to both of you for a happy life together.

We are proud to announce the honors that were bestowed on **Thomas Connelly** at a banquet held in the VFW Home on West Main St. Tommy was presented with a 25-year membership pin and a cap insignia (he joined the VFW in 1931).

He also received a 40-year membership card from American Legion Post 86. Tommy has been an Erie Veteran since 1926.

1959 membership cards are now available. You may obtain one by contacting your local secretary, **Arnold McIntosh**. New members are always welcome.

Local treasurer **Oscar Hollenberg** read the audit of books for 1958 at the last meeting and also spoke of the social functions coming up in 1959, such as smokers and picnics. Oscar spoke too of the growing membership of the chapter and said he expects the events of the coming year to be filled with pleasure and enjoyment "with the growing membership."

Remember, if you are an Erie veteran, you belong in the Erie Veterans. Join now.

Jersey City

By E. Mastriani

Our first meeting of 1959 was held under the leadership of our new chairman, **William Brazel**. Bill, as he is affectionately known to his many friends, performed in his usual manner and a good attendance greeted him on this his initial meeting.

A good number of Jersey City Chapter Veterans and their wives journeyed to Huntington for the annual meeting and installation of our good friend **Hugh Kelly**. From
(Please turn the page)

all reports everyone had a good time.

One of the highlights of the annual meeting was the nomination of candidates for the position of second vice president. Jersey City Chapter was proud to submit the name of their dynamic past chairman, **John F. Hazzard**, as a candidate for these honors.

Brother **Herman Limsky** was tendered a testimonial dinner at the Alexander Hamilton Hotel on December 4th, 1958, and Brother **Frank O'Dea** was similarly honored on January 13th, 1959 at the Tree Tavern. We wish both brothers a long, healthy and enjoyable retirement.

Past Chairman **George E. Sisco** reports the arrival of another grandchild. Both parents and grandparents are reported doing well. Congratulations, **George** and **Jan**.

Your 1959 dues cards have been forwarded to your collectors or to you directly. Your prompt handling of the cards is earnestly requested so that all dues can be reported promptly and the chapter may receive a good standing with our system organization.

Youngstown Ladies Auxiliary

By Mrs. F. L. England

Youngstown Ladies Auxiliary held its annual Christmas luncheon and installation of officers in the Y club room on Dec. 16.

Forty-one members and one guest were seated at tables attractively decorated in keeping with the season. Chaplain **Mrs. Glenn Shander** lead the devotions.

After a delicious meal, **Mrs. Ralph Fero**, a past president, installed the officers for 1959. Those elected were: **Mrs. Thomas Gibbons**, president; **Mrs. Raymond Pierce**, vice president; **Mrs. Fay G. Hill**, secretary; **Mrs. Caroline Fuller**, treasurer; **Mrs. J. E. Bair**, inner guard; **Mrs. Glenn Shander**, chaplain.

Corsages were presented to the group, as were gifts to **Mrs. Fay Hill** and **Mrs. Ralph Fero**, by **Mrs. George Fricker**, social chairman.

Mrs. Fay Hill, retiring president, gave her officers and committee heads beautiful handkerchiefs. A gift exchange followed, with gifts

coming from a beautifully decorated tree.

Mrs. Raymond Kullo gave a comparative reading of the birth of Jesus as it is related in the books of Matthew and Luke.

Marion

By Lucile Osmun

The annual Christmas dinner party of the Marion Chapter, Erie Veterans and Ladies' Auxiliary was held in the dining room of the Y.M.C.A. at 6:30 p.m., Thursday, December 18th. It was attended by approximately 65 members.

The program for the evening was opened by a number of vocal selections given by **Stephanie Weiser**, accompanied by her mother **Mrs. Edward Weiser**. **Stephanie** is the granddaughter of **Charles Stephenson** who is employed at Marion Ice House.

This was followed by a number of dance routines given by 30 children from the Par Dancing School in Marion, who gave splendid performances.

Another outstanding feature of the entertainment were various accordion selections and songs rendered by **Loma** and **Diann Hughes**. The program was completed by their singing of "Silent Night."

The committee consisted of: **Henry C. Smith**, chairman, and **Mrs. Smith**, Mr. and **Mrs. Harold C. Thomas**, Mr. and **Mrs. John L. Myers**, and **Mrs. D. J. Schoonmaker**.

Huntington

By C. R. Swank

Huntington Chapter of Erie Railroad Veterans Association participated in the 33rd annual installation of system officers.

The banquet was held at Hotel LaFontaine January 17th, 1959, at which time **Hubert A. Kelly, sr.**, communication supervisor at Huntington, was installed as president of system, Erie Veterans.

Lincoln Was a Railroad Man

One of the many cases Lincoln participated in as a railroad lawyer concerned an important question of steamboat and railroad rights.

A few days after a railroad bridge across the Mississippi River was opened at Davenport, Iowa, in 1856, a steamboat named the "Effie Afton" crashed into one of the piers and burned.

The steamboat company sued the railroad for damages, maintaining that the bridge obstructed river navigation. The railroad engaged Abraham Lincoln to assist in the case which came to trial in the fall of 1857 before the United States District Court in Chicago. The trial lasted several days. The court's decision, upholding the right of the railroad to bridge the river, was Lincoln's victory and had a far-reaching effect on railroad developments in the west.

Lincoln was twenty-two years old when he saw and probably had his first ride on a railroad. That was on a horse-powered road which extended from the Mississippi River at New Orleans to Lake Pontchartrain, four and a half miles distant.

His first trip behind a steam locomotive was probably on the railroad which was opened from Meredosia to Jacksonville, Illinois, in 1840, and to Springfield, his home, in 1842.

During the 1850's, while the railroad mileage of Illinois was increasing from 100 to 2,800 miles, Lincoln abandoned the saddle horse and stagecoach and used the trains for most of his travels. In the late fifties, Lincoln traveled by rail as far east as New York and New Hampshire, and, as President-elect in February, 1861, he made his entire trip from Springfield to Washington by rail.

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CHICAGO, ILL.

Latest Chatter About All the Erie Family

Susquehanna Division HORNELL BACK SHOP AND DIESEL SHOP By R. L. Hammond

Supervision and clerks of the general master mechanic's office had a Christmas dinner at the Hornell Country Club, Saturday, December 20th, 1958.

R. L. Terry, night general foreman, is busy fishing with tip ups in the lakes.

J. L. Perry, test engineer, recently spent his vacation recuperating at Geneva, N. Y.

• • •

Car Accountant CLEVELAND By Ella Carpenter

Ellen Cunningham, who recently flew to California to be there at her daughter's blessed event, wires us that she is the happy grandma of a seven and three-fourths lbs. baby girl, **Ellen Mae Galusha**, born January 2nd.

Doris Fashempour is also very happy these days as son **Roger** is home again, having completed his training with the Marines.

The **Ray Hoppers** enjoyed their holiday more because son **Roger** was home from Ohio Wesleyan.

The **Chester Haughns** took advantage of daughter **Betty's** being home for the holidays to make a trip east to spend some time with relatives there.

Mollie Gaines visited relatives in Philadelphia over the New Year week end and had a wonderful time.

Lula and Elgin Featherston spent some of their holiday time with his relatives in Toronto, Ont.

Others journeying east to visit relatives for the holidays were **Lucille and John Babli**, **Al Van-Houten**, **Violet Auryansen**, **Helen Trojahn**, **Helen and John Wenzel** and **Alice Carroll**.

• • •

Marion Division TRANSPORTATION DEPT. AND M. OF W. DEPT. By C. R. Swank

We want to wish many happy and successful years of retirement

to **H. O. Gable**, trackman, who retired after 40 years of service, and **Lester Bunch**, section foreman, who had 34 years of service.

Best wishes go to **Henry Guthier**, passenger conductor, who has retired after 49 years of service.

Helen Myers, stenographer in superintendent's office, and a girl friend spent a weekend in New York City taking in the sights.

Chuck Ridgeway, former trucker with the Huntington freight

(Please turn the page)



NAME	POSITION	LOCATION	YEARS DATE SERVICE
John J. Ambrose	Train Dispatcher	Hornell, N.Y.	1-31-59 51
Charles E. Baker	Painter	Jersey City, N.J.	12-17-58 35
George Baran	Car Inspector	Port Jervis, N.Y.	1- 5-59 43
Blake E. Carney	Signal Maintainer	Canaseraga, N.Y.	12-31-58 42
Harvey Cone	Engineer	Huntington, Ind.	12- 8-58 50
Henry A. Caulkins	Passenger Conductor	Port Jervis, N.Y.	12-30-58 54
George E. Cook	Stenographer-Clerk	Jersey City, N.J.	12- 3-58 43
Rose E. Corcoran	Switching "Clerk"	Cleveland, Ohio	11-30-58 42
Joseph Coslick	Road Conductor	Port Jervis, N. Y.	4-17-58 38
James A. Dooner, Sr.	Conductor	Avoca, Pa.	12- 3-58 41
Wilbur C. Eshelman	Chief Clerk	Meadville, Pa.	12-31-58 43
Ralph L. Foster	Carman	Meadville, Pa.	11-10-58 31
Hugh O. Gable	Trackman	Bolivar, Ind.	12- 9-58 41
Charles F. Gilbert	Shop Hostler	Susquehanna, Pa.	12-16-58 47
Henry S. Guthier	Passenger Conductor	Huntington, Ind.	12-16-58 50
William D. Henderson	Laborer	Cleveland, Ohio	12-22-58 30
Gertrude O. Herz	Typist-Comptometer Operator	Akron, Ohio	12-31-58 38
Lemuel H. Hibbard	Yard Conductor	Kent, Ohio	11-30-58 46
Searl W. Holmes	Machinist	Susquehanna, Pa.	1- 2-59 44
Irvin G. Hubbard	Asst. Track Foreman	Port Jervis, N.Y.	12-12-58 30
Frank C. Johnson	Car Receiver	Hornell, N.Y.	12- 9-58 45
Zigmunt Karpinski	Carpenter	Jersey City, N.J.	11-30-58 22
Frank P. Krider	Asst. District Acc't.	Hornell, N. Y.	12-31-58 47
George A. Lamb	Coal Traffic Manager	Cleveland, Ohio	1-31-59 50
Charles W. Leigh	Tugboat Captain	Jersey City', N.J.	12-22-58 32
Gilbert S. Linneen	Hostler	Salamanca, N.Y.	12-15-58 44
Andrew A. Ludick	Car Inspector	Akron, Ohio	12-11-58 41
Herbert A. Lyon	Yard Brakeman	Hornell, N.Y.	12- 8-58 40
Edward Martin	Passenger Brakeman	Port Jervis, N.Y.	1- 2-59 45
John Mason	Conductor	Port Jervis, N.Y.	11-30-58 36
James F. McDonagh	Yard Conductor	Jersey City, N.J.	12-31-58 48
Matthew F. McGoey	Conductor	Port Jervis, N.Y.	12-17-58 50
Daniel P. McRae	Machinist	Hornell, N.Y.	12-15-58 44
Guisepppe Messino	Car Inspector	Kent, Ohio	12-31-58 44
Andrew A. Morgan	Marine Engineer	Jersey City, N.J.	12-31-58 37
Nellie C. Nagle	Typist	Cleveland, Ohio	12-31-58 42
Lowell C. Nighman	Warehouse Foreman	Kent, Ohio	11-18-58 50
Clair L. Payne	Machinist	Susquehanna, Pa.	12-17-58 50
Walter S. Perchinske	Road Conductor	Cleveland, Ohio	12- 9-58 41
Henry H. Perry	Laborer	Susquehanna, Pa.	12-10-58 48
Frank Polon	Electric Welder	Brier Hill, Ohio	12-30-58 46
Kazimerz Prus	Leading Car Inspector	Huntington, Ind.	11-30-58 50
Earl S. Rudd	Locomotive Engineer	Meadville, Pa.	12- 9-58 41
Stefanja Sadowska	Coach Cleaner	Jersey City, N.J.	12- 9-58 32
Guy E. Stuart	Chief Train Dispatcher	Hornell, N. Y.	1-31-59 46
Robert P. Tracy	Yard Clerk	Jersey City, N.J.	10- 8-58 32
Clarence H. Weber	Engineer	Avoca, Pa.	11-11-58 43
Carl Wheeler	Road Conductor	Hornell, N.Y.	12-16-58 39
Earl C. White	Signal Maintainer	Paterson, N.J.	12- 4-58 34
James O. Wilson	Shop Hostler	Waldwick, N.J.	1- 7-59 49



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house, who is now teaching and coaching at the Richland High School at Richland, Michigan, dropped into the superintendent's office to say hello. Chuck said things were going real well with him on his new job, and we wish him continued success.

HAMMOND CONSOLIDATED OFFICE

By Grace Connoles

J. R. Heisel was appointed general yard master at Hammond, effective December 22nd. **Mr. Heisel** Comes to us from Marion Yard where he entered service as a yard clerk in April 1941. He was promoted to yard master in 1950.

Mr. and Mrs. Heisel, the former **Betty Buck**, clerk at Marion, have a son, Stephen, age 11, and a daughter, **Johanna Dee**, age 4. We extend greetings and best wishes to Mr. Heisel and his family.

It was with regret we bid General Yard Master **Harold A. Dean** adieu when on December 22nd he was appointed general at 51st Street, Chicago, due to **S. B. Thorsen's** retirement. We wish Mr. Dean success in his new position and hope to see him from time to time.

Elmer King, conductor; **A. B. Jarvis**, asst. chief yard clerk; **Marie Soley**, IBM operator, and **Paul Smith**, mail handler--all Christmas vacationists--are back on the job for another year.

New arrivals from Storktown for Erie families are **Stephen Harold Hall**, 6 lbs., 13 oz. son, Nov. 26th, for the **D. D. Halls** (fireman), and 9 lbs., 5-1/2 oz. **Robert Stephen Ross**, December 10th, for the **R. L. Rosses** (yard brakeman).

Little **Stephen Hall** has a brother **Donald D., jr.**, 2 years old, and **Robert Ross** has a 3-year-old sister, **Mari Faith**.

Congratulations to both families.

W. G. Witwer, agent, wound up his 1958 vacation Christmas week by assisting **Mrs. Claus** with her many duties.

We have it on good authority that no less than five of our single co-workers will enter the holy bonds of matrimony during the year 1959. We will keep you informed as to the who, when and where of each occasion.

We welcome **Dolores DeVoss**, relief clerk, and **Robert Lindauer**, extra yard clerk, to the force at Hammond.

14TH STREET STATION, CHICAGO

By Chris Hardt

We congratulate **John J. Brynda**, general foreman, who was elected president of The Order of St. Christopher for Catholic Railroad Men, Chapter No. 1, on December 9th, 1958. This chapter has over 2,000 members.

The St. Christopher Order has 12 chapters in the country and over 8,000 members. Chapter No. 1 is the founding chapter and the largest at the present time.

Another 14th Street Station man, **Frank T. Patrick**, check clerk, was elected financial secretary of the order, succeeding **John J. Brynda** in that office. We congratulate Frank also.

Our new switchboard operator for the past several months is **Eleanore Lukawski**. Eleanore is to be complimented on her lovely voice, and she is pretty also.

We congratulate the **John Smiths** on their 30th wedding anniversary. Jack is one of our foremen.

Frank Novacek, interline switch-clerk, was our honored representative in meeting **Harry Cone**, engineer, on his last trip on December 8th, 1958, Train Number 6. Engineer Cone was with the Erie Railroad 50 years.

Donna Zera, daughter of **Blase Zera**, proprietor of the Erie R. R. lunch canteen, became engaged to Jerome Bruss on November 22nd. Jerry gave Donna a beautiful diamond ring. We congratulate the happy couple.

Another happy family in our midst is **Anthony Serritella**, clerk, rate desk, and wife **Lucille**. Their first baby, daughter **Christine**, was born on December 19th.

We congratulate **Tony and Lucille** in their new happiness.

Marine Dept.

By Jesse E. Baker

Captain **W. W. Black** of the Barge No. 420 went hunting in the Pennsylvania woods and came back with a six-point deer.

Ed Farrell, Jersey City Floatman, did not do as well, but his

father bagged one; so there was venison on the table anyway.

Early in January we had two visitors, **Matt MacKenzie** and **Dick Prescott**. Back around 1942 they were ferryboat firemen. Matt has taken up farming in New York State, and Dick is with the Pennsylvania Railroad.

A report on Marmaduke, the sea gull: he's still around, but some of the fellows seem to think that he has drawn up his belt a bit since no one is throwing him bread from the ferries anymore.

There is another gull that does a disappearing act around the corners of the piers, and some of the fellows have dubbed him "Mandrake, the Magician."

Do you know that George Washington was inaugurated first president of the United States in New York City in 1789 and that here was the first capitol of the United States? In 1790 New York City had a population of 33,137.

Allegany-Meadville

SALAMANCA

By S. Minneci

We wish **N. S. Weaver**, Allegany division engineer, a long and happy retirement. Mr. Weaver retired on Jan. 1 after more than 44 years of service.

Christmas greeting cards were received from the following Erie employes at points far away from Salamanca: **James L. Miess**, Miami, Fla.; **J. B. and C. O. Williams**, Fort Myers, Fla.; **J. R. Smith**, San Diego, Calif.; **A. N. Foster** and **John W. Rokenbrod**, Tucson, Ariz.

Kent Division

AKRON

By Besse Westbrook

Edward Stephen Toth, son of **S. E. Toth**, checker, and **Mrs. Toth**, played high school football at St. Vincent's where he was awarded all-city and all-district honors, then on to Akron University where he has started in 35 games of the 36 played in his four seasons of football.

Ed is a 6 ft., 202 pound guard for Akron University and has received such honors as Most Valuable Freshman, Most Valuable Junior and Outstanding Lineman in his senior year, 1958.

Ed was on the all-Ohio Conference team this year. The highlight of his football career was a starting position on the West squad for the East-West Senior Bowl game played in the Gem City Senior Bowl at Erie on Thanksgiving Day. His squad won 31 to 15.

Ed is majoring in physical education with a minor in biological science, and hopes to be a coach in the not too distant future.

MARION

By **Lucile Osmun**

The lady employees of the Terminal Building held their annual Christmas dinner party Wednesday evening, December 17th, at Hotel Harding.

After the exchange of gifts, colored slides were shown by **Verna Mac McWherter**, division freight agent's office, which were taken by her on her trip through the Canadian Rockies and Pacific Northwest, when she also visited Banff, Lake Louise, Emerald Lake, Vancouver, Victoria, Seattle and many other places of interest.

Mahoning Division POLICE DEPARTMENT

By **J. O. Sheets**

Ptlmn. **W. L. Dutton** visited friends in Lakewood, Ohio recently.

Pthnn. **R. E. Hamilton** is studying radio repair work in his spare time.

Ptlmn. **A. Herrick** spends much of his spare time working on his automobile, when he is not hunting.

Ptlmn. **M. Banyas** got his buck deer again this year—a seven pointer.

Ptlmn. **E. J. Conricote** took his Cub Scout pack on a trip to Cleveland, Ohio recently.

Lieut. **C. H. Pageler** had his usual bad luck this deer season—no deer.

New York Division SUPERINTENDENT'S OFFICE, HOBOKEN

By **Mary A. D. Meyer**

Our thanks to **Barbara Coan, Barbara Meisten, Alice Shama, Rosemary Van Riper** and **Ester Del Ghiaccio** for trimming our office Christmas Tree.

Antoinette Geerincx and Mary

Quinn, asst. vice president and general manager's office, went to Bermuda on their vacation.

This writer went to San Francisco, Los Angeles, San Diego and Old Mexico on her vacation. While in Los Angeles I was graciously entertained by **Mr. and Mrs. A. Majack**, the former **Catharine Gurney**, secretary-stenographer of M&W department.

Holiday greetings received from retired friends were from **Al Padien, Dan Crowley, Frank Macklin, Chas. Weissert, Abe Cohen, Chas. Paulison, Harry Coleman,**

Ruth Ruffing, Bill Sutherland, Laura Reed, Nettle Pace, Dan Sutherland and Myron Hendricks.

Good luck to **Stanley Galowacz** transferred to Jersey City float bridge.

Nice to see **Rudy Appeld** back to work after illness.

Mrs. Patricia Blum, pass clerk at Dock 8 (former superintendent's office employe), was present at a dinner in her honor at Scordoto's in Paterson on Thursday evening, December 11th.

Those present were **Barbara Coan, Rosemary Van Riper, Bar-**



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bara Trumbour and Eileen Hopler. A gift was presented by Mary Meyer, Laura Coleman, Barbara Meisten, Alica Shama and Mary Liddell.

Pat is taking a leave of absence effective December 16, 1958.

WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

Mr. and Mrs. Fred Stankiewicz became the proud parents of a 7 lb., 11 oz. baby girl on December 19th in Germany where the couple are with the U. S. Armed Forces.

This baby girl is the first grandchild of Mr. and Mrs. Casimir Stankiewicz, checker, and they are quite thrilled with its arrival.

Girard Joseph Cerria, nineteen year-old son of Mr. and Mrs.

Michael Cerria, dock laborer, has been inducted into the U. S. Armed Forces and is presently receiving his basic training at Camp Dix, N.J. He was recently graduated from Dickinson High School.

Al Hennigan's son, Ronnie, and wife have just returned to Camp Fort Lee in Virginia after spending Ron's holiday furlough with his parents. Ronnie is in the Clerical Division of the U. S. Army. Al is a checker at Weehawken.

Meyer Miller, former Erie employe, currently employed at one of the finer hotels in Miami Beach, Florida sent a greeting card to our station extending his best wishes to his many friends.

Barney Benzoni, former cooper at Weehawken, visited our office to personally extend holiday greetings to all. He is enjoying his new home at Saddle Brook, N. J. but claims it's many degrees colder up that way.

Mr. and Mrs. Vincent Horan, crane shop, recently celebrated their adorable daughter Judy's first birthday. They were amused at her reaction on Christmas Day--she was more fascinated by the paper wrappings than by the toys inside.

The B. S. Reeds, demurrage clerk, preferred to stay home during the holidays; they didn't want to leave their new granddaughter, Kathy, who learns new tricks each day.

Rose Marotta, telephone operator, had a few vacation days left

in December and took advantage of the spare time for Christmas shopping and making New Year's calls.

Sagittarius is well represented at our station. H. J. Gaherin, chief clerk, J. Murphy, cost clerk, John McGowan, tally clerk, Frank Pizuta, westbound clerk, C. Mallon, general clerk, and your correspondent all had birthdays. I would like to thank everyone for making mine such an enjoyable one despite all the calories in the whipped cream cake.

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Lighterage NEW YORK CITY

By R. F. Frey

Congratulations to Hellen Hefferan, who has been appointed secretary to Mr. O. A. Frauson, vice Quentin Doyle who has been transferred to the marine department.

We are glad to welcome two new stenographers, Eileen Kuhn and Marie Colasurdo.

Superintendent O. A. Frauson visited his son Jack in North Carolina and watched him play basketball.

We are pleased to have Dot Fisher back, recovered from her recent back injury.

Caesar Seville has returned from his vacation spent at Miami Beach, Florida.

Bill Evans, former westbound clerk, visited us recently to bid us goodbye before setting out for his new home in Bradenton, Fla.

We celebrated Christmas with a luncheon in our lunch room. Al Posochowicz entertained us with Christmas carols.

Neil Ardres stayed around Clifton on his vacation and tried his culinary skill making lasagna.

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Accounting AUDITOR OF REVENUES

By Ray Stevens

Pickwick Lodge 885 held their annual elections in December and the campaign proved quite interesting. Posters, pamphlets and other types of electioneering material flooded the rooms of the Columbia Building.

Most of the top office holders were unopposed, except for the secretary-treasurer position. Bill Donahue, the incumbent, turned back

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THE UNION NATIONAL BANK OF YOUNGSTOWN, O.

the bid of **W. O. Liebensberger** in a good race. Three newly elected committeemen assumed their positions on January 1.

Due to the fact that **Ray Barny** refused to seek re-election in the interline group, three men did their best to win votes. **Mel Merritt** succeeded in swamping **Chuck Von Duhn, jr.** and **Joe Bangert** in a landslide.

In the station accounting bureau and outbound interline department, **Steve Miko** defeated **Paul Jurcisin**, the incumbent. The defeated candidate did, however, receive the nomination for sergeant-at-arms and swept into office unopposed.

The closest race developed in the percent-revision bureau where the present committeeman, **Harold Brown**, defeated **Ed Schauer** in a very close race.

The other officers of your union who were unopposed and thereby assured of renomination were: president, **Frank Buck**; vice-president, **Elmer Kraft**; recording secretary, **Mike Kurt** and protective committee chairman, **T. J. O'Neill**.

H. C. Rath and his wife spent three weeks in Miami Beach, Florida.

The Birthday Club headed by **Erlamae Saunders** had a dual occasion for their get together in December. As you might guess, one reason was for the Christmas party and the other was the birthday celebration of three of the club's members, **Irene Haborak**, **Kay McGreal** and **Judy Oldenburg**.

Three of the newest members added to the scrolls were **Sarah Battaglia**, **Florence Cregan**, and **Nancy Kasson**.

Donna and **Ed Courtright, jr.** purchased a new dwelling in Berea.

One of Erie's father and son teams are enjoying music much more these days due to the acquisition of a new hi-fi. **Dave Walsh** and son **Phil** are the lucky pair.

Joe Bangert and his family traveled to Louisville, Kentucky, to spend the holidays with his wife's family.

Frank Morrison spent a week in Wyckoff, New Jersey visiting his two daughters.

Three girls, formerly of **Mr. G. W. Huber's** interline depart-

ment, visited in December and showed off their new offspring. **Betty Jacobson**, **Mary Ellen McLaughlin** and **Ginny Peterson** are the happy mothers.

Marty Marcellino sprouted a goatee in December much to the amusement of his co-workers. In the process he acquired such new nicknames as **Abdul** and **Charlie Chan**.

Florence Cregan is spending her free time learning how to skate. By the time you read this, she should be an expert.

A. J. Burdenski has a problem. Two of his sons graduate from their colleges--**St. Joseph**, at Philadelphia, and **Notre Dame**, at South Bend---on the same day, June 7. The problem: which commencement to attend?

We have a celebrity in our midst. **Nancy Kasson** is a member of the **KYW Road show**, performing as part of an eight girl precision group.

The cub reporter informs us that former Erieite **Jim Malloy** and his wife were blessed by the arrival of their fourth, a boy, on November 13th. They've named him **Patrick Michael**.

Marge Brooks and her husband took a three week vacation trip to San Diego, California.

Radioman 3rd Class **Don Katulick**, now in the Navy and formerly with this office, spent the holidays with his family. Don is assigned to the Aircraft Carrier **U.S.S. Hancock**, which is currently in drydock in San Francisco

Bay. His father, **Pete Katulick**, works in the agency bureau.

Tony Farina and **Genevieve Woods** accepted the laurels quite modestly for their part in handling the retirement dinner of **Floyd Groves**. Floyd, who retired from active service on December 31st, had over 49 years of loyal and faithful time to his credit.

A. C. Roscelli, assistant auditor of revenues, **A. F. Lamoureux**, chief clerk in agency bureau, and **F. C. Becket**, assistant chief clerk, were among the distinguished personalities present.

Jack Sherman followed his own method of dieting in losing 20 pounds.

Joe Collins laid himself up by taking a fall down the stairs.

Claire Carlson and her husband
(Please turn the page)

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drove to Florida for a three week vacation.

Gladys Reed's brother's marriage was the reason for her trip to Chicago. Through the courtesy of her co-workers in the machine room we learned that she is now the proud owner of a vicuna coat. This is the same kind which figured so prominently in the news recently.

The bowling season continues to roll along and as of December 18 the agency team had blossomed out with a 6 point lead. The members of this team are **Fred Beckett, sr.,** his son **Fred, jr.,** **Lou Derr,** **Jay Murray** and **Ray Torowski.**

At this time some of the leading averages were **Jim Petonic,** 178; **Frank Buck,** 175; **Chuck Von Duhn, jr.** 172, **Bill Lash** and **Marty Marcellino** both at 170; **Charlie**

Von Duhn, sr., 169 and **Al Fitch,** 167.

At press time **Charlie Lamoureux** was leading the pack in the race for the prize for the most improved average.

The Frame-Ups, one of the three Erie teams in the Standard Oil Girl's League managed to squeak back into first place in December.

Irene Hgborak, 132; **Gloria Lash,** 123, and **Connie Hagedorn,** also 123, were the only Erie girls in the top ten in average.

Chris Nolan saw the Browns lose the playoff game in New York.

Kay McGreal managed to knock down enough pins to win a ham over the holidays.

Dean Marsden and his wife took a two week vacation in Sarasota, Florida.

Frank Gerber and his wife traveled to Levittown, Pa. to visit the relatives.

Len Wichert is one who likes that exotic dish that is served to you on a flaming sword.

Audrey and **Lois Stettin's** reason for going to New York was to attend a friend's nuptials.

Rocco Ramagli and his family spent the holidays in Garfield, New Jersey and New York City with the relatives.

It seems we erred in December when we gave **Jack Sherman's** nickname as Pop. It's really Sudsy.

Dick Tomlinson, brother of **Rosemary** of the machine room, returned to the office staff after a tour of duty with the paratroopers.

Pfc. Bob Buck, U. S. Army, visited with his old cohorts over the holidays.

John Prentice, jr. is redistributing his poundage by lifting weights five nights a week.

Jo Farrell and **Agatha Fleck** visited with their relatives in Jersey City and Brooklyn over the holidays.

Fred Cafflish won a prize for catching a sailfish off the coast of Florida.

George Hruska and **Steve Miko** gave in to their co-workers' pleadings and wore neckties to the Christmas Eve proceedings at the office.

Deanne Carlson, in spite of her fantastic average, has managed to

walk off with five different prizes this bowling" reason.

Alma Kliem spent the holiday season with her relatives in Nanawane and Kitchener, Ontario. Upon her return, she brought back her mother for a short vacation.

Maestro **Peter Biederman** did his usual best in performing for his co-workers on Christmas Eve. Anyone who has ever heard him play the violin must call it unforgettable.

Jean Overin traveled to Fairlawn, New Jersey to spend the holidays with her friends.

Charlie Kraft and his family visited the relatives in Ridgefield, New Jersey over the holidays.

Joe Pfeifer was welcomed back into the fold after a siege with the doctor.

Elsie Scribbens and her family are enjoying life much more these days in their new home.

Elsie Vogler retired January 1st after over twenty-seven years of loyal and faithful service. Her amiable and friendly ways will be sorely missed around the office.

It seemed to this observer that each floor outdid their previous efforts in regards to Christmas decorations. The laurels go to the Passenger Bureau for their efforts. Talented **Erlamae Saunders** led her department to the first prize if one were to be awarded.

•

HORNELL ACCOUNTING BUREAU

By Dick Crowley

Angelo Petrille, **Aber Burdette** and **Frank Bottomley** bagged deer this year.

Harold Stevens won third prize for home decorations in Canisteo in the annual Christmas contest.

Phil Shafer and **Don Clark** shared the winnings of the pool sponsored by the Canisteo firemen.

The payroll department held a birthday party for **Dottie Rixford** at which refreshments were served.

Bill Leonard and the **Mrs.** did some shopping in New York City.

Joyce Fuller became **Mrs. Richard Smith.** Congratulations.

Christmas cards were received from **Jim Neff,** **Harry Drury,** **Paul Henry** and **Ross Cook.** We had one, too, from **Don Roberts,** former I.B.M. repair man.

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Many of our fellow workers went back home to Youngstown, Meadville, and Huntington while others went East for the holidays.

Ann Kubiak has returned to the office.

Mary Baird, daughter of **Jerry Baird** was recently wed to **John Hillman**. John is employed by the Erie.

Nell Crandall had several friends in for a New Years party.

Pearl Waight is recovering from a round with the shingles.

Don Matthews was recently in New York City.

Ralph Porter couldn't celebrate New Years Eve because his two sons both have the measles.

It has been noticed that most of our co-workers are wearing their new Christmas clothes. Every one reported that they had a wonderful Christmas.

Howard Pascoe has been busy making Christmas decorations in his home workshop.

Congratulations to **Bill Geary** on his promotion to assistant district accountant. Bill will succeed **Mr. Frank Krider**, who retired effective December 31. Mr. Krider has made plans to visit relatives in California.

About 90 co-workers attended the farewell dinner given for **Mr. Krider**. Master of ceremonies was **Walt Coston**. Mr. Krider thanked the employes for the dinner and for the gift which was presented to him.

Happy birthday to **Eddie Gillette**, **Frank Bottomley**, **Bruce Dungan**, **Tony Zarnowski**, **Bob Gregory**, **Howard Hamilton**, **Ralph Porter**, **Ed Yochem**, **Don Kendall** and **E. Trowbridge**.

Buffalo Division

BUFFALO MACHINE SHOP

By **W. G. Christ**

Mr. Frank Haibleib, chief clerk to master mechanic, retired December 1, 1958 after 48 years of service. Retirement certificate and a gift, which was contributed by fellow workers at the shop, were presented to Mr. Halbleib by **Mr. Maahs**, master mechanic.

Best wishes are extended to him for a long and happy retirement.

Congratulations to **Mr. and Mrs. E. R. Baranowski**, electrician, on the birth of a son November 27, 1958. Cigars were passed around by the proud father.

Mr. Ignatz Toporczyk, retired laborer, is visiting his son in California.

Stock Clerk **G. L. Rathke** received a 1959 car from Santa. He is happy except for the price of his Christmas gift to himself from himself.

•

BUFFALOFREIGHT

By **F. J. Rombkowski, Jr.**

December was birthday month for clerks **George Check**, **Carl Croley**, **Katherine Higgins**, **Angelo Calderelli**, **Mel Schlemmer** and **Adele Kuminski**.

December vacationers were **Genevieve Traey**, **Bert Leuthe**, **Steve Prescott**, **Elva Dolson**, **Andy Mucha** and **Norm Scott**.

Glad to see **Charles Schroeder**, asst. agent, back to work again after a brief illness.

The same goes for **Betty Horning**.

BX Operator Bill Heather flew home to North Dakota to spend his holidays with his family.

TRANSPORTATION DEPT.

Mr. Burton F. McLaury, after 59

years of faithful Erie Railroad service, retired September 6, 1958. He was born November 22, 1879 and joined the service of the company on January 19, 1899 as helper at Eden Center, Buffalo division. In 1902 he was transferred to the position of operator on the B&SW division and in 1904 went to Biasdell, N. Y. as an agent.

From 1906 to 1911 **Mr. McLaury** worked on various agent and operator positions on the Buffalo and Rochester divisions. In April 1911 he was promoted to Agent at Arkport, N. Y. where he remained until his retirement.

A retirement party was held in his honor at the Arkport Exchange Club on September 22, 1958 with **Mr. Earnest F. Wehling** presiding. **Mr. F. K. Corlett**, asst. general freight agent, and **Mr. J. D. McFadden**, superintendent, were the speakers at the party.

• • •



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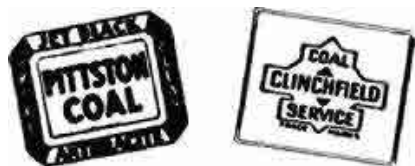
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Works Safely

(Story begins on page 13)

longer scoff or ignore new safety measures as they did a generation ago. He feels that each has some merit and should be given a try.

As an example, he pointed to a pair of waterproof mittens which have been recommended for train crews. Covered with ground rubber particles, the mittens are unattractive in appearance, but have proved able to do the job of keeping hands dry and preventing a great deal of slipping when hand grips are wet or ice-coated.

Asked what might further be done to help make safer working conditions, Mr. Yonkers and his crew urged the standardization of spacing between ladder rungs to closer minimums. The men pointed out spacing may vary by several inches, depending on the type and maker of car.

Going through more than 40 years of railroading on the Erie and five previous years as a yard clerk for the Bessemer and Lake Erie Railroad with nothing more serious than cinders in his eyes, Mr. Yonkers claims his only formula to keep from getting hurt is doing things the safe way.

As a switchman, his advice is to use both hands in boarding a freight car as it approaches him. In alighting from a moving car, he faces in the direction of travel to see where he is going and what obstacles may be encountered.

In lining up couplers, he gives himself plenty of room to get out of the way, and never squeezes between separated couplers. He warns that an engineer may get a signal from another crew member who may be unaware that you are in the middle.

In riding locomotives, Mr. Yonkers keeps off the leading foot board while switching but uses the



CHECKING THE SAFETY bulletin is part of Yonkers' before-work routine.

upper platform. During sudden stops or starts, the rider has both the engine housing and the front hand rail for protection.

When throwing switches, he makes sure his feet are clear of the bail in case the handle slips from his hands.

Riding the side of a car is always done with his body against the ladder to avoid leaning out too far and getting brushed off, especially at night.

At an industrial siding, he makes it a practice to either walk along with the car or ride on the ladder away from the plant platform to avoid getting caught in close clearances while signaling his engineer.

Riding drop end gondolas should only be done with hands on the top grab iron to avoid getting pinched by swaying gate or shifting loads, he says.

Since coming to Kent from Shenango, Pa., back in 1918, he has made his home near his work. The Yonkers have two children, Mrs. Ruth Smith of Painesville and a son, Edward, chemist for the Dow Chemical Co., in Midland, Mich. They have three grandchildren.

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Calculator

(Story begins on page g)

that would write such a check. Naturally, under the Erie's auditing system, this check was detected long before it was distributed. For the machine deals in the strange world of binary numbers, where 1 equals 1, but 11 equals two, and 1010 equals ten, and its answers are made on cards that must be translated into our everyday decimal system by another machine that speaks, and thinks in both terms.

So far the machine has been used in matters concerning general office payrolls and car accounts. It is capable of much more, and it may perform work in many areas in many departments.

But before it does Erie men and women must instruct it in its new tasks, just as they have in the matters it can deal with at present.

This instruction is called "programming," for the machine is given a program to follow with any work that is fed into it. And all eventualities must be prepared for.

Too, the machine is particular about the form in which it gets its initial information. If any card has one too many, or not enough, holes punched in it, it reacts by stopping.

For this reason all information cards, such as those it uses in preparing payrolls, are now inspected by another, simpler, machine, to make sure the cards will be pleasing to the 650. The simpler device, a standard 101 business machine, rejects any cards that have too many, or not enough, holes punched in them, and then a higher, human intelligence, looks at the card to determine where the error lies.

Like any highly complex machine, the basis of its operation is

relatively simple. The drum on which it stores information has a surface that may be magnetized in any one, or all, or only some of 20,000 places. Coils in the machine may magnetize the drum, read the magnetized spots, or wipe them clean. All else is secondary.

Running the machine is a pleasant task, especially in the summer. For like all fast workers, the machine has a tendency to overheat on hot days. But heat is bad for it, so the area in which it stands is air conditioned. And the device has its own agreement with the company--as soon as it reaches a temperature of 90--far cooler than any human's--it stops work.

• • •

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Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Black, John Travis	Crossing Watchman	Kent Division	12- 8-58
*Bliven, Arthur James	Carpenter	Allegany Division	11-29-58
*Brameld, William Henry	Asst. to Chief Engineer	M. of W. Dept., Cleveland	10-28-58
*Brown, William Perry	Yard Conductor	Niles, Mahoning Div.	11-14-58
*Caple, Paul Elija	Painter Helper	Hornell Back Shops	12- 2-58
Connelly, Warren Joseph	Road Conductor	New York Division	10-17-58
*Cortright, Jesse William	Yard Conductor	Port Jervis, N. Y. Div.	12- 8-58
Damico, Dominic Anthony	Plumber	Mahoning Division	11-10-58
*Dickie, Thomas	Blacksmith	Hornell Car Shop	10-13-58
*Eberhart, Clarence W. L.	Relief Joint Car Inspector	Ferrona Car Shop	10-30-58
*Funk, Edward Jacob	Engineer	Allegany Div.	11-24-58
Glavin, Benjamin Joseph	Chief Clerk	Buffalo, Buffalo Div.	11-20-58
*Hlavka, Charles Frank	Leading Stockkeeper	Cleveland Stores Dept.	11-25-58
*Howerter, Jared Jariel	Boilermaker	Hornell Back Shops	11-27-58
*Hunter, Raymond William	Rate Clerk	Honesdale, Wyoming Div.	11- 7-58
*Johnson, William Hunt	Trackman	Meadville Div.	11-24-58
*Kelly, John Joseph	Yard Conductor	Youngstown, Mahoning Div.	12- 1-58
*Kocher, Wallace Irvin	Engineer	Bradford Div.	12- 9-68
*Latting, Fred Joseph	Car Repairer	Hornell Car Shop	9-30-58
McCarthy, William Joseph	Engineer	Allegany Div.	11-25-58
McCue, Harry Thomas	Crew Caller	Meadville, Mahoning Div.	11-23-58
*McCue, William Patrick	Boilermaker	Hornell Roundhouse	10-14-58
*Miller, John Henry	Janitor	Cleveland, Mahoning Div.	11-15-58
Monaghan, James Lyle	Boilermaker Helper	Hornell Back Shops	12- 9-58
*Nuzzo, Pasquale	Trackman	Bradford Division	10-16-59
Reinsburg, David Layton	Trackman	Marion Division	11-19-58
*Regan, John Joseph	Yardmaster	Croton, N. Y. Div.	10-30-58
*Ridinger, William Stewart	Engineer	Mahoning Division	11- 2-58
*Saunders, Alfred Henry	Telegraph Operator	New York Division	11-23-58
*Scarantino, Jicno	Stower-Trucker	Jamestown, Meadville Div.	10- 3-58
*Sears, Arthur Wellington	Conductor	Susquehanna Div.	10-16-58
Skinner, Paul	Engineer	Delaware Div.	12-13-58
*Smith, Christian Adam	Crossing Watchman	Buffalo Div.	11- 2-58
*Smith, Roy Clark	Car Inspector	Huntington Car Dept.	11- 7-58
*Specker, Herbert Louis	Yardmaster	Hammond	11-19-58
*Stockton, Frank Alcott	Engineer	Meadville Div.	11-12-58
Straut, John Jacob	Asst. to Vice-President	Operating Dept., Cleveland	12-17-58
*Terranova, Angelo	Crossing Watchman	New York Div.	10-25-58
*Townsend, Butt Pardee	Crossing Watchman	Buffalo Div.	11-25-58
*Vinson, Linzie	Engineer	New York Div.	12-13-58
*Wambough, Cyrene Milton	Brakeman	New York Div.	10-27-58
*Yost, George Herbert	Yard Brakeman	Marion, Kent Div.	10-30-58
*Retired Employees.			



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