



OUR 51ST YEAR OF PUBLICATION

**JANUARY 1956**

# The President's Page

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**T**HE YEAR AHEAD looks as though it is going to be a busy one for the Erie with more business than we had in 1955. Our country's economy is sound and the industrial area served by the Erie is bustling with activity. We are particularly encouraged by the industrial growth that has been taking place in our territory. Notable among the new plants which have located on our line are the world's largest automobile assembly plant of the Ford Motor Co. at Mahwah, N. J., and a General Motors Fisher Body stamping plant at Mansfield, Ohio.

We are fortunate that our freight tonnage is diversified, with a good balance as between products of agriculture, coal, iron and steel, automobile parts and other manufactured articles. All of these industries are optimistic about the prospects for the coming year. This anticipated high level of production should, of course, be reflected in a good volume of rail traffic that will be available to us. We are planning our operations with a view toward sharing in the expanded business opportunities.

Competition, of course, will continue to be keen. It will take the best efforts of all of us to operate the railroad efficiently and to satisfy the needs of our passengers and shippers. We must constantly be doing a better job to attract more business to our railroad. But knowing Erie people as I do, I am confident we will give a good account of ourselves in 1956.

*P. W. Johnston*





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

## RAIL ENDS

Seventy-five years ago the Pullman Co. had two special cars that could be leased by hunting and fishing parties. They were equipped with food, beverages, cooks and waiters—even kennels for the dogs.

In Czechoslovakia a passenger train conductor was greatly disturbed to find many of his passengers on the wrong train. Finally, one of the passengers suggested that possibly the conductor himself was on the wrong train. *He was.*

Special railway rates for honeymooning couples and journalists are being urged in India by a socialist member of Congress, again pointing up the demands made upon railroads wherever they serve the public. The need for lower cost of an initial matrimonial journey can be recognized.

United Press reports that residents of Corvallis, Ore., can still get a ticket at the local railway station, but it won't get them any farther than the hoosegow. The police department is housed in what used to be the railway station.

**THE COVER**—Employing one of his many tricks, our artist arranged for this speeding Erie Alco diesel to come bursting triumphantly and eagerly through the brand new year of 1956. We hope that all Erie employes and readers of the magazine face the new year just as confidently and expectantly. From the staff of the **ERIE MAGAZINE** to all our employes and readers, **A HAPPY NEW YEAR!**



Vol. 51, No. 11

January 1956

## Our Objective

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

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

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# Fascinatin' 'Frottles'



Conductor Al Wester (standing) and his good friend, A. T. Bailey, demonstrate how they make "frottles." On the wall are extra "frottle" tools. The picture was taken at Mr. Bailey's home.

Ever hear of a "frottle?"

Probably not, because they are very scarce, and a "frottle" is not a new type of animal or anything like it.

Making "frottles" is a new hobby. At least the hobby is new as far as A. F. "Al" Wester, conductor on our Greenwood Lake Branch, can determine. Conductor Wester and a friend of his, A. T. Bailey, inventor and a retired plant superintendent for the DuPont Co., and discoverer of the new hobby, think they are the only two persons who enjoy the unique pastime.

The word frottle was coined from two words, "from bottles," by Mr. Bailey.

The hobby consists of making attractive and unusual articles out of glass containers, using a process developed by Mr. Bailey. Almost any type of glass container is suitable. The two original "frottle" fans have used all kinds of whiskey bottles, baby food jars, molasses bottles and dressing jars of all shapes and sizes.

Incidentally, there is no shortage of glass. Friends continually supply that, and usually the basements of both the Wester and Bailey homes carry a huge inventory.

## Equipment Easily Acquired

Very little equipment is necessary, and it all can be made at

home by modifying a few common items. Needed are a small wooden cradle to hold the bottles while tops or bottoms are cut off, a small gas burner, a makeshift rotor for the burner, small tongs, some asbestos and a simple tool or two for shaping the glass.

The glass is set on the rotor over the flame, and as the mouth of the glass rotates over the flame it is heated uniformly. The rotor, incidentally, is run by electricity.

The tongs, of course, are used to manipulate the glass after it is heated. The tools are used to shape spouts and to make other decorations.

The tongs are tempered and are lined with asbestos. The finished items also must be placed on asbestos for cooling to prevent cracking.

Handles for the finished pieces are of wood which also are fashioned by the hobbyists and usually fastened to the glass with brass bands.

Mr. Bailey started the hobby in 1947 after he retired. Like many men whose job has been the hub around which their lives turned and who do not prepare for retirement, Mr. Bailey was dismayed to find so much spare time on his hands with nothing to do after he retired.

He discovered the hobby while visiting his son who was making a type of "frottle" merely by breaking and cutting bottles. Mr.

*Displayed in the basement of his home are "frottles" made by A. T. Bailey. Mr. Bailey often displays parts or all of this collection at various hobby shows and has won several awards.*



Bailey improved the idea by using the gas burner to make the glass pliable.

#### "Frottle" Per Hour

Mr. Wester estimates it takes about an hour to complete each "frottle." He became interested in the hobby as something which might take up his spare time in winter when he couldn't putter around in his large back yard at Little Falls, N. J. He has been making "frottles" for about two years.

He met Mr. Bailey when the latter was superintendent of the DuPont smokeless powder plant at Haskell, N. J. Mr. Wester was a conductor on the freight train which worked the plant, and the two became acquainted at that time.

An inventor as well as an excellent chemist, Mr. Bailey originated the idea of making fountain pens from different colored pyralin and other plastics manufactured by DuPont.

Another partner sharing Mr. Wester's pleasure in "frottle" making is his cheerful, friendly wife,



*Seated behind a collection of "frottles" made by him in his basement shop at their home are Conductor and Mrs. Al Wester.*

Mary. She furnishes ideas and helps just with approval of his handiwork.

Mr. Wester has been with the Erie for 53 years. He started as a timekeeper in the maintenance

of way department in Jersey City. He has lived in Jersey City and Port Jervis and Hornell, N. Y., as well as Little Falls. He has been a conductor on the Greenwood Lake Branch since 1909.

## Being A Good Neighbor



**J. R. Ebert**

It's hard to find anyone who doesn't want to be known as a good neighbor. But just wanting to be a good neighbor isn't going to do the job. It takes work. Something has to be done in order to earn a good reputation.

Corporations, too, want to be known as good neighbors. Cer-

tainly the Erie does. We all know that what people think about our railroad as a friend and neighbor depends largely on the interest we take as individuals in the civic affairs of the communities in which we live and work. The Erie management encourages such participation on the part of its employees.

From Chicago to New York and at offline points, the lists of community and service organizations are liberally sprinkled with the names of Eriemen who contribute some of their spare time to the improvement and growth of their towns and the welfare of their fellow citizens. They serve on Community Chests, Kiwanis Clubs, Rotary Clubs, Chambers of Commerce, and other service and civic organizations.

John R. (Ray) Ebert came to Hornell, N. Y. on Dec. 1, 1953, as superintendent. In addition to handling his railroad job, he immediately started participating in a variety of community projects. Possibly the life of a railroader is helpful in the de-

velopment of a good citizen, for he picks up a lot of ideas and experiences which often can be adopted by other cities.

Anyway, Supt. Ebert apparently proved that he and the Erie were trying to be good neighbors in Hornell. On Dec. 1, 1955, he was promoted to superintendent of the New York Division at Jersey City.

Commenting on his two years in Hornell, the Hornell EVENING TRIBUNE said:

"While we are happy to learn of the advancement of J. R. Ebert, we cannot help but regret that his promotion will take him from Hornell.

"During his two years residence here he has quietly and generously shared his ability with the community in a variety of civic undertakings. A busy man with great responsibility as superintendent of four divisions of the Erie Railroad, he has set an example of good citizenship by his enthusiastic and willing participation in community affairs.

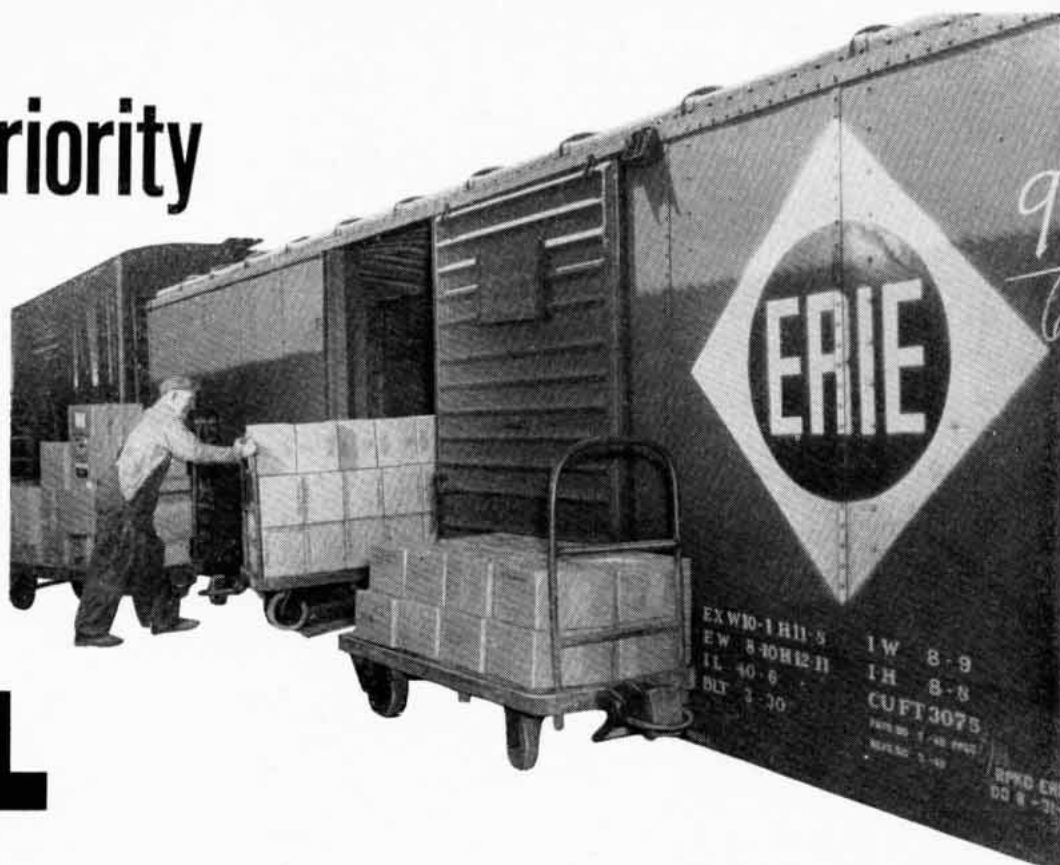
"We wish him well as he moves."



# High Priority

# For

# LCL



Less-than-carload business has taken on increased emphasis on the Erie in recent months. We want more LCL, and we're going out after it.

For several years our competitors have been spiriting LCL business away from us, but the Erie is striking back to recapture its share of this valuable revenue producing traffic. Every Erie employee has a vital role in this dynamic campaign.

Service is the key to a greater volume of LCL traffic, and good service is the result of teamwork.

As incentives for the campaign, the Erie has taken several specific steps to give shippers more competitive rates plus faster, more dependable service.

Alert employees can make this service click by expediting paper work and moving freight, cars and trains on time.

One of the steps taken to emphasize our new outlook on LCL is the creation of a special department with LCL as its sole responsibility. B. F. Conway, freight traffic manager for piggyback and LCL traffic, has been assigned to

head the department.

"We've really got LCL news," says Mr. Conway. "For instance we now give a bargain rate on shipments of 5,000 pounds or over. In most cases we can ship direct without transferring from car to car. We've speeded up service, in some instances as much as 48 hours. Also, we've eliminated pickup and delivery charges."

In a joint letter issued when the LCL drive began, H. W. Von Willer, vice president for traffic, and M. G. McInnes, vice president for operations and maintenance, said, "We want to do everything possible to build a greater volume of this potentially attractive traffic. To do this there must be a full understanding on the part of all employees that this business is important to us and that to make it effective the LCL shipper must be assured of fast, safe and dependable service."

#### Many Improvements

Many other measures adopted in recent months have impressed our shippers. Some of these measures may seem unimportant, but

they add up to better, faster service. For instance, yard and road crews are making an extra effort to switch house tracks early for loading and unloading, and arriving cars are being placed for same-day unloading to get them on their way as quickly as possible . . .

Waybills are being handled more quickly . . . Starting times for freight house forces on Monday have been advanced at some points, and cars are being unloaded as soon as possible in the morning to insure same-day delivery . . .

Spot checks are being made to determine if deliveries are made on time . . . If deliveries are late, the reason is sought immediately, and a remedy is prescribed promptly . . .

All waybills are stamped "LCL" in bold letters to alert employees so train schedules can be met . . . Cut-off times for outbound pickups have been set back for latest possible pickups . . . Draymen are being required to furnish sufficient equipment for proper service and have been asked to improve Saturday service for early Monday delivery . . .

A more intensive educational program has been inaugurated to improve careful handling and minimize loss and damage.

These steps outline the wide scope of the drive and point up clearly how every employe has a part in this Erie-wide effort to increase our share of LCL business. Prompt delivery of merchandise from Boston to Chicago, for instance, depends on the job done by clerks, freight handlers, yard crews and train and engine crews along our entire railroad.

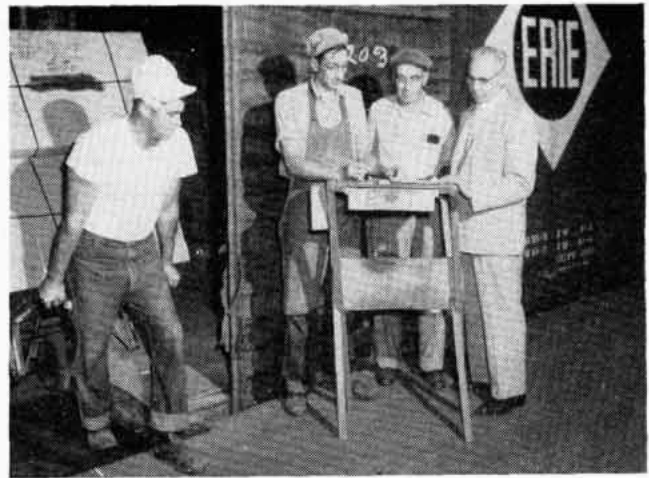
The accelerated program really is something to talk about. All Erie employes can sell LCL by talking about the new setup.

### Potential Shippers

It's a good idea to talk it up in department stores, furniture stores, drug stores, small manufacturing plants, hardware stores and other places whose owners can use our service. You could be saving these potential customers time and money.

For instance, such an approach paid off for E. S. Root, chief of research. While shopping for carpeting at the London Furniture Co., Cleveland, Bill London, store owner, mentioned that he had a shipping problem. He was receiving merchandise from several truck lines. The trucks arrived at all hours and tied up his load-

*This group of four employes is part of the team that is responsible for the efficient, smooth operation of the Hornell, N. Y., transfer terminal. From the left are Ralph Hess, trucker; Earl Treat, checker; Henry Goyer, general foreman, and R. L. Smith, freight agent.*



ing dock so much of the time that he could not get in his own trucks to deliver furniture to customers.

Mr. Root explained the situation to our Traffic Department, and C. A. Parker, general agent, visited Mr. London. Mr. Parker suggested that he try our improved LCL service. Satisfactory arrangements have been made for deliveries, and it looks as though we have solved a transportation problem and have won another shipper.

Other such tips should be passed on to local agents, and the Traffic Department always is happy to receive new ideas and suggestions.

Another big factor in our LCL program is a major change in our transfer operation at Hornell,

N. Y. As part of the program, the operation was changed from day to night work on a seven-day schedule. This step alone speeded up service by as much as a day.

Hornell transfer operates from 10:30 p.m. to 7:30 a.m. with a force of 11 to 16 gangs, one checker, one caller and two truckers to a gang. An average of 85 cars per night are handled. Other Erie transfer points are Jersey City and Akron.

### New England Area

New England is one of our better LCL territories because so many products are manufactured there. Our efforts to provide better and faster service already have been successful in this area, according to A. M. Monahan, general New England agent at Boston.

"Our customers want their goods delivered without delay," says Mr. Monahan, "also without loss or damage, and on a regular schedule. We have been successful to a large degree lately in meeting these requirements so naturally many firms have diverted to us some traffic which formerly moved by other means. They are very enthusiastic about our ability to do the job."

R. S. Mounce, commercial agent, New York, reports that the Oxford Soap Co. of Manchester, Conn., a subsidiary of the Bon Ami Co., New York, has taken advantage of our improved LCL service. "Our Hornell transfer has been found very dependable by J. A. Gerlin, Oxford traffic manager, and his assistant, Dan Abramson," says Mr. Mounce. "They also like our LCL tracing service. They have diverted a good deal of their traffic from our competitors to the Erie because they tried us and are happy with the



*An important factor in the less-than-carload operation is the transfer terminal. This is a photo of the terminal at Akron, Ohio, on a busy day. At transfer points cars are emptied and then made up again for forwarding to destination.*

results."

Yes, we are doing some bold things to win back LCL. It is costing money, but it is generally agreed that this will be a profitable investment. It is a long term investment, but there are optimistic signs even this early.

It is hoped inbound and outbound figures on cars in one traffic office are indicative of a continuing trend in our LCL business. Outbound business of LCL in the territory in January 1955 amounted to 202 cars. Each month the figures improved. In June 1955 there were 259 cars. Each month since then the 1955 totals have been better than for corresponding months in 1954. The same is true for inbound cars.

There's no doubt about it. We can increase our LCL volume if we talk it up and work at it.

#### Outsider On Team

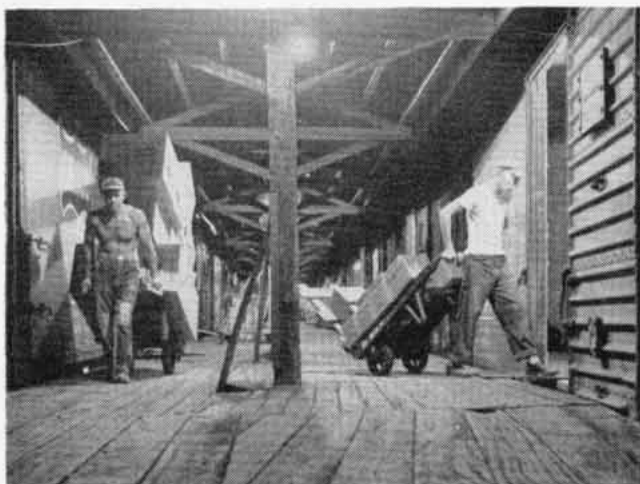
We even have outsiders on

our team. Jack Weiss, commercial agent, New York, reports that Thomas Lynch, driver of a truck which handles pickup and delivery for us, has been a notable missionary for the Erie. For instance Mr. Lynch has obtained considerable tonnage from the United Screw and Bolt Co., New York City, because of his belief in our service. His friendly and courteous relationship with various firms has enabled him to obtain business for us, and, as Mr. Weiss notes, has also made Mr. Weiss' job easier.

Another happy example of co-operation and teamwork is provided by W. J. Kangas, commercial agent, New York City. Involved was a shipment of sheet steel from the Lincoln Metal Products Co., Brooklyn, N. Y., to Lennis Products Co., Buffalo, N. Y. "After the shipment was picked up in Brooklyn, on June 14," reports

Mr. Kangas, "I arranged with our Pavonia Ave. freight house in Jersey City to load the shipment into a through car to Buffalo. Our crew at Pavonia was waiting for the truck when it arrived there at 6:30 p.m. and loaded it into the car immediately. The car departed from our Croxton, N. J., yard in Train No. 87 at 10:15 that night and arrived in Buffalo at 3:15 p.m. the next day. The car was worked on June 16, and the steel was delivered to Lennis Products on the morning of June 17 to a satisfied consignee," Mr. Kangas smiled, and then added, "and because we kept our promise on delivery, we have been receiving additional traffic from Lincoln."

The news is getting around about our stepped up LCL, and as Mr. Conway puts it, "Our campaign is picking up momentum, but all employees can give it an



As these pictures indicate almost any item, big or small and any shape, is suitable for Erie less-than-carload traffic. These pictures were made at what might be called the crossroads of the world for Erie LCL, Hornell, N. Y., transfer. On any given night at this bustling terminal, if you

are observant, you will very likely see almost every item that is manufactured in the United States and in many foreign countries. The freight is enroute via the Erie to your neighborhood butcher, grocer and candlestick maker and to almost any other businessman or firm, big or small.

Erie Railroad Magazine





The Erie takes every possible precaution to avoid loss of and damage to LCL. Above are two pictures of the safety measures we have adopted. At left Eriemen install a steel bulkhead in a boxcar to prevent shifting of cartons in transit. At right, J. W. Fogarty, freight house



foreman at Cleveland's Scranton Rd. freight house, prepares to use an impact recorder and camera. The recorder is used to check speeds at which cars are switched, and the camera is used for permanent records of damage to freight and as example of what not to do with freight.

extra push if they will talk it up whenever they get an opportunity with possible shippers."

## RAILROAD QUIZ

1. Where is Horseshoe Curve—in New York, Pennsylvania, or Utah?
2. In what year was it first possible to travel from the Atlantic to the Pacific by rail in the U. S.—1859, 1869, or 1879?
3. Can one travel over different routes going and returning on a roundtrip ticket?
4. What is the approximate height of a 132-pound standard steel rail—6½", 7½", or 8½"?
5. Are waybills issued for carload freight shipments only, for LCL freight shipments only, or for both carload and LCL shipments?
6. Which is greater—the width of base or the height of a standard 115- or 132-pound steel rail?
7. Who has been called "The Father of American Railroads"—John Stevens, Gridley Bryant, or Horatio Allen?
8. Does the total investment of Class I railroads in road and equipment average more or less than \$100,000 per mile of road?
9. When a freight car has been unloaded, what term is used to de-

scribe staging, bracing, shelving, etc., in the car—demurrage or dunnage?

10. Is an interline ticket good for travel over one railroad only or over more than one railroad?

(Answers on Page 16)

## Trowel Election

At the quarterly meeting of the eastern unit of the Erie Trowel Club at Lyndhurst, N. J., last month the following officers were elected for 1956: President, Louis Luddecker; vice president, Adam Zakutynski; secretary, Harry Pierce; treasurer, John J. Cullen, and sergeant-at-arms, Fred Allen. The next meeting of the unit will be at the Masonic Club in Lyndhurst Wednesday evening, March 21.

## Got One?

Anyone who has copies of booklets which the Erie is thought to have printed as promotion material about vacations and fishing about 1905 can obtain about two dollars for one from an ERIE MAGAZINE reader. The booklets were published to advertise resorts in the Narrowsburg and Callicoon, N. Y., area. Paul A.

Volcker, 114 William St., Lyons, N. Y., would like to obtain a copy or two of the folders.

## 2 TRAFFIC AGENCIES COMBINED IN DAYTON

The Springfield and Dayton, Ohio, traffic agencies were consolidated on Dec. 1, and the new agency will be known as the Dayton-Springfield Agency, located at 25 South Main Building, Dayton 2, Ohio. Telephones are Dayton—Adams 8481, Springfield—Fairfax 2-5351.

Carl P. Underwood is appointed division freight agent, succeeding Fred W. Fischer, deceased.

The average number of employes on the Class I railroads of the United States during the first five months of 1955, was 1,018,000, a decrease of slightly more than five per cent compared with the corresponding period of 1954.

## Guess What Answers

1. Stairway around an oil storage tank.
2. It's a flower, but did you guess that it was a yellow marigold?
3. Eye and part of head and mouth of giraffe.

# Discard That Costly Umbrella!

## THE REPORT'S 12 MAJOR RECOMMENDATIONS

### A. Greater Reliance on Competition

1. New Declaration of National Transportation Policy.
2. ICC to set maximum-minimum (rather than actual) rates.
3. Shorten suspension period.
4. Modify the long-and-short haul clause.
5. Permit volume rates.

### B. Stronger Common Carrier System

6. Redefine private carriers.
7. Redefine motor and water contract carriage.
8. Elimination of bulk commodity exemption.
9. Give ICC reviewing jurisdiction over service abandonments.

### C. Miscellaneous

10. Re-examine agricultural commodity exemptions.
11. Publish government rates.
12. New statutory standards applicable to freight forwarders.

Like an umbrella—a costly one to the public, our outdated federal transportation laws are shielding some modes of transportation from exposure to healthy competition.

These laws often require railroads to maintain rates above those they could profitably offer the public. This protects some trucks and barges, but the public is deprived of the service of a carrier which could do the job better at a lower cost.

In 1954 President Eisenhower appointed a committee to study these

laws to determine if they should not be modernized. The Presidential Advisory Committee was made up of seven members of the president's cabinet assisted by a working group of men eminently qualified in transportation. All interested segments of the transportation industry were offered the opportunity to present their views to the working group.

The Presidential Advisory Committee submitted its unanimous report to President Eisenhower last April. The 12 major recommenda-

tions of the report are listed on this page.

Last month Eastern railroads organized a team of railroaders who had studied the report to conduct a series of seminars to interpret the report to railroaders and others interested in it. Meetings were held in 20 major cities in the east under the sponsorship of local railroad community committees of the Eastern Railroad Presidents Conference. The pictures on these two pages were taken at the seminar in Cleveland.

*This crowd attended the seminar on President Eisenhower's Cabinet Committee Report on Transportation in December in Cleveland. Similar seminars were conducted*

*at other large cities to acquaint railroaders, shippers and other citizens with the report and the need for a new federal transportation policy which the report outlines.*







*This team was responsible for the conspicuous success of the seminar. From the left, Dr. Frank J. Patterson, associate professor of education, school of education, New York University, conference leader; Doyle S. Morris, general*

*attorney, Chesapeake & Ohio Railway; M. C. Smith, Jr., general solicitor, Erie, and John Morrison, commerce attorney, New York Central. They explained the report and answered questions during the question period.*



*The lively seminar, which featured such proven conference method techniques as slides, spotlights, question periods, loudspeakers and a team of well-informed panelists, created a great deal of interest. During a recess several groups engaged in lively discussion.*

*During the question period at the seminar, one of the questioners was H. W. Von Willer, Erie vice president for traffic and director.*



## Jerseyites Praised For Alerting Trains

Two New Jersey commuters on the Erie and three boys were praised by Superintendent Harry Bookstaver, Jersey City, for their alertness in stopping two Erie commuter trains recently when trees were blown down onto our tracks.

The two ladies were Miss Ruth Ellis and Mrs. Harold T. Ryder, Verona. They stopped the train on Oct. 14 near the Verona station by waving scarves and shouting loudly at the engineer. The train stopped a few feet short of the tree which was felled by high winds. Passengers on the train were taken to their destinations by cabs while the Verona Rescue Squad removed the tree.

The three boys were Stewart MacFarlane, Niel Andrews and Charles Williams, all of Nutley, N. J. They stopped Train No. 313 on Oct. 24 near Kingsland Road crossing, Nutley.

Supt. Bookstaver wrote each to express the railroad's appreciation for their thoughtfulness in preventing possible accidents. He also thanked Paul Simpson, captain of the Rescue Squad at No. 2 Firehouse at Verona, for that group's promptness in removing the tree.

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## Something Extra

A few years ago a Chicago business man, accompanied by his little daughter, went to a railway ticket office to purchase tickets for himself and family to a Southern resort city. When he told the ticket seller the date of departure, the little girl exclaimed, "Oh, daddy, that's my birthday!" The alert ticket seller engaged the little girl in conversation, ascertained her name and age.

Days later, on the train, many miles out of Chicago, the family was enjoying luncheon in the dining car, when suddenly the waiter emerged from the kitchen singing "Happy Birthday," greatly to the surprise of the little girl and her parents. Passengers joined in the song. Then from the kitchen came a waiter bearing a large cake with a lighted candle for each year of the little girl's age and placed it before the astonished child. On the cake, in frosted letters, was her name!

It was a birthday surprise that will never be forgotten by the child and her parents—or, indeed, by the passengers who witnessed the incident.

# CONFIDENT LIVING

By Dr. Norman Vincent Peale

Along with almost 4,000,000 other men all over the world, I am a member of Rotary. Although I belong to the Rotary Club in New York, I often attend meetings in other cities because all Rotarians are required to attend a fixed number of meetings wherever their work may take them.

Last spring I attended a Rotary luncheon in one city at which it was announced that the speaker of the day had never made a speech before. Everyone there, naturally, was interested to see how good—or bad—that speech would be.

When the man got up, my heart went out to him, for I know how hard it is to speak in public. He proved to be no orator; he was just a plain, simple person. But he made a fine talk, for, in a humble and sincere manner, he told those business men what he had discovered about life. It was a wonderful philosophy which he gave us. His talk was actually a practical weaving of religion into a speech without making it a sermon. This man believed that one's religion is a practical way of life and he was very convincing.

After the meeting, I went up and congratulated the speaker. "I must admit that I was frightened and nervous," he said. "I didn't want to make that speech at all. In fact, I don't like to speak in public, for it fills me with fear. But I have decided no longer to let myself be defeated by a fear. I have been haunted by fears most of my life. Now I am taking them, one by one, and tackling them. Public speaking is one of the last of my fears to be conquered, and I am going to keep on making speeches until I am no longer afraid to do so."

He then said that something I once quoted had helped him—and I understood exactly what he meant for it had helped me, too. It is a line from Basil King's great book, "The Conquest of Fear." In fact this one line in that book is worth its weight in gold: "Be bold and mighty powers will come to your aid."

What are these mighty powers? These mighty spiritual powers are available to help the man who be-

lieves. When he is bold enough to have faith and to live by it, these powers help him to do what before seemed impossible.

Last June, an unknown golfer played against the great Ben Hogan in the National Open tournament. Jack Fleck won that tournament and this is what he said about this victory: "I thank God for His help—He gave me unbelievable power. I realize that I am still a freshman in tournament golf. But I feel I have found something in the game. It came all at once, with God's help." Of course Jack Fleck worked and practiced but he also believed and perhaps it was that which gave him extra power.

If you read through the Bible you will find text after text offering you the same power God gave to the man who spoke at the Rotary meeting and to Jack Fleck. One of the most fundamental of these is in Paul's letter to the Romans: "If God be for us, who can be against us?" I always advise people to personalize this to read:

"If God be for *me* who can be against *me*?" This idea and this faith as the central focus in your conscious mind can change your life from defeat to victory.

So, keep in mind the knowledge that, by being attuned to the source of power, the mighty powers will come to your aid as you face difficulty. Fill your consciousness with realization of who you are as a child of God and what you can do and what you can be. Don't let anything in this world cause you to feel defeated, because you can't be if you refuse to let yourself be. Remember always that, as a child of God, His kingdom is within you and His power is in your heart. "Be bold," in your faith, and "mighty powers will come to your aid." The universe conspires to help the man who has real faith. Be bold enough to believe that and live by it.

"If God be for us, who can be against us?" That is the secret of self-confidence. For self-confidence is God-confidence. Have confidence in God and presently you will acquire confidence in yourself.

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*Erie officials and Dunmore and Scranton, Pa., community leaders are shown at a Scranton meeting at which plans were discussed last fall to attract industry to Erie property and car repair shops which we are abandoning for new shops being built at Meadville, Pa. Seated, from the left, are Michael Germano, the Rev. William A. Crotti, M. G. McInnes, vice president for operations and maintenance; President Paul W. Johnston, Harry J. Connolly and Burgess Martin F. Monahan; standing, L. S. Kurfless, assistant superintendent of the car department; William Quinn, Attorney William J. Kearney, C. N. Swartwood, shop superintendent; James R. Gilligan, Joseph Gerard, Charles Lombardi, James A. Veras, M. J. "Joe" Kearney, Attorney Joseph T. McDonald, Eugene Nicolais and Willis Jones.*

worked for us in the shop. The negotiations were completed in cooperation with the Scranton Chamber of Commerce and local government officials.

### Expansion Desired

Pine Brook now is located in Scranton but has been looking for a new site for expansion purposes. In commenting on purchase of the Erie property, Frederick A. DeWilde, Jr., sales manager of Pine Brook, said:

"A conversion and relocation of our present business to the Erie's Dunmore property would necessitate an increase of our shop personnel by approximately 250. Freight car repairs and structural beam and girder fabrication run a close parallel. The experience required by men previously and presently employed at the Erie shops would be exactly that required by new men hired. We can guarantee the Erie Railroad that all of our additional employees would be selected from Dunmore Borough."

In commenting on the development, Mr. Johnston said, "We are delighted that the Pine Brook people will offer employment to 250  
(Please turn to Page 17)

fers were made for the shop, but the one of Pine Brook was accepted when the company indicated it would employ approximately as many additional men as normally

# Helping Hand For Dunmore

An announcement was made last month by President Paul W. Johnston that the Dunmore car shop building and part of the property on which it is located have been sold to Pine Brook Iron Works of Scranton, Pa., who will give preference to Erie men in adding to their work force. This gives Erie shop employees a choice of either staying in Dunmore or transferring to the new car shop being built in Meadville.

Pine Brook plans to expand its operations and to employ 250 additional men for the fabrication of structural steel and ornamental iron. When operating at capacity, our force at the shop totaled 250 men.

Our Industrial Development Department reports that several of-

Commonwealth of Pennsylvania  
Governor's Office  
Harrisburg

## THE GOVERNOR

Mr. Paul W. Johnston  
President, Erie Railroad Company  
Midland Building  
Cleveland 15, Ohio

Dear Mr. Johnston:

We were deeply gratified to learn that you have entered into an agreement with the Pine Brook Iron Works to sell your shop and a portion of your property at Dunmore. Secretary Davlin has kept me abreast of the intensive efforts you and your associates have been making to locate a new industry for Dunmore, so I am aware that this didn't just happen. In all of this, you have shown a sense of responsibility and a practical human concern for people that can be an example for all of us.

I can't help but note that in the shift you people have made away from Dunmore, Pennsylvania has done very well, indeed. Meadville has a fine new industry, your workers at Dunmore will have employment at one or the other location, Dunmore has a new industrial expansion, and you still have a portion of the land available for still another industry.

On behalf of the Commonwealth, let me offer our gratitude and our congratulations for what you have done to bring all this about.

With kindest regards, I am

Sincerely yours,

George M. Leader

# RAILROAD SAFETY

## the LIGHTER SIDE

NATIONAL SAFETY COUNCIL



From National Safety News  
Published by  
The National Safety Council

## Personal Habits A Safety Factor, Coach Cleaner Says

No magic formula has been devised to prevent accidents! However, the practice of better Safety First methods will greatly reduce the number of accidents.

To list some of the personal causes: ANGER, ANXIETY, and DAY-DREAMING.

ANGER is a strong emotion of displeasure and resentment. A great amount of energy needed in the Safety First effort may be wasted in nursing old grudges and feuds.

ANXIETY is an uneasy condition of the mind, caused from worry or apprehension. Efficient workers leave their worries at home before coming to work.

DAY-DREAMING—This causative, agent of accidents, casts its heavy shadows and writes its tragedies across the map of the world. One might ask, "Am I the type of person who walks around lost in the fog of semiconsciousness?" Only divine destiny or guidance by some beautiful providence can prevent this individual from having an accident which could result in severe bodily harm or possible death.

People who have a good philosophy of life, a happy home life, a good social life, who direct their energies to living a life of freedom, of reason, of expression, and of altruism, and who have the proper attitude on the job do their work more efficiently and have fewer accidents.

Written by Robert Molinari, coach cleaner,  
Union Pacific Railroad.

## Who Gets Hurt?

Is it the jerk? Sure, some dumb stunts can jerk him into the hospital, BUT a wise guy can ignore a safety rule and outsmart himself.

Is it the worrier? Sure, if he doesn't concentrate on his job, BUT the smart guy who doesn't give a darn can get hurt just as easily.

Is it the handicapped? Sometimes,

BUT they have better safety records than those who are physically okay.

Nobody's immune! BUT most injuries happen to both new and old employees with sound minds and sound bodies—people just like YOU. Why? Just a simple failure to recognize the importance of safe habits and attitudes in your work.

## When To Gamble

Sure, there are lots of gambles worth taking. Like an operation that can save sight or hearing or even life. There's always a chance for failure, but most of us would be willing to gamble on such an operation when there's such a good reason for it.

But there's no rhyme or reason for the kind of gambling some people indulge in. There's the guy who walks across the yard without looking, or does a clumsy job of getting on or off equipment, or carelessly gets his foot in the way of the switch ball (and no safety shoes, either).

Taking a gamble on unsafe practices is like gambling in a crooked joint. The odds are long against you. You can't win, but you can come up losers with an injury, maybe one that's fatal.

## HIGHWAY ZOO



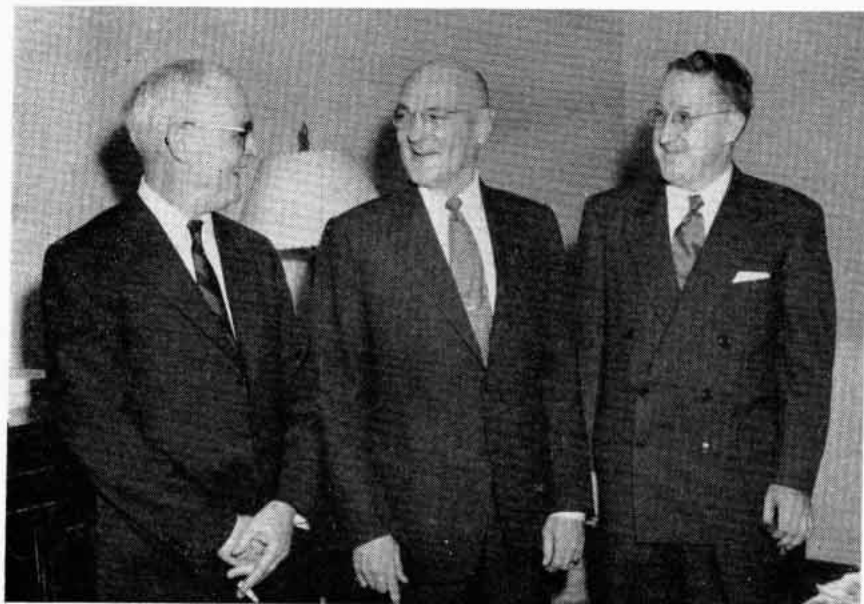
### The ELEPHANT

This is the big, stalwart, unpassable type who plants himself in the middle of the road and slowly plods along. Accused of being a traffic hazard, he looks hurt and surprised and says, "Who me? I was only going 20!"

NATIONAL SAFETY COUNCIL



## Communications Superintendent Retires



*With the Erie since 1913 and superintendent of communications since October 1945, Francis H. Menagh retired on Dec. 31. He was guest of honor at a luncheon attended by Erie officers and friends in Cleveland on Dec. 12. Mr. Menagh received his retirement certificate from President Paul W. Johnston, and M. G. McInnes, vice president for operations and maintenance, presented a gift on behalf of Mr. Menagh's fellow employes and friends. Mr. Menagh served in World Wars I and II. In the picture, from the left, are W. J. Lyons, general foreman in the communications department; Mr. Menagh and G. D. Poole, assistant superintendent of communications.*

## Piggyback Service Extended To New England, Midwest

Erie Railroad has extended its piggyback freight service into the Boston and Providence area of New England in connection with the New Haven Railroad and to 60 communities in six states west of Chicago via the Chicago & North Western and Santa Fe Railroads.

The Erie-New Haven joint service, effective Dec. 20, makes it possible for more industries to ship by rail freight at highway truck rates.

The new territories to be served directly on the Erie-New Haven route will include Boston and its switching area, in addition to Wollaston, Quincy and Quincy Adams in Massachusetts, and Providence along with 25 additional points extending from Woonsocket to Bristol in Rhode Island.

Studies have shown that there are many businesses in the Erie areas of Youngstown, Warren, Akron, Cleveland and Chicago which ship or receive freight by truck in or out of the Boston and Providence territories. Some of these were previously considered truck plants because they are

not located along railroad sidings. With this new piggyback service the Erie is definitely going after this business.

Railroad piggyback freight service offers shippers a door-to-door delivery on trailer-load quantities. The long haul movement between cities is eliminated from highways because the trailers travel on railroad flatcars.

This modern freight service has been increasing in popularity on the Erie since it was started in July 1954.

Piggyback service also was extended to include the Akron, Ohio area starting Dec. 5.

A loading ramp was constructed on Wilbeth Rd., near the Akron and Barberton city limits, to serve as the distribution center.

The Akron piggyback terminal serves shippers and receivers of freight in Barberton, Wadsworth, Ashland, Rittman, Talmadge and Kent.

Trailers will be driven over the highways between the customer's loading platform and the piggyback terminal and moved in fast freight trains to provide expedited service to and from New York, Northern New Jersey and into the Boston and Providence areas in connection with the New Haven Railroad.

Establishment of the new Akron area service is the fourth expansion in piggyback territories since this service was started by the Erie Railroad in July, 1954. Earlier this year, a distribution terminal was opened at Leavittsburg to serve the Youngstown, Niles, Warren, Sharon and Hubbard industries, and another at Cleveland.

In a fifth expansion of the service, the Erie now offers piggyback to points in Minnesota, Wisconsin, Missouri, Colorado, Oklahoma and Kansas. The western extension of piggyback service is the second interline arrangement designed to give Erie's shippers and receivers the very best in transportation of freight.

As piggyback service grows in popularity, the Erie will open up new territories and additional terminals will be established wherever it is found that industries can use piggyback trailers for shipping their products.

### The Big Slice

About 52.3 cents out of every dollar of operating revenue taken in by the Class I railroads of the United States in 1954 were paid out in wages to employes and in payroll taxes for the support of the railroad retirement and unemployment compensation systems.

## LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
G. C. Kalle	Weehawken, N. J.	Asst. Agent	4-8-18
L. L. Shepherd	Marion, Ohio	Commercial Agt.	7-24-24
J. W. Gallagher	New York 7, N. Y.	Commercial Agt.	10-1-46
J. M. Dean	Elmira, N. Y.	Commercial Agt.	4-15-42

## Top Opinion

The following conversation was between a passenger and a railroad president who were on a train one day as the train ran over a particularly good piece of track, and the passenger said, "The track must be the most important thing about a railroad."

"No," said the railroader, "no, it is not the track."

"Well, then," the passenger said, "if it is not the track, it must be the power, the locomotives."

"No," said the railroader, "it is not the locomotives."

"Well, if it is not the track or the locomotives, surely it must be the equipment."

"No," said the railroader, "it is not the power, it is not the equipment, it is not the track."

"Well, then, if it is not the power or the track or the equipment, what can it be?"

The railroader said: "The spirit of the employees."

## HOT-RODDER

"Gosh," said the road hog, as he slowed down for the first time in 40 miles, and looked at the wonderful view. "Don't you feel glad you're alive?"

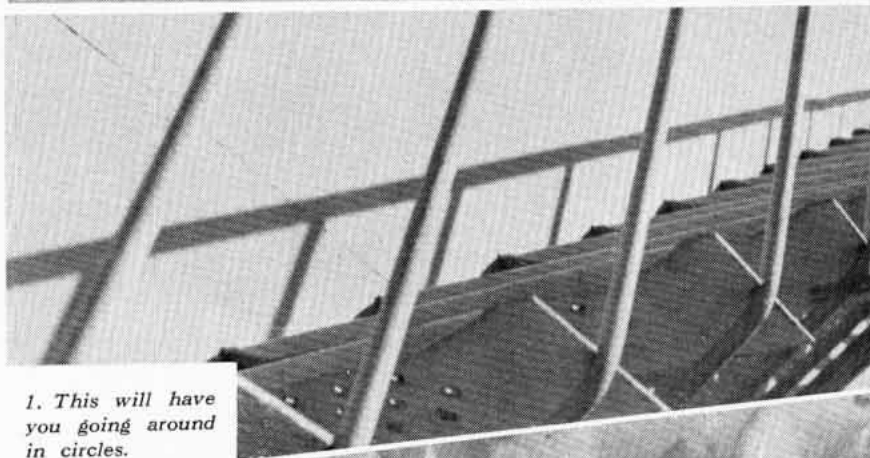
"Glad isn't the word," said his girl friend. "I'm amazed!"

*For every dollar which the Class I railroads paid to their stockholders in dividends in 1954, they paid \$2.27 in taxes to federal, state and local governments.*

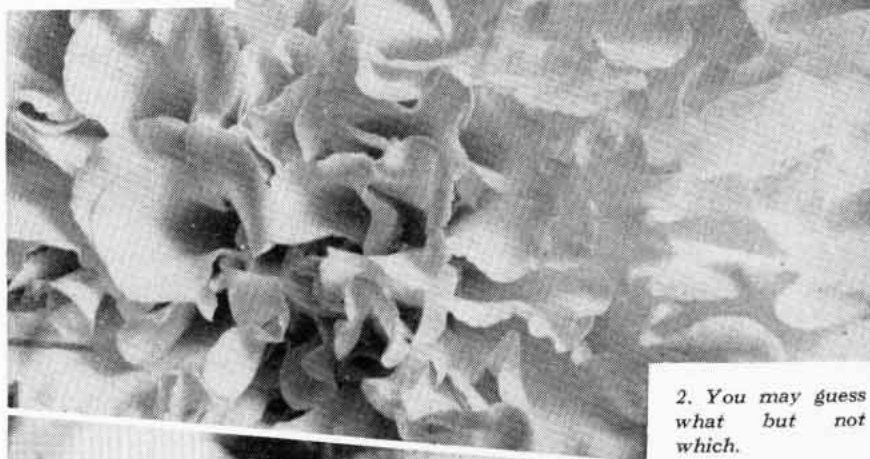
## Quiz Answers

1. Pennsylvania.
2. 1869.
3. Yes. (1) If passenger service is provided over an alternate route, and (2) if he specifies his return route when he purchases the ticket.
4.  $7\frac{1}{2}$ ".
5. Both carload and LCL shipments.
6. The height.
7. John Stevens.
8. More. Approximately \$151,000 per mile in 1954.
9. Dunnage.
10. More than one.

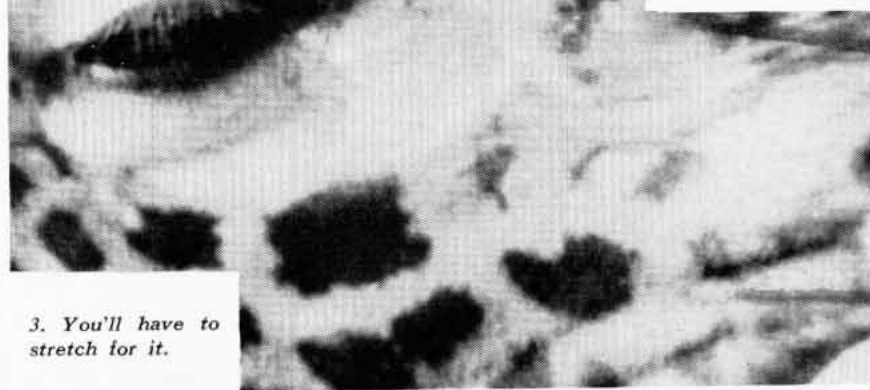
# What's Your Guess?



1. This will have you going around in circles.



2. You may guess what but not which.



3. You'll have to stretch for it.

Here's a picture quiz to test your knowledge of the Erie and railroading. Can you guess what these three pictures show? For answers, please turn to page 9.



## DUNMORE continued

men in Dunmore, especially since they have indicated they can use Erie men who have the particular skills and know-how needed for their type of work. This will give our employes a choice of either staying in Dunmore or moving to our new shop at Meadville."

It was decided to move the shops to Meadville after the Dunmore shops were badly damaged by flood waters following Hurricane Diane last August. The flood was not the direct cause for moving from Dunmore, it merely precipitated the decision. After the damage it was decided to move the shops to a more central location on our mainline to eliminate dead-head hauling of cars and material.

### Erie Pays Expenses

Mr. Johnston has invited all Erie employes at the shop in Dunmore to transfer to Meadville when the shop is completed there, which is expected to be next fall. He added that the Erie will pay moving expenses for workers and families.

"We hope, of course," Mr. Johnston said, "that as many Erie employes as possible will decide to continue in railroad car repair work and move to Meadville. On the other hand, we realize they have strong ties in Dunmore with their home, families, schools and churches."

The agreement to sell the property stipulated that the Erie could remain in the present building until June 1. Meantime, the shop will continue to operate at approximately the present force until that time. Since the flood, the shop has operated with a force of about 200 men.

Within a few weeks it was also announced that we had sold the remaining 16 acres of the Dunmore shop property to the Scranton-Lackawanna Industrial Building Co. for potential factory sites.

Mr. Johnston explained that the sale was made so that the Scranton Chamber of Commerce and the Scranton - Lackawanna Industrial Building Co. could offer the sites to any type of industry which would increase employment in the Dunmore-Scranton area.

"While we are hopeful that the sites can be taken over by industries which will use our freight service, it is not a condition of the sale," Mr. Johnston said. "If the railroad continued ownership, we



NAME	OCCUPATION	LOCATION	DATE OF DEATH
Andrews, Genevieve Agnes	Rate Clerk	Allegany Division	10-28-55
*Bauman, John G.	Yard Clerk	Susquehanna, Pa.	11-21-55
*Clarke, Henry Arthur	Asst. to Pur. Agt.—Stat.	Cleveland, Ohio	7-24-55
*Colby, Roma Leonard	Machinist Helper	Buffalo Machine Shop	9-28-55
Collins, Howard Thomas	Leading Stockkeeper	Jersey City (Stores)	11- 9-55
Dobell, Leroy Edward	Conductor	Susquehanna Division	9-30-55
*Dusenberry, Charles Nelson	Telegrapher	Jersey City, N. J.	11- 3-55
*Hankins, Percy Jackson	Work Equip. Reprmn.	Hornell, N. Y.	10-30-55
*Harris, Jess Trimble	Engine Watchman	Huntington, Ind.	7- 7-55
*Hoover, Ferrel Johnson	Div. Teleph. Supvr.	Huntington, Ind.	10-30-55
Jones, Donald	Car Repairer Helper	Port Jervis, N. Y.	11-12-55
Kr.eg, Ernest	Operator	New York Division	10-13-55
*Mandelbaum, Peter	Clerk	New York Division	10-26-55
*McDonald, Marcus Joseph	Asst. Chf. Train Disp.	Buffalo Division	11- 4-55
*Miller, Phillip Charles	Carpenter	Mahoning Division	7-19-55
Moler, Theodore	Car Repairer	Marion, Ohio	11-18-55
*Mollica, Michael	Laborer (Loco. Shop)	Susquehanna, Pa.	9-20-55
*O'Neill, Thomas Francis	Head Correction Invgr.	Cleveland (Aud. Rev.)	8- 7-55
Paul, Mary Ciancaglini	Laborer	Hornell, N. Y.	11-17-55
Quartz, Paul Aloysius	Clerk (Accounting)	Hornell, N. Y.	10-10-55
Rice, Albert James	Agent	Mahoning Division	10-24-55
*Rogers, Julia Agnes	Clerk (Accounting)	Hornell, N. Y.	6- 7-55
Seeley, Newell Thompson	Trackman	Allegany Division	11-18-55
Sikora, John Frank	Trackman	Meadville Division	11- 7-55
*Stewart, James Augustus	Conductor	Bradford Division	9-29-55
*Ungerer, John	Painter	Marine Department	10-30-55
Weber, Herman	Asst. Chief Clerk	New York Division	10-28-55
*Wolovich, John George	Laborer	Cleveland (Stores)	6- 5-55
*Retired Employes			

would naturally try to find an industry that would ship over our lines. By our disposing of the property to the Scranton industrial group, they will have a better opportunity to find an industry that

could provide immediate employment to benefit the people in the area regardless of our traffic interest."

*Safety is an attitude of mind.*

## Joint Luncheon For Patrolmen



Two Erie patrolmen at Jersey City who are close friends were fittingly honored at a joint retirement testimonial Dec. 7 at Jersey City. They are Matthew Hock and John G. Morrison who are retiring after 30 years service. At the dinner they received farewell gifts from friends and fellow employes. From the left are F. B. Wildrick, superintendent of property protection and tire prevention; Patrolman Hock, Patrolman Morrison and George R. Kell, police captain, New York Division.

BOB RANDALL, chief clerk to assistant general freight agent—"I think the magazine should tell more about employes and less about children, also more about employes in service and use more letters to the editor." DON REYNOLDS, chief clerk to the freight traffic manager—"The magazine should have a feature on art and literature. Books, plays, pictures and poetry should be discussed."



ETTA HENRICKS, teletype operator—"More should be used about our offline offices to bring them closer to the Erie."



## Kamera Kwiz

**QUESTION—If you were editor, what would you do to make the Erie Magazine more interesting to its readers?**

The editors of the magazine left themselves wide open with this month's question, but Erieffolk in the offices of the assistant general freight agent and freight traffic manager, Chicago, were not too critical. They came up with some good ideas as you can see from reading their replies on these two pages.



BARBARA SIWIK (left), clerk-stenographer—"More pictures of employes should be used so that we could see the people with whom we correspond all over the railroad." DENISE ALKIM, clerk-stenographer—"There should be more stories about Erie employes."

TONI (left), secretary to freight traffic manager, and GRACE BATTAGLINO, general clerk—TONI, "I'd like to see more feature stories about individuals, and the roster of Erie officials should be printed more often." GRACE, "I think the magazine should include a woman's department and should feature more employe activities."





*DONNA HENNING, stenographer—"The magazine should use more cartoons and employe pictures."*



*NEDRA TROLL, westbound clerk—"The magazine should have more personals."*



*HELEN GRIFFIN, statistical clerk—"I believe girls would like to see more about recipes, dress patterns and beauty hints."*



*WARNER HOLCOMBE, senior tariff mailroom clerk—"The magazine should use articles about employes who have retired. There should be a column about them."*



*JACK SOLL, statistician—"Lesser-known departments about which we don't read often should be more thoroughly covered."*



# ERIE RAILROAD



**General Offices**—**Midland Building, Cleveland 15, Ohio.**  
**Hudson Terminal, 50 Church Street, New York 7, N. Y.**  
**327 South La Salle Building, Chicago 4, Ill.**

**R. E. WOODRUFF, Chairman of the Board, Cleveland.**  
**P. W. JOHNSTON, President, Cleveland.**

**H. W. VON WILLER, Vice-President, Cleveland.**  
**M. G. McINNES, Vice-President, Cleveland.**  
**W. T. PIERSON, Vice-President and General Counsel, Cleveland.**  
**G. W. OAKLEY, Comptroller, Cleveland.**

**R. H. HANN, Secretary, Cleveland.**  
**JASPER VAN HOOK, Treasurer, Cleveland.**  
**G. C. FRANK, Assistant to President, Cleveland.**  
**E. E. SEISE, Assistant to President, Cleveland.**  
**P. J. KINDLER, Assistant to President, Cleveland.**

## TRAFFIC AND DEVELOPMENT

**H. W. VON WILLER, Vice-President, Cleveland.**  
**D. R. THOMPSON, Assistant Vice-President, Cleveland.**  
**G. F. MILLS, Assistant to Vice-President, Cleveland.**

**R. J. DEAN, Assistant Vice-President, New York.**  
**R. E. O'GRADY, Assistant Vice-President, Chicago.**  
**R. C. HALLBERG, Assistant Vice-President, New York.**  
**D. M. LYNN, Assistant Vice-President, Cleveland.**

### PASSENGER—Sales and Service

**A. G. OLDENQUIST, Passenger Traffic Manager, Cleveland.**  
**F. J. WILD, General Passenger Agent, Cleveland.**  
**R. E. TOWNS, Assistant General Passenger Agent, Chicago.**  
**V. F. GREEN, Assistant General Passenger Agent, Youngstown.**  
**G. W. KIROM, Assistant General Passenger Agent, New York.**  
**P. F. ARROYO, Mgr., Mail, Baggage and Express Traffic, New York.**  
**A. W. MEINKE, Asst. to Mgr., Mail, Baggage and Express Traffic, New York.**  
**J. VAN DER VELDE, Assistant to Passenger Traffic Manager, Cleveland.**

### FREIGHT—Rates

**E. C. HALLBERG, Assistant Vice-President, New York.**  
**O. M. MEYNE, Freight Traffic Manager, New York.**  
**J. H. SISCO, Assistant Freight Traffic Manager, New York.**  
**THOMAS GILPIN, General Freight Agent, New York.**  
**F. K. NOONBURG, Assistant General Freight Agent, New York.**  
**C. P. BELL, Assistant General Freight Agent, New York.**  
**F. J. NELSON, Chief of Tariff Bureau, New York.**  
**R. M. TERHUNE, Chief of Divisions, New York.**  
**F. M. KLITZ, Freight Traffic Manager, Chicago.**  
**H. C. WELL, Assistant Freight Traffic Manager, Chicago.**  
**L. M. SCHUKEL, General Freight Agent, Chicago.**  
**R. R. BURTON, Assistant General Freight Agent, Chicago.**  
**A. E. HARTMAN, Chief of Tariff Bureau, Chicago.**  
**F. M. BELL, Chief of Divisions, Chicago.**

### FREIGHT—Sales and Service

**E. J. DEAN, Assistant Vice-President, New York.**  
**G. W. MADSEN, Freight Traffic Manager, New York.**  
**B. F. CONWAY, Fht. Traf. Mgr. Piggy Back & L.C.L. Traf., New York.**  
**L. J. BURGOTT, Assistant Freight Traffic Manager, New York.**  
**H. A. WILSON, General Eastern Freight Agent, New York.**  
**F. K. CORLETT, Assistant General Freight Agent, Buffalo.**  
**A. M. MONAHAN, General New England Agent, Boston.**  
**C. R. MARTIN, Freight Traffic Manager, Cleveland.**  
**D. C. KELSEY, Assistant General Freight Agent, Cleveland.**  
**H. W. GRAY, Assistant General Freight Agent, Cincinnati.**  
**C. G. ANDREWS, Assistant General Freight Agent, Pittsburgh.**  
**W. W. THOMS, Assistant General Freight Agent, Youngstown.**  
**R. E. O'GRADY, Assistant Vice-President, Chicago.**  
**J. A. RUSSELL, Western Traffic Manager, Los Angeles, Calif.**  
**C. V. HARROW, Freight Traffic Manager, Chicago.**  
**E. W. KEILEY, Assistant General Freight Agent, Detroit.**  
**L. E. NEWMAN, Assistant General Freight Agent, Chicago.**

### FOREIGN FREIGHT TRAFFIC

**W. C. OTTEN, Foreign Freight Traffic Manager, New York.**  
**C. A. STOEGER, Asst. Foreign Freight Traffic Manager, New York.**  
**P. J. VAN NESS, Foreign Freight Agent, New York.**  
**C. E. MITCHELL, Foreign Freight Agent, Chicago.**  
**A. B. CONNELL, Export and Import Agent, New York.**

### PERISHABLE AND DAIRY TRAFFIC

**P. J. NAPOLI, Perishable Traffic Mgr., Pier 28, N.Y., New York**  
**G. E. KEITH, Perishable Freight Agent., Pier 28, N.Y., New York.**

### COAL AND COKE

**G. A. LAMB, Coal Traffic Manager, Cleveland.**  
**R. T. PHILLIPS, General Coal Freight Agent, Cleveland.**  
**A. E. BARKALOW, Coal Freight Agent, New York.**  
**J. A. MUCHA, Coal Freight Agent, Buffalo.**  
**M. S. SWEENEY, Coal Freight Agent, Pittsburgh.**  
**W. N. STENFELT, Coal Freight Agent, Chicago.**

### INDUSTRIAL DEVELOPMENT

**D. M. LYNN, Assistant Vice-President, Cleveland.**  
**E. T. BUTLER, JR., Industrial Commissioner, New York.**  
**R. W. SCHEUCH, Industrial Agent, New York.**  
**D. F. MACKERLEY, Industrial Engineer, New York.**  
**L. J. SLACK, Industrial Commissioner, Cleveland.**  
**G. W. MOORHOUSE, Industrial Agent, Cleveland.**  
**J. S. PARSONS, Industrial Engineer, Cleveland.**

## OPERATING—MAINTENANCE—ENGINEERING

**M. G. McINNES, Vice-President, Cleveland.**  
**G. C. WHITE, Assistant Vice-President, Cleveland.**  
**S. F. McGRANAHAN, Assistant Vice-President, Staff, Cleveland.**  
**J. J. STRAUT, Assistant to Vice-President, Cleveland.**

### OPERATING

**A. E. KRIESIEN, Asst. Vice-President and Gen. Manager, Eastern Dist., Jersey City, N. J.**  
**T. J. SANOK, Asst. Gen. Manager, Eastern Dist., Jersey City, N. J.**  
**A. E. HOFFMANN, Asst. to Gen. Mgr., Eastern Dist., Jersey City, N. J.**  
**J. R. EBERT, Supt. New York Division, Jersey City, N. J.**  
**J. D. McFADDEN, Asst. Supt. New York Division, Jersey City, N. J.**  
**O. A. FRAUSON, Supt. Lighterage & Stations—N. Y. Harbor, New York, N. Y.**  
**F. M. SPORTELLY, Asst. Supt. Lighterage & Stations—New York Harbor, Jersey City, N. J.**  
**J. J. SULLIVAN, Asst. Supt. Lighterage Dept., New York, N. Y.**  
**C. E. De JOIA, Supt. Marine Department, Jersey City, N. J.**  
**C. S. KINBACK, Supt. Susq., Del., Wyoming & Jefferson Divisions, Hornell, N. Y.**  
**J. M. MOONSHOWER, Supt. Buffalo & Rochester Divisions, Buffalo, N. Y.**  
**J. P. ALLISON, Gen. Mgr., Western Dist., Youngstown, Ohio.**  
**T. E. McGINNIS, Asst. Gen. Mgr., Western Dist., Youngstown, Ohio.**  
**C. H. TERRILL, Asst. to Gen. Mgr., West. Dist., Youngstown, Ohio.**  
**D. A. LOGAN, Supt. Allegheny-Meadville Division, Salamanca, N. Y.**  
**F. J. MULLIGAN, Supt. Mahoning Division, Youngstown, Ohio.**  
**F. E. NAVIN, Asst. Supt. Mahoning Division, Youngstown, Ohio.**  
**H. LEWIS, Superintendent Kent Division, Marion, Ohio.**  
**E. J. ROBSCH, Supt. Marion Division, Huntington, Ind.**  
**W. M. WIARDA, Asst. Supt. Marion Division, Chicago, Ill.**  
**H. H. CLARK, Superintendent of Transportation, Cleveland, Ohio.**  
**E. J. WHELAN, Asst. Supt. of Transportation, Cleveland, Ohio.**  
**G. F. DUNATHAN, Car Accountant, Cleveland, Ohio.**  
**D. C. MITCHELL, Supt. Station Service and Freight Claim Prevention, Cleveland, Ohio.**  
**J. M. COLLINS, Superintendent Dining Cars, Jersey City, N. J.**  
**J. R. MEREDITH, Asst. Superintendent Dining Cars, Jersey City, N. J.**

### ENGINEERING—MAINTENANCE OF WAY

**BLAIR BLOWERS, Chief Engineer, Cleveland, Ohio.**  
**H. M. SHEPARD, Asst. Chief Engineer—Engineering, Cleveland, Ohio.**

**J. S. PARSONS, Asst. Chief Engineer, M. of W., Cleveland, Ohio.**  
**A. K. FROST, Asst. to Chief Engineer, M. of W., Cleveland, Ohio.**  
**L. H. JENTOFT, Engr. M. of W., Eastern Dist., Jersey City, N. J.**  
**H. J. WECHEIDER, Engr. M. of W., Western Dist., Youngstown, Ohio.**  
**W. S. STORMS, Genl. Supt. Communications & Signals, Cleveland, Ohio.**  
**FRANK YOUNGWERTH, Asst. Genl. Supt. Communications & Signals, Cleveland, Ohio.**  
**G. D. POOLE, Supt. of Communications, Cleveland, Ohio.**  
**W. J. LYONS, Communications Engineer, Cleveland, Ohio.**

### MECHANICAL

**C. K. JAMES, Superintendent Motive Power, Cleveland, Ohio.**  
**W. G. CARLSON, Asst. Supt. Motive Power, Cleveland, Ohio.**  
**J. F. McMULLEN, Superintendent Car Department, Cleveland, Ohio.**  
**L. S. KURFESS, Asst. Superintendent Car Dept., Cleveland, Ohio.**  
**E. D. HALL, Mechanical Engineer, Cleveland, Ohio.**  
**G. E. McKINNEY, Chief Electrical Engineer, Cleveland, Ohio.**

### PURCHASING AND STORES

**J. F. DUFFY, Manager Purchases and Stores, Cleveland, Ohio.**  
**JOHN TAPPING, Assistant Purchasing Agent, Cleveland, Ohio.**  
**E. A. MURPHY, Assistant Purchasing Agent, Cleveland, Ohio.**  
**J. P. ECHLE, Assistant Purchasing Agent, Cleveland, Ohio.**  
**E. E. DEXTER, Assistant to Purchasing Agent, Cleveland, Ohio.**  
**G. J. HOUSE, General Storekeeper, Hornell, N. Y.**  
**J. P. HOGAN, Assistant General Storekeeper, Hornell, N. Y.**  
**F. P. WILLIAMS, Assistant General Storekeeper, Hornell, N. Y.**

**F. B. WILDRICK, Superintendent of Property Protection and Fire Prevention, Jersey City, N. J.**  
**R. P. STEEN, Asst. Supt. Property Protection & Fire Prevention, Youngstown, Ohio.**

**H. E. SHAUGHNESSY, Safety Agent, Cleveland, Ohio.**

### WAGE BUREAU

**D. D. PURDY, Supervisor, Wage Bureau, Cleveland, Ohio.**

## LEGAL—LAND AND TAXATION

**W. T. PIERSON, Vice-President and General Counsel, Cleveland.**

M. C. SMITH, Jr., General Solicitor, Cleveland.

P. H. DONOVAN, Assistant General Counsel, Cleveland.

J. P. CANNY, General Attorney, Cleveland.

F. G. HOFFMANN, General Attorney, New York.

J. T. CLARK, Assistant General Attorney, Cleveland.

T. D. CAINE, Assistant General Attorney, Cleveland.

B. D. LACKLAND, Attorney, Cleveland.

**DAVID A. LERCH, General Land and Tax Agent, Cleveland.**

F. D. HALTER, Assistant General Land and Tax Agent, Cleveland.

F. F. BUEHLER, Land and Tax Agent, Cleveland.

R. B. HARRISON, Assistant General Land and Tax Agent, New York.

D. K. BOYD, Land Agent, Cleveland.

## ACCOUNTING

**G. W. OAKLEY, Comptroller, Cleveland.**

C. G. LEHMANN, Assistant Comptroller, Cleveland.

F. A. MacEWEN, Assistant Comptroller, Cleveland.

M. J. POLI, Assistant Comptroller, Cleveland.

J. I. MICHEL, Assistant to Comptroller, Cleveland.

G. W. THOMPSON, Auditor of Disbursements, Cleveland.

W. J. MANNING, Auditor of Revenues, Cleveland.

H. N. HALPER, Valuation Engineer, Cleveland.

F. V. KELLEHER, Freight Claim Agent, Cleveland.

P. A. SCULLION, Dist. Freight Claim Agent, Jersey City.

W. H. MYRER, Dist. Freight Claim Agent, Chicago, Ill.

A. H. GUDEHUS, Dist. Freight Claim Agent, Cleveland.

## TREASURY

JASPER VAN HOOK, Treasurer, Cleveland.

B. C. CLARK, Assistant Treasurer, Cleveland.

G. R. OLIVIER, Assistant to Treasurer, Cleveland.

R. H. HANN, Secretary, Cleveland.

C. E. POST, Assistant Secretary, Cleveland.

## SECRETARY—INSURANCE

## SURGICAL AND PERSONAL INJURY CLAIMS

**W. E. MISHLER, Chief Surgeon and Director of Claims, Cleveland.**

J. F. MURRAY, Chief Claim Agent, Cleveland.

A. J. BERNHARDT, Assistant Chief Claim Agent, Cleveland.

## PUBLIC RELATIONS—ADVERTISING

G. C. FRANK, Assistant to President, Cleveland.

## RESEARCH

E. S. ROOT, Chief of Research, Cleveland.

## EMPLOYMENT

A. J. SCHILLING, Superintendent of Employment, Jersey City, N. J.

## TRAFFIC DEPARTMENT REPRESENTATIVES

**Akron 8, Ohio**—Erie Station, J. P. Clark, Div. Passenger Agt.; 80 E. Exchange St., H. F. Keelen, General Agt.

**Albany 7, N. Y.**—D. & H. Bldg., J. E. Campbell, General Agt.

**Atlanta 3, Ga.**—Healey Bldg., H. A. Bockman, General Agt.

**Baltimore 2, Md.**—Munsey Bldg., G. A. Kiel, General Agt.

**Birmingham 3, Ala.**—927-928 Brown-Marx Bldg., William L. Thornton, General Agt.

**Boston 14, Mass.**—150 Causeway St., A. M. Monahan, Gen. New Eng. Agt.

**Buffalo 6, N. Y.**—1221 Clinton St., F. K. Corlett, Asst. Gen. Freight Agt.

**Chicago 4, Ill.**—327 S. La Salle Bldg., R. A. Johnson, City Passenger Agt.; L. E. Newman, Asst. Gen. Freight Agt.

**Cincinnati 2, Ohio**—931 Enquirer Bldg., H. W. Gray, Asst. Gen. Freight Agt.

**Cleveland 15, Ohio**—Midland Bldg., D. C. Kelsey, Asst. Gen. Freight Agt.

**Columbus 15, Ohio**—Atlas Bldg., C. F. Lauer, General Agt.

**Dallas 1, Texas**—1509 Main St., J. A. Moore, General Agt.

**Dayton-Springfield, Ohio**—25 S. Main Bldg., Dayton 2, Ohio, C. P. Underwood, Div. Freight Agt.

**Des Moines 9, Iowa**—Hubbell Bldg., J. L. Fischer, General Agt.

**Detroit 2, Mich.**—General Motors Bldg., E. W. Kelley, Assistant Gen. Freight Agt.

**Edmonton, Alberta, Canada**—Barry Bldg., Guy M. Greenwood, Commercial Agt.

**Elmira, N. Y.**—Erie Station, G. B. Saunders, Div. Passenger Agt.; H. J. Spindler, Div. Freight Agt.

**Houston 1, Texas**—708 Main St., J. A. Hosty, General Agt.

**Huntington, Ind.**—Erie Station, Harold L. Johnson, Div. Freight Agt.

**Indianapolis 4, Ind.**—11 S. Meridian St., L. R. Breckenridge, General Agt.

**Jamestown 3, N. Y.**—Erie Station, O. B. Chapman, Div. Passenger Agt.; J. L. Chapman, Div. Freight Agt.

**Jersey City 2, N. J.**—Erie Station, H. Herrmann, Gen. Agt. Pass. Dept.; E. H. Huffman, Div. Freight Agt.

**Kansas City 5, Mo.**—Room 1016 Dwight Bldg., N. C. Frick, General Agt.; H. F. Studt, Asst. General Agt.

**Los Angeles 14, Cal.**—510 W. 6th St., K. O. Hemming, General Agt.

**Marion, Ohio**—Terminal Bldg., J. L. Tjaden, Div. Freight Agt.

**Memphis 3, Tenn.**—Exchange Bldg., W. R. Jacobs, General Agt.

**Milwaukee 3, Wis.**—Majestic Bldg., C. O. Ewing, General Agt.

**Minneapolis 2, Minn.**—Rand Tower, L. L. Harris, General Agt.

**Newark 2, N. J.**—Military Park Bldg., F. L. Collins, General Agt.

**New Haven 10, Conn.**—W B I B Bldg., G. T. Dolan, General Agt.

**New Orleans 12, La.**—Pere Marquette Bldg., E. W. Burnett, General Agt.

**New York 20, N. Y.**—11 Rockefeller Plaza, G. H. Down, City Passenger Agt.; H. T. James, City Passenger Agt.; J. N. Monzel, Steamship Passenger Agt.

**New York 7, N. Y.**—50 Church St., H. A. Wilson, Gen. Eastern Freight Agt.

**Omaha 2, Neb.**—1319 Farnam St., E. Havlicek, General Agt.

**Peoria 2, Ill.**—Jefferson Bldg., F. W. Davison, General Agt.

**Philadelphia 2, Pa.**—1503 Finance Bldg., M. R. Fitzgerald, General Agt.

**Pittsburgh 19, Pa.**—Koppers Bldg., C. G. Andrews, Asst. General Freight Agt.

**Portland 5, Ore.**—American Bank Bldg., W. E. Reager, General Agt.

**Rochester 4, N. Y.**—Reynolds Arcade Bldg., W. E. Bennett, Div. Freight Agt.

**San Francisco 5, Cal.**—681 Market St., H. F. Heck, General Agt.

**St. Louis 1, Mo.**—721 Olive St., J. W. Cloud, General Agt.

**Scranton, Pa.**—First National Bank Bldg., J. A. Sterl, Div. Freight Agt.

**Seattle 1, Wash.**—White Bldg., R. J. Dundon, General Agt.

**Toledo 4, Ohio**—1404 Toledo Trust Bldg., C. W. Stroth, General Agt.

**Toronto, Ont.**—69 Yonge St., Robert Williamson, Can. Freight Agt.

**Washington 5, D. C.**—519 Bond Bldg., George Pettersen, General Agt.

**Youngstown 3, Ohio**—Terminal Bldg., W. L. Schorr, Div. Passenger Agt.; W. W. Thoms, Asst. Gen. Freight Agt.; H. W. McIlwain, General Agt.

## No Change Planned For Northern Branch

Northern Branch commuters on the Erie Railroad will continue to be brought into Jersey City after other Erie commuter operations are transferred to the Lackawanna station in Hoboken this year. Schedules will remain the same but commuters will use the Hudson and Manhattan tubes in the absence of ferry service.

The Erie and Lackawanna announced plans last month for the joint use of the Hoboken terminal in an attempt to reduce the \$5½ million deficit in commuter operations by both railroads. All Erie passenger trains will be routed over Lackawanna tracks into Hoboken where ferry service is provided to Barclay St. After the transfer is made the Erie intends to abandon its ferry service to Chambers St.

About 1500 commuters a day use the Northern Branch which extends from Jersey City to Nyack, N. Y.

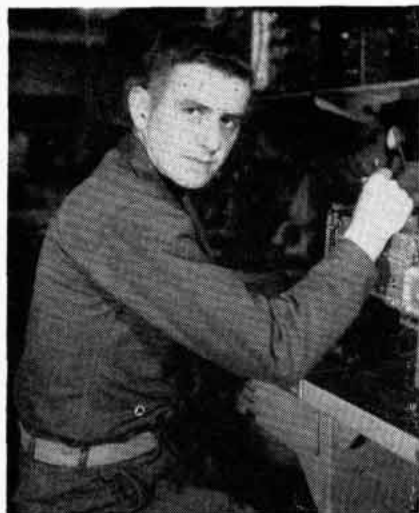
The Lackawanna crosses the Erie overhead just east of where the Northern Branch comes into the main line and the difference in elevation makes it prohibitive to connect the two lines in that vicinity. Present plans call for Erie main line trains and Greenwood Lake Branch trains to join the Lackawanna just east of County Road in Secaucus.

Any attempt to route Northern Branch trains over the new track



NAME	POSITION	LOCATION	YEARS	
			DATE	SERVICE
Orazio Bardino	Shop Hostler	Suffern, N. Y.	11-28-55	37
Howard J. Barnhart	Yard Brakeman	Marion, Ohio	11-30-55	37
William D. Baxter	Yard Clerk	Susquehanna, Pa.	10-31-55	52
Thomas E. Cozy	Pipefitter	Meadville, Pa.	11-14-55	33
Carl F. Curtis	Yard Brakeman	Jersey City, N. J.	10-24-55	40
James F. Dowd	Asst. Div. Teleph. Supv.	Jersey City, N. J.	12-31-55	42
John C. Draxler	Section Foreman	Horseheads, N. Y.	10-30-55	31
Loretta M. Driscoll	Correction Clerk	Paterson, N. J.	12-31-55	28
Minnie L. Eason	Cashier	Hornell, N. Y.	11-12-55	42
Everett B. Evans	Retarder Operator	Marion, Ohio	11- 8-55	42
Walter E. Feight	Engineer	Marion, Ohio	10-21-55	46
Bernard A. Gately	Chief Caller	Jersey City, N. J.	11- 4-55	46
Howard S. Jacoby	Retarder Operator	Marion, Ohio	11-17-55	51
John J. Jennings	Yard Brakeman	Youngstown, Ohio	11-16-55	38
Charles C. Kinner	Trackman	Hornell, N. Y.	10-25-55	36
Courtland Koch	Machinist	Meadville, Pa.	10-25-55	29
Marcus E. Kroger	Engineer	Port Jervis, N. Y.	11- 4-55	42
Helen L. Lacey	Rate Clerk	Binghamton, N. Y.	11-12-55	38
William Law	Patrolman	Youngstown, Ohio	10-31-55	33
Clifton L. Lindsay	Car Inspector	Marion, Ohio	12-31-55	36
Peter J. Malloy	Yardmaster	Susquehanna, Pa.	10-31-55	51
Francis H. Menagh	Supt. of Communications	Cleveland, Ohio	12-31-55	43
John G. Morrison	Patrolman	Weehawken, N. J.	11-30-55	30
Ralph B. Norton	Foreman	Susquehanna, Pa.	12-31-55	34
John A. O'Brien	Engineer	Jersey City, N. J.	10-31-55	52
Theodore S. Overholt	Foreman	Huntington, Ind.	12-31-55	49
David Parker	Car Inspector	Port Jervis, N. Y.	11-14-55	39
Herman F. Schneider	Machinist	Buffalo, N. Y.	11- 9-55	33
Henry W. Schuler	Yard Conductor	Marion, Ohio	11-30-55	41
Oscar A. Selfarth	Engineer	Youngstown, Ohio	11-25-55	33
William J. Shaderville	Engineer	Meadville, Pa.	9-30-55	42
Morris Stein	Ticket Stock Clerk	Cleveland, Ohio	12-31-55	57
Walter E. Stratton	Road Conductor	Newburgh, N. Y.	10-31-55	38
Henry J. Stroebel	Asst. Engineer	Cleveland, Ohio	11-30-55	43
Edgar G. Tonge	Chief Clerk	Akron, Ohio	1-31-56	46
John P. Tormey	Machinist	Jersey City, N. J.	11- 8-55	48
John P. Vogt	Yard Brakeman	Croton, N. J.	10-31-55	39
Harvey B. Welch	Conductor	Port Jervis, N. Y.	10-29-55	51
John J. Wiertel	Trucker	Chicago, Ill.	11- 8-55	25
William J. Wolf	Yard Conductor	Croton, N. J.	10-24-55	36
Leon L. Worland	Chief Yard Clerk	Hammond, Ind.	11-11-55	34
Cloyd Wygle	Plumber	Marion, Ohio	11-20-54	39
Joseph Zarsky	Car Repairer	Jersey City, N. J.	11-30-55	38

## Electronics Marine



A telegraph operator at Dunmore, Pa., before entering service, David J. Flannery is shown here at his job in electronics with the 1st Marine Air Wing in Korea.

connection would involve long back-up switching movements and inconvenience commuters by lengthening train schedules.

A station platform and ticket office will be maintained at Jersey City for the Northern Branch passengers.

## Storms Appointed To New Position

William S. Storms, signal engineer since 1940, has been appointed to the new position of general superintendent of communications and signals.

Mr. Storms has been with the Erie since 1909 when he started as a signal gang helper.

Three other promotions also have been announced in the department. Frank Youngwerth, with the Erie

since 1929, has been named assistant general superintendent of communications and signals. Promoted to superintendent of communications was George D. Poole, with the Erie since 1934. Walter J. Lyons, an Erieman since 1940, has been appointed communications engineer.

## Erie Bowling Tourney

The 11th annual Erie system bowling tournament will be conducted March 10 and 11 at the Marvondale alleys in Youngstown, Ohio. Entry blanks will be sent to captains of teams who were in the tournament last year. Division superintendents also will distribute the blanks, and they will be available at principal Erie ticket offices. Deadline for entries is Feb. 4.



# ERIE VETERANS



*This picture was taken during a lull at the annual Christmas party Dec. 10 at Scranton, Pa., of the ladies auxiliary of the Avoca-Dunmore chapter of the Erie Veterans Association.*

## Fellow Veterans:

Cordial greetings to all members and families as we enter the 30th year of our association's existence.

It is with a feeling of great personal pride that I assume the duties and responsibilities as your president this year. To be associated in this capacity with such a fine group as the Erie Railroad Veterans' Association is indeed a high honor, and I shall endeavor to carry on the noble ideals of our association to the best of my ability.

Our association has moved forward through the years and each and every one of you can feel proud to have done your part. We can expand further with the teamwork that is so essential to any successful activity.

My suggestion at this time is that veterans try to attend local chapter meetings as often as possible and participate in discussions on matters for the good and welfare of the association.

I should like to meet all of you as time progresses. I look forward to greeting many of you at the installation of executive officers in New York on Jan. 21 under the auspices of the Jersey City Chapter.

Fraternally,  
**E. H. Stocker**  
President

## Jersey City

*By A. I. Raywood*

New officers were installed officially Dec. 14 by **F. P. Belling**, director of social activities—**John F. Hazzard**, chairman; **George Sisco**, vice-chairman; **George C. Kalle**, secretary; **Frank Reichardt**, treasurer; **William Brazel**, trustee (one year); **Joseph Herzig**, trustee (two years); **A. I. Raywood**, trustee (three years). They are making plans for an active year ahead and it is suggested that all members attend our monthly meetings (second Wednesday) at I. U. C. Hall, 38 Park Ave., Paterson, and become part of a working team that

has Erie veteranism at heart.

On Jan. 21, our chapter will be host to company officials when they join us at the Governor Clinton Hotel in New York for the installation of system officers. Our member, **Bert Stocker**, will be installed as president and Past President **F. P. Belling** again will be director of social activities. The food will be the finest, with music, dancing and entertainment to satisfy the most critical. For those who plan to stay more than a day, our committee will suggest points for worshipping, sightseeing and shopping. All chapter secretaries have been supplied with dinner tickets and will assist anyone planning to attend.

## Buffalo-Rochester

*By Ruth Nise Munger*

At the regular business meetings of the chapter and ladies auxiliary Nov. 12, plans were made for our attendance at the installation of system officers in New York City Jan. 21. **M. A. Redding** is chairman of arrangements, assisted by **H. I. Moyer**, secretary.

Seventy members, friends and guests gathered at the Buffalo Turners Club for our Christmas party Dec. 3. A smorgasbord luncheon, Christmas carols, gift exchange and dancing were enjoyed. Among the guests were **Mr. and Mrs. Feinbach** and **Mr. and Mrs. Hill** (company attorneys' office).

Hearty congratulations to Supt. **Carl S. Kinback** on his new assignment at Hornell as superintendent of the Susquehanna, Delaware, Wyoming and Jefferson Divisions.

General Yardmaster **C. J. O'Leary** was a late vacationist. He spent part of it shoveling snow (we had 17 inches).

**Fiore Parenti**, retired machinist, is in St. Petersburg, Fla., for the winter.

Secretary **H. I. Moyer** was one of the lucky hunters when the deer season opened. He got one in the Adirondack mountains near Utica.

Our sympathy is extended to the

sister of **Marcus J. McDonald**, retired assistant chief train dispatcher, on his death Nov. 4; also to the family of **C. J. Nassioy**, retired yard conductor, on his recent death.

Birthday greetings to **Mrs. George Feltz, Sr.** and **Mrs. Louis Leucht**.

Get-well wishes to **Joe Muca**, **Mrs. Paul Struwe** and **Frank Swiakowski**.

**Margaret Redding**, daughter of the **M. A. Reddings**, became the bride of **R. Andrews** Nov. 5.

The **John Orłowski**s celebrated their 30th wedding anniversary Thanksgiving Day. Their son, **Norman**, who is in Korea, has been promoted to corporal.

## Huntington

*By A. C. Smith*

The chapter and ladies auxiliary held a get-together and pot-luck supper Nov. 19 at the Masonic Temple with 95 present. Guests were system president **E. G. McCue**, **Mrs. McCue** and the **Rev. Ivan Woods**.

Chairman **H. A. Kelly** introduced those at the speakers' table, **A. W. Harlow**, past president, **L. J. Carter**, trainmaster, **Mr. McCue**, **E. J. Robisch**, **Rev. Woods** and **A. C. Smith**, secretary-treasurer. Messrs. **Harlow**, **Carter** and **Robisch** spoke briefly, then all arose for prayer by the **Rev. Woods** in tribute to members who had passed on during the year, including former chairman **B. M. Thorn**.

**Judy Foudy**, 8 years old, read "Fly Paper" and sang two songs.

**Mr. Kelly** named a membership committee, **E. J. Robisch**, chairman; **L. J. Carter**, **W. E. Boh**, **R. H. Jordan**, **J. K. Weikal**, **H. M. Tuttle**, **J. R. Michael**, **A. H. Klepper**, **E. F. Champlin** and **E. G. Schell**.

President **McCue** spoke briefly in behalf of the association and commented on the railroad's new policy regarding 50-year passes. He also mentioned that **Mr. Kelly** would seek nomination for second vice president at our next meeting.

The **Rev. Woods** was invited to speak and his remarks were much appreciated. Then **Mr. Kelly** spoke, thanking all present, especially the committee and others who helped prepare the program and the supper.

## Salamanca

*By Hilde*

After an excellent dinner at the Myers Hotel on Nov. 18, our meeting was opened and conducted by Chairman **L. E. Rodgers**. **R. K. Gillespie**, newly appointed assistant master carpenter, was a guest.

Results of the election of officers for 1956 was made by **F. W. Haudenschild**, election committee chairman. Because no regular meeting was to be held in December, the successful candidates were installed by Chairman **Rodgers**, **J. L. Murray**, chairman; **S. G. Williams**, vice chairman; **L. P. Johnson**, secretary-treasurer; **Hildred Caldwell**, recording secretary; trustees, **S. E. Ambuski**, **H. M. Bunker** and **Louis Rossman**.

**L. P. Johnson** was appointed delegate to the system meeting in New York City Jan. 21 with **S. E. Ambuski** as alternate.

The annual Christmas party was  
(Please turn to Page 34)



AT ALL ERIE STOPS

## SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

John C. Beck, electrician apprentice, passed out cigars Nov. 12, heralding the arrival of a daughter.

Sympathy is extended to the family of Raymond Herbert, machinist, who died at work Nov. 25.

Donald Wilder, electrician, Frank Wolfanger, machinist, and William Reilly, retired pipe foreman, now are city councilmen.

Harry Cundy, Carl Lehman and Chauncey DePue all drew turkeys in the annual Y. M. C. A. drawing. DePue didn't get his home in time, so the family had it for Christmas.

Jack Mahoney is up to his neck in Civil Defense Medical team recruitment drive.

Jerry Parker really has settled down—way up in Karr Valley.

Mace Brunskill won't give up. At this writing he didn't have his deer. Red Gibson got a deer.

Machinist Prosper Trowbridge was in Buffalo Nov. 29 and it took him 18 hours to drive to Hornell due to the snow.

Paul White of the New York Air Brake Co. gave his annual Christmas party for the Erie air brake gang at the V. F. W. Hall this season.

Can anyone furnish Lewis Oakes with information on the care of gold fish?

Ralph Hammond made his yearly visit to Santa Claus—Sibley's in Rochester.

Helen Schwarz took a day off to practice her culinary art on the family for Thanksgiving.

Norma Nilson advises that the snow fighting equipment has been acti-

vated.

Ed Sullivan is not color blind—it just was hazy when he passed that red light.

Understand Bob Ordway got his pheasant. The Erie diesels always help out, even at hunting pheasants.

Frank Wolfanger, machinist and city councilman, has been elected president of the Hornell Baseball Association which handles the Dodger Pony League team.

Special Apprentice Ted Hull spent a week's vacation in Albany, N. Y.

John Whalen, machinist, has received several additions to his art collection.

Anyone having any castoff 6.50 x 16 automobile tires, please get in touch with Earl Branning.

Jack McInerney flitted around making arrangements for the clerks' annual Christmas party at the Moose Dec. 10.

Jimmy Watt still is looking for several bushels of pears.

Old Gold cigarettes get sampled since Jack Mahoney's son, Francis, was appointed salesman.

We have an expert on auto windshield wipers in our office. For particulars, see Ralph Hammond.

## BUFFALO DIVISION BUFFALO TERMINAL

By Ruth Nise Munger

Frank Cray was laid up at home at the time he placed his order with Pete Kolz for a Thanksgiving turkey. When Pete was ready to deliver the bird he was mortified to find he had lost Frank's address. After several attempts by the freight office forces

to reconsign the bird, it finally reached Frank in time for his holiday dinner.

Ray (Flash) Hacker has just about convinced Chief Clerk Zgoada that the messenger car Ray drives is jet propelled.

Joe Karg came up empty handed as usual this hunting season.

Ed (Father) Hogan has been shoveling so much snow that Walter Curtis suspects Ed is on the city payroll.

## MARINE

JERSEY CITY, N. J.

By Jesse E. Baker

Capt. Tom Hogan of the ferryboat Youngstown visited with Jack Pier-son, retired ferry bridgeman. Jack, who lives in Trenton, N. J., sends best regards to old friends.

Eric Diderichson, mate on the tug Hornell, is a very proud father, his wife having presented him with a daughter Nov. 27 (Holly Marilyn).

Employees held their annual communion Dec. 4 at St. Michael's Church, New York City, with breakfast at the Hotel New Yorker. Capt. James Hagen was chairman.

Francis A. Gallagher, mate on the tug Binghamton, has bought a new home in Saddle River Township, N. J.

Robert Johnson, porter on the ferryboat Arlington, retired Dec. 2. Bob was with the department 26 years.

Edward A. Grace, Sr., tug dispatcher, retired after 48 years.

Do you know that there are 65 miles of berthage for large deep-sea ships in the Port of New York and five privately owned piers in the North River? Pier 7 is owned by the Lackawanna Railroad, Pier 13 by the Starin

## Students Visit Training Car



Students in Huntington, Ind., high schools are shown during their visit to our diesel training car on Business-Industry-Education Day recently. With the students are F. X. Jones and H. C. Whitford, instructors on the car, and W. E. Boh, road foreman of engines; L. J. Carter, trainmaster, and H. L. Johnson, division freight agent.

Erie Railroad Magazine



## Missouri Tankmen



*Summoned by Uncle Sam, Steve Tischler (left), freight traffic, and Jack Riordan, purchasing, both of Cleveland, since Oct. 31 have been fighting the battle of the Ozarks in the bare rock hills and scrub oak at Fort Leonard Wood, Mo. Both are in the 6th Armored Division.*

Estate, Piers 16 and 17, Rhineland Estate, and Pier 18, Eastern Steamship Co.

## NEW YORK DIVISION

### SUPT.'S OFFICE, JERSEY CITY

*By Mary A. D. Meyer*

Vacations: Mr. and Mrs. J. D. McFadden and family, Miami Beach; Christina McNamara, Miami Beach; Mr. and Mrs. N. J. DeVito, Atlantic City. Dispatcher's office: Mr. and Mrs. J. F. Campbell and family, Knoxville, Tenn.; Robert Collins, Portland and Seattle; William Baggart, Miami Beach.

Mr. and Mrs. Harry Close attended the Army-Colgate game at West Point.

Service anniversary congratulations to John McBride (20 in October).

Recent callers were Mrs. Francis Terhoest Campbell, Mrs. George DePuy and Joe Lusnia.

Abe Kleinman, second trick operator in the dispatcher's office, attended opening night at the Metropolitan Opera House in New York.

The Nell Fultons (Sr. and Jr.) had no luck on their annual deer-hunting trip at Inlet, N. Y. in the Adirondacks but they enjoyed the camp on week ends.

Antoinette Geerinck of this office and Mary Quinn of the General office made a vacation trip to Los Angeles, stopping at several places en route.

Mr. and Mrs. Joseph McGirr spent Thanksgiving in Chicago. Mr. and

Mrs. Joseph Stanley, in Virginia, and Christina McNamara, Hornell.

Sorry to learn that Fred Murphy is back at the Veterans' Hospital in East Orange, N. J.

The annual election of officers and trustees for the Welfare Association was held Tuesday evening, Nov. 29, president, A. B. Cohen; vice president, J. K. Cubby; secretary, Mary L. Quinn; treasurer, Antoinette Geerinck; trustees, J. J. Callahan, B. S. Reed and W. F. Turner. Frank P. Belling was appointed chairman for the spring dinner-dance, date and location to be announced.

The correspondent was a guest at the National Horse Show in Madison Square Garden recently.

James Stevenson, operator at WR Tower, West Arlington, N. J., retired Nov. 29 after 47 years of faithful service. He served as bridge tender, signal maintainer, crossing supervisor and operator. Mr. Stevenson lives with his daughter Mrs. Joseph Wallace, in Kearny, N. J. He also has a son, James.

## PASSAIC, N. J.

Frank Volpe spent a vacation on an automobile tour to Florida.

We all wish speedy recovery for Fred Murphy, confined at the Veterans' Hospital in East Orange.

Sympathy is extended to W. Wagner and family on the death of his father.

Pat Donnelly, retired agent, called here recently.

Mary M. Molinaro spent her vacation at Clearwater, Fla.

## STORES

### MEADVILLE SCRAP & RECLAM.

*By G. S. Smith*

Mr. and Mrs. Roy Pandora, of Torrance, Calif., and family stopped here recently with Mr. and Mrs. John Izbinski (welder). Roy is a former employe of this plant. His wife is Mrs. Izbinski's sister. The Izbinskis' daughter, SN Rose J. Izbinski, is a recent graduate of the C. T. A. Radio School at San Diego, Calif. She is stationed in Hawaii for 18 months, doing communication technical work.

Robert Colwell, laborer, has returned to work following a foot injury.

Harold Mowris, four-year-old son of Welder Richard Mowris, recently suffered a badly broken leg in a fall downstairs, which will confine him to bed about two months.

Leading Stockkeeper George H. Hood attended the Army-Navy game at Philadelphia Nov. 26.

Pvt. Wilbur Greathouse spent a furlough with his wife and parents, Leading Dismantler Forrest and Mrs. Greathouse. He is on leave from this plant, where he was a burner, and is stationed at Fort Jackson, N. C.

We welcome Marlene Dietsch as clerk-stenographer.

When Meadville's leading hotel, the Lafayette, was destroyed by fire in the early morning of Nov. 2, Anthony Thomas, Paul Walls and the correspondent were among the 300 volunteer firemen trying to prevent the spread of the flames. General Storekeeper George J. House and M. of

**polio isn't licked yet**

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## Testimonial For Master Carpenter



Mr. and Mrs. Chester A. Murtaugh show their appreciation at a testimonial dinner in Marion, Ohio, for Mr. Murtaugh who retired recently as master carpenter on the Kent Division after 37 years with the Erie. Approximately 70 persons attended.

W. Supervisor of Materials C. G. Gilkison had a close call. They were at the plant the day before and were driven to Cleveland that evening by the correspondent and his wife.

Supervisor F. F. Forbes and wife, Lena, visited their daughter Joan and family in Pittsburgh over Thanksgiving.

Chief Clerk Geraldine Davies has moved to the country.

Laborer Vito Valella, retired, is ill and we wish him speedy recovery. Earl Longstreth has returned to work following an illness.

Birthday greetings to R. L. Dobbins, Joe Severo and Robert Burton.

Tinsmith Walter and Mrs. Carpenter took the seventh degree in the National Grange at Cleveland. Both are members of Randolph Grange, No. 190, where Walter is a past master. Their son, Walter F. Carpenter, lives in Cleveland.

Our unsuccessful deer hunters on opening day Nov. 28 (nicknamed "No Buck") were Francis Nashett, Clarence Proudfoot, William Lilly, Frank Rough, Frederick Foutz, Paul Walls, Robert Colwell, Albert Matthews, Harold Mowris and John Izbinski. While on their way to the big woods Proudfoot and Foutz came upon a wrecked school bus which had been converted into a hunting camp. They helped rescue a husband, wife and son who were burned when the bus caught fire.

### KENT DIVISION

#### AKRON, OHIO

Our sympathy is extended to the families of W. M. Leemasters, yard conductor, and Hugh Glenn, janitor, on their recent deaths.

H. M. Hall, assistant chief clerk, Revision Bureau, spent a weekend in

Chicago with his mother and aunt.

E. F. Kale, car clerk, and wife spent Thanksgiving with relatives in Fort Wayne, Ind.

F. O. Ritter, checker, and family, and C. O. Ritter, trucker, and wife spent Thanksgiving with their aunt in New Castle, Pa.

### MARION, OHIO

J. A. Lott, operator in GN office, spent three weeks' vacation in northern Michigan.

G. H. Hall has returned from a vacation in Wisconsin.

P. E. Knauss, assistant chief dis-

patcher, is the owner of a new Chrysler.

K. A. Thompson, train dispatcher, lost a daughter but gained a son-in-law with the marriage of daughter Anna to Harold Baker Oct. 15.

L. M. Lessley, assistant chief dispatcher, made a fishing trip to northern Michigan.

G. P. Norris and wife expected to celebrate Christmas in their new home.

Sympathy is extended to the families of Conductor W. C. Tucker, Kent, and Conductor Walter Shuster, Mansfield, on their deaths. Also to Signal Supervisor (Ret.) J. A. Burgin and family, whose daughter, Mrs. Charles Schoenlaub, died at Cleveland.

D. M. Watt, stenographer in the division freight office, spent his vacation at home, getting acquainted with their new arrival.

Congratulations to L. L. Shepherd, chief clerk to division freight agent, on his promotion to commercial agent at Marion. His successor is D. E. Kirk, formerly chief clerk at Toledo.

Congratulations also to P. R. Rice, general yardmaster, on his promotion to trainmaster at Youngstown. C. A. Haywood now is general yardmaster and R. G. Maynard is night general yardmaster.

### MARION MECHANICAL

By Ruth Hanning

Sympathy is extended to the families of R. H. Hann, special inspector, whose death occurred Nov. 12 following a heart attack; Chester Tucker, conductor, who died suddenly Nov. 5, and Walter Shuster, conductor, who suffered a cerebral hemorrhage. Walter became ill on the train Nov. 20 and died at the Ashland Hospital that day.

General Foreman's Clerk Ivor Dodds spent his vacation in Pennsylvania, deer hunting.

Birthday congratulations to R. L. Brown, M. F. Cochran, D. H. Collins, W. E. Denton, H. L. Dixon, J. Fantacci, R. L. Geddis, H. L. Geissler, K. C. Gerbes, C. W. Goren-



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## Engineer Receives 50-Year Pass



While several fellow Eriemen smile approval, Arthur Munson, (third from left), engineer at Scranton, Pa., proudly accepts a gold pass after completing 50 years of service with the Erie from Trainmaster Joseph Flannery. In the photo, from the left, are Joseph DeSandis, roundhouse foreman; J. F. Orr, chief dispatcher; Mr. Munson, Mr. Flannery, F. L. Knapp, fireman, and F. J. Brady, conductor.

flo, H. H. Grimes, E. W. Hobson, H. E. Hoptry, J. E. Kunkle, R. C. Long, R. M. Long, F. D. Nedds, R. W. Paterson, D. L. Pierce, T. F. Richards, F. T. Robbins, P. E. Swartz, E. F. Tanner and L. A. Walter.

### MARION DIVISION

14TH STREET, CHICAGO

By Chris Hardt

Our former office associate, Seymour Kravitz, now with the general office, has a new nephew, the second son born to his sister, Jeanine Koror (Arlen Joel Koror). Sanford is three years old.

Yetta Morris, veteran secretary, is confined at the Berwyn Convalescent Home. Ella Shultz and June Rossnagel visited her recently and presented a floral gift from the office. They reported that she is much improved and in better spirit.

William E. Smith, head of the rate department, who has been convalescing at home, is expected back at his desk soon.

Donna Zera, 16-year-old daughter of Blase and Mildred Zera, proprietors of the Erie 14th St. coffee shop, is in her junior year at high school, majoring in grand opera. Music is both a hobby and a professional pursuit with Donna and we wish her great luck.

John Novotny, tracing department head, and wife, Rose, celebrated their silver wedding anniversary Nov. 22. The anniversary party for family, relatives, neighbors and friends was held Sunday, Nov. 20. Son John, Jr., 22, of Colorado Springs, Colo., sent an anniversary bouquet. The Novotnys also have two daughters, Dorothy Macejik, and Rose-Marie, 15, a sophomore.

Jakob Appelhans, freight handler here the past three years, took a leave of absence recently and left for Germany in the hope of tracing his war-broken family. He saw them last in 1940 when he left his native town about 130 miles north of Stalingrad after being conscripted into the Russian Army. He surrendered to the German invaders in 1941 because of his dislike for Communism, but was pressed into service in one of Hitler's tank units. He was in Berlin in 1945 when it was rumored that the Russians would enter the city. His unit surrendered to the American Army and he was able to come here in 1951. Incidentally, his uncle Joseph is with the maintenance of way forces at this station.

E. C. Wise, O. S. & D. Department head and secretary of the Chicago-Hammond veterans' chapter, celebrated his birthday on the same day as Walter Anderson, biller (Thanks-

giving Day). Their office associates relished the candy treat.

### HAMMOND CONSOLIDATED

By Grace Connoles

Arlene I. Machay, daughter of Switchtender J. B. Machay, and John J. Cap repeated wedding vows at 4 p.m. Oct. 15 in the Mother of God Chapel, Burnham, Ill. Reception for 500 was at Forystek's Hall, Chicago. The two-week honeymoon was spent in New Orleans and Florida. The bride is a graduate of Thornton Fractional High School and is completing her fourth year at the Illinois State

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Normal University. Her husband was graduated from St. Francis High School, Chicago, and a Chicago electrical school. A Korean War veteran, he now is employed as an electrician.

Upon his return to Rider College, Trenton, N. J., where he is a journalism student, our erstwhile vacation relief clerk, **Douglas M. Smith**, son of Track Foreman **J. W. Smith, Jr.**, was honored with membership in "Who's Who in America's Colleges and Universities," for maintaining a good scholastic record, taking part in campus activities and displaying leadership qualities. We congratulate and admonish him not to rest on his laurels, but to strike out for bigger and better accomplishments.

With regret we report the retirement of Chief Yard Clerk **L. L. Worland** Nov. 11 after 34 years of faithful service. Stricken with a coronary thrombosis on June 14, **Bud** decided it was advisable for him to retire. He started as a yard clerk Nov. 13, 1921, and was promoted to chief yard clerk Nov. 1, 1926. The **Worlands** have spent several vacations in the South and seriously are thinking of

making Florida their future home.

Another faithful veteran, **Willard J. Anderson**, boiler inspector, retired Oct. 28. He has 36 years' service, starting at Huntington March 1, 1922, as an apprentice boilermaker; to boilermaker March 2, 1925; transferred to Hammond June 18, 1926; promoted March 1, 1930, to his last position. He resides in Huntington, has two married daughters in that vicinity and also owns a farm nearby.

Deep sympathy is extended to **Emma Keen**, general clerk, whose mother, **Mrs. George Archer**, Mokence, Ill., passed away suddenly Oct. 31.

We had the pleasure of a recent visit from four-months-old **Mildred Wille Smith** whose dad is our debonaire mail handler, **Paul E. Smith**. **Paul** insists her good looks is nothing more than the **Smith** family resemblance.

We expect to see a trail of admirers behind **Joanna Sanders**, relief clerk, when she starts using that Chanel No. 5 her husband sent her from overseas as a token of his unwavering love and devotion.

## Happy Bride



*Now Mrs. Victor Ghilain, after her marriage Oct. 15 at St. Michael's in Union City, N. J., where she will live with her husband, this smiling bride formerly was Agnes Clark, stenographer at our 28th St. freight station in New York.*



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**George H. Berg**, former vacation relief clerk, we are happy to report, now is permanent relief clerk.

Transfer Conductor **A. G. Kirkpatrick** who underwent minor surgery recently, is recuperating nicely. He paid us a brief call and expects to be back on the job shortly.

At least two employees, **Elmer King**, transfer conductor, and **Allen Kindt**, second trick bill clerk, succumbed to the lure of the hunting season. **Elmer** packed his trusty 12 gauge shotgun and took off for Greencastle, Ind., where he stopped several cottontails in their tracks, and **Allen** took to the duck blinds at Cullom, Ill. The Illinois ducks, however, seem to be smarter, as **Allen** returned with just what he started with—no ducks.

**Jill Elaine** is the name chosen by **Glen** and **Mrs. Cornelius** (train yard relief foreman) for the little girl who came to bless their home Nov. 19. **Jill's** brother, **Mark Steven**, is five years old.

### MAINTENANCE OF WAY

*By Maralene Trainer*

Track Supervisor Clerk **R. L. Aufdenkampe** and wife have returned from vacation.

**Phillip Martin**, son of Chief Clerk **E. L. Martin**, Huntington, was inducted into the Navy and is stationed at Great Lakes, Ill.

We express deep sympathy to the family of **Ferrell Hoover**, Salamanca, retired division telephone supervisor, who passed away recently following a long illness. His mother, **Mrs. Ira Hoover**, resides in Huntington.

Best wishes to the newlyweds, **Mr. and Mrs. Robert Carter**, Huntington. **Mrs. Carter** is the former **Nancy Weinley**, daughter of Leading Main-

*Erie Railroad Magazine*



## Youngstown Golf Champions



It's a little late for golf, but these proud champions are good salesmen, so here's their picture. These are the 5th Floor Hackers who last summer won the Mahoning Division crown in competition with 12 teams. Western District General Manager J. P. Allison is presenting the "J. P. Allison Trophy" to Jack Heneks, captain of the winners. From the left are Mr. Allison, Arden Coley, Mr. Heneks, Elmer Lohr, Norbert O'Neil and George Schrecengost. Ralph Livezey also was a member of the team.

tainer W. T. Weinley, and Mr. Carter is the son of the Lloyd Carters (trainmaster).

We wish many happy retirement years to Trackman A. D. Shanks of Spencerville, Ohio.

### CHICAGO GENERAL OFFICE

By Denise J. Alkim

Evelyn Coakley reports her trip to New York was a huge success even though she didn't have accommodations her first night there on account of conventions.

Bob Randall still is bringing Thanksgiving turkey sandwiches for lunch. Bob claims he's just beginning to acquire a taste for it now!

Donna Henning and Gladys Owens hobnobbed with the elite at a formal dinner party at the plush Tam O'Shanter Country Club and topped the evening off with "evening hats" (nite caps).

Hugh Sweeney, flower of knighthood and former A.F.T.M., glided into the office for a visit.

Honus Breland is all aglow over his new "do-it-yourself" Davey Crockett lamp.

How lucky can one little girl get? Barbara Elaine has acquired Bill Lightholder for a grandfather.

John De Waal had his turkey in Paterson, N. J. on Thanksgiving Day.

Ronnie Dykman, Al Anderson, Phil Bateman and Hank Vandenboom were at the ball park cheering for the Bears. The next day their gay spirits collapsed on discovering the other team won.

Sentimental Barbara Roess is saving used flash bulbs left behind by the Erie photographer.

We're all glad to see cheery Nedra Troll back answering her phone with zest.

Bill Powell is exhausted from all the dittos he made for the annual Christmas address list.

The office window blinds are being cleaned, so everyone in the office is going Hollywood. Grace Battagliano and Nedra Troll are wearing sunglasses.

The toe bone is connected to the heel bone, the heel bone is connected to the ankle bone, which is just where Tom Keating is getting a silver screw installed to aid his recovery from a bone separation acquired during a recent accident.

Birthday greetings to Evelyn Coakley, Gladys Owens, Herb Boumann, Curt Pinnell, Jack Soll, Fred Bell, Roger Kirtland, Seymour Kravitz and Art Haase.

### TRANSPORTATION

By C. R. Swank

Trainmaster L. J. Carter presented individual gold passes to Mr. and Mrs. F. F. Roe Oct. 14. Mr. Roe, who is agent at Akron, Ind., has been with the Erie since 1905.

Mr. and Mrs. James Dilts (agent, Leiters, Ind.) are parents of twins, Michael and Patrick, born Nov. 3.

R. D. Ready has returned from military service and now is working at HY Tower, Hammond.

James Todd, agent at Kenton, Ohio, visited relatives in southern Indiana on vacation. He spent 51 cents for admission to the house where his great-great-great grandmother, Ann Todd Lincoln, once lived.

D. E. Jones, operator at Bolivar,

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Ind., laid off at the opening of the hunting season and reliable reports are that he has 18 cans of rabbit lard put up for the winter.

## MAHONING DIVISION

M. OF W., YOUNGSTOWN

By Catherine Holzbach

We congratulate **Anthony Bello**, signalman, on his re-election as councilman at Niles; also on the success of his son, **John**, who has been named honorary captain of the Denison University junior varsity for the '55 season.

Division Engineer **R. J. Pierce** and wife have returned from vacation. They stopped in New Orleans, Key

West, Miami Beach, and other places.

We are proud of **S. C. Cancilla**, general foreman, because of his work as president of the local chapter of the Muscular Dystrophy Association.

Best wishes to **Marian McCarthy**, secretary, who has been wearing a sparkling diamond since Thanksgiving Day.

We extend sympathy to Chief Clerk **W. H. Van Lenten** and family on the death of his mother at Paterson, N. J.

## YOUNGSTOWN FREIGHT

By Dorothy Danks

On Nov. 14, the girls in the office gave a dinner at the Mural Room and presented a gift to **Rose Marie Clark** in honor of her approaching marriage to **Richard Patrick** (Nov. 26). **Rose Marie** also received a Sunbeam mixer, presented by Agent **F. T. England** on behalf of the office personnel.

While on the subject of marriage, **Anita Donnelly** has set the date for her wedding (Jan. 2).

Best birthday wishes to **Anna Beck** (Nov. 6).

**Henry Darling** has resumed work following an accident.

**Margery Frampton** spent two weeks' vacation recently.

It was nice meeting **Marjorie Briggs** and darling little boy in a surprise visit to the office.

## CLEVELAND FREIGHT

By R. M. O'Connor

**John Miller**, janitor, is resting at home after a stay in the hospital. Meanwhile we welcome a new employee, **Arthur Thomas**, who has taken over **John's** duties.

"Pick a Winner" **Jake Tischler**, rate clerk, was one of the lucky ones in

## Gold Pass Earned



Completing 50 years of service with the Erie, **Joseph Dollner** (left), freight conductor, Buffalo Division, receives his gold pass from Trainmaster **Ward Wilson**.

the veterans' Thanksgiving raffle.

**J. F. Cloud** is back at his rate desk after a siege of the flu.

**Harvey Dietrich**, dispatcher, retiring after 48 years' service, was presented with a portable radio by co-workers.

## CLEVELAND POLICE

By David Downie

Capt. **John O. Sheets** and wife spent a weekend with old friends at Meadville.

Patrolman **Andrew Herrick** and family spent a vacation hunting trip in Pennsylvania, traveling in their new automobile.

Patrolman **Robert E. Hamilton's** son, **Robert L.**, 10, played football with the Arthur St. School at Ashland, Ohio. They were undefeated this season.

Patrolman **Michael Melnyk** used his new shotgun while hunting, which, he says, may account for his good luck.

## MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR REPAIR SHOP

By R. C. Miller

Mr. and Mrs. **William Mango** spent his vacation sightseeing in New York City.

**Lawrence Hotchkiss**, of the diesel shop, and **John Kordoban**, M. of W., are hospitalized at this writing.

Mr. and Mrs. **W. J. Devenny** celebrated their 60th wedding anniversary Nov. 6. He retired as chief inspector of the Test Department.

**Virginia Tadros**, daughter of **George Tadros** of the diesel wheel

Erie Railroad Magazine



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CHICAGO

## 50th Wedding Anniversary Celebrated



At a special Mass and then at a dinner party attended by 70 guests, Mr. and Mrs. Joseph Gay of Buffalo celebrated their golden wedding anniversary on Oct. 30. Mr. Gay retired five years ago as an Erie employe. The Gays have 10 children.

shop, is attending Western Reserve University, Cleveland, on a scholarship with 63 other students from 18 states and Canada, Hawaii, Honduras, Israel and South Africa. She has spent two years at the School of Applied Social Sciences working for the degree of master of science in social administration.

Henry Leighty and Clarence Conrad were among the hunters who got deer on opening day of the season.

Our sympathy is extended to the family of Homer Dewey on his death Nov. 28.

### CAR ACCOUNTANT

CLEVELAND, OHIO

By Mary Ann Sabo

While fellow office workers struggled with boots, heavy coats, woolen scarfs, etc., the Palmers, Marian and Cliff, spent three weeks' vacation at Miami Beach, Fla., with suntan lotion, bathing suits, sand and the beautiful Atlantic Ocean.

Helen Wenzel spent two weeks' vacation with family and friends in her hometown, Pompton, N. J.

Christmas being the time to spend with family and friends, Violet Auryansen went to Jersey City; Reva Collins to Owosso, Mich.; Loretta and Dick Goslin to Fayette City, Pa., and Lou and Elgin Featherston to Toronto.

New York with its 65-foot Christmas tree was the lure for several Erieites. Lou Landers and sister did some shopping and saw "Teahouse of the August Moon." Olga Tanka and Norma Simmons saw "Cat on a Hot Tin Roof" while Ella Carpenter preferred "Silk Stockings."

Dressed in a strapless gown with an emerald green velvet top and white net skirt, Chris Lesniak danced to dreamy music at the Bowling Green State University Christmas formal.

Adding to the holiday cheer at the homes of Les Arold, Chet Haughn and Sam Buchwald were Bob, Betty

and Marvin, respectively, home from their college studies.

We gladly welcome new associates, Joan Cook, junior clerk, and Jackie Castaneda, key punch operator.

This item might be of interest the next time you're looking for that lost car or misplaced pencil. Guy Huston's hobby the past six years has been sleight of hand such as pulling rabbits out of hats, making candles disappear, etc. For three years now he has been on his own, performing for clubs and parties.

Buffalo's 12 inches of snow didn't stop Ruth Smith, retired clerk, from visiting friends, Mr. and Mrs. Ed (Corene) Stease.

Best wishes to Mabel Thomas who has been ill for some time now. By the time this column appears, we hope Mabel will be back again, healthy and happy.

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## FREIGHT CLAIM

CLEVELAND, OHIO

By Joe Revana

The office decorations and Christmas tree were a splendid sight during the holidays. The committee was headed by **Dorothy Haschak**, aided by **Julia Petonic**, **Joanne Pease**, **Rose Kadar**, **Bill Starcher** and three colorful guys, **Jim Brown**, **Jim Green** and **Earle Black**.

Celebrating their first Christmas were **Nancy** and **Susan Diehl**, **Eileen Petonic**, **Grace Bowman**, **Mary Beth Birkley** and **Joseph Bruscano, Jr.**, offspring of our personnel.

Once again it was nice to hear from friends and former co-workers at the holiday season.

**Alicia Gramuglia**, now on a leave of absence, was surprised at an elegant party at the Manger Hotel, given by girls in the office. Her departure leaves an opening in the lunch hour

pinochle club. Anyone who feels lucky can contact **Julia Petonic** or **Ruth Kietz**.

The sports capsule of the past season and chief supporters, **Yankees**, **Frank Kelleher** and **Jake Wilson**; **Dodgers**, **Bert Bowman**; **Browns**, **Johnny Mitchell**. In '56, we're hoping for **Cashwords**, **Mary Marce**.

## OPERATING

### OFFICE OF VICE PRESIDENT

We are glad to see **G. R. Groom** back on the job after a month's absence due to sickness.

**Edith McCaw** flew to New York Dec. 9 to spend her vacation and the holidays with her sister and family.

**Don Glen**, junior clerk, was inducted into the Army Dec. 8.

**Ruth O'Connor's** sister from Rochester, N. Y. spent some time visiting and shopping in Cleveland.

**Warren Speer** was floored when his

boy asked for a unicycle for Christmas and his 13-year-old daughter an extension phone.

**Bob Willey** went on a hunting trip and came home with a buck.

## ALLEGANY-MEADVILLE

GEN. FOREMAN-WRKMRSTR.

SALAMANCA, N. Y.

**Mr. and Mrs. Frank Nolan** spent a week's vacation via auto, visiting his wife's family in Keyser, W. Va., and his family in Port Jervis.

We have a politician in the car department. **Ralph Harold** was elected First Ward alderman in November.

On Dec. 1, **Bart Paoletto** was promoted from test rack operator here to train yard foreman at Hammond, Ind. **Bart** started with the Erie in September 1941 as laborer and then worked as car repairer helper, car repairer, derrick engineer and test rack operator. He also was local chairman of the Brotherhood of Railway Carmen. With his wife and four children he will take up residence in Hammond.

**Jim Miess**, retired division car foreman, has sold all his household furnishings and left for Miami, Fla., to spend the winter.

Recent callers at the car shop were **Harry Whalen** and **Michael Gonska**, both retired.

A daughter was born Nov. 18 to **Mr. and Mrs. Robert Nolan**. **Bob** is the son of **Frank Nolan** and was employed at the car shop until his return to his studies at the University of Buffalo in the fall.

**Martin Bager**, retired blacksmith, has been presented with a 50-year gold pass.

## ACCOUNTING

AUDITOR OF REVENUES

By Jimmy Murphy

**Betsy Bouhall** left Dec. 1 to devote full time to homemaking. She always helped to promote a cheerful, homey atmosphere and will be greatly missed. . . **Jane Klamert** has shooed the larva from her pink sweater which is a sure sign of winter. . . The initial ice skating party of the season will be held at Winterhurst Jan. 18. Our gay young blades, **Mike Vovos** and **Tom Ostrum**, will be found elbowing their way around the crowded rink while our little snow bunnies, **Peg Reinecke** and **Dorothy Liccardi** are sure to be on hand. . . The changes in our young personnel are so frequent these days it is somewhat difficult to keep trace of those employees who come and go. That new face with the initials "B.G." has been identified as **Betty Grugle**. Another newcomer is **Sonja Vasil**, a charming blue-eyed miss, and **Virginia McLeod**, our newest typist, is fond of bowling, skating and—hm-m—dancing. . . A cordial welcome to our new associates in the waybill bureau, **Allan Fitch**, **Tony Michael**, **Gene Morrow**, **Ray Torowski** and **Paul Steinmetz**. . . **Judy Ellen** brightens the home of **Abe** and **Camille Van Kirk**. She arrived Nov. 27, tipping the scales at nine pounds. . . **Jack Fletcher** and **Sam Bergson** rate a garland for mailing Christmas greetings to our retired friends. . . Don't overlook **George**

Erie Railroad Magazine



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## Foreman Retires



An Erieman for 48 years and seven months, Fred Wormley, section foreman at Cameron, N. Y., retired on Sept. 1.

**Beard** if you want any building ideas. He's becoming an expert on construction as his new garage progresses. . . . Congratulations to the following on recent promotions: **Al Owens**, rate and transit examiner, with headquarters in Akron, Ohio; **Harry Holdrum**, assistant chief rate clerk, and **Max Lobel**, rate recheck clerk. . . . We bet that even the eyes of the fishes popped when they saw **Lois Groh** and **Gladys Kalman** on the beach at Miami, Fla. A plane trip to Havana was also on the agenda. . . . Anything from a heavy fog to a blizzard is sufficient to bring out the current fashion in boots. On the day of our first snow this winter, the office looked like a sound set in a Gene Autry picture. . . . **Muriel Mathes'** smile is as bright as a Christmas tree since her engagement was announced. . . . **Valerie** and **Tony Baznik** welcomed a lovely little baby girl to their home Nov. 28 and are really thrilled. . . . We wish success to **Walt Mathes, Jr.**, who left us to work for a steel company. **Walt** will be missed not only as a good worker, but because he always kept those around him in good spirits. . . . **Mr. and Mrs. Bob Karges** celebrated their 50th wedding anniversary Nov. 5. A party was held in honor of the occasion at their son's home in Rutherford, N. J. We wish **Mr. and Mrs. Karges** many more years of health and happiness. . . . Our condolences to **Norma Mathews** whose father died recently. . . . Sympathy also to **Nina Hart** in the death of her nephew. . . . Our Lady of Angels Church was the scene of a pretty wedding Nov. 19 when **Mary Clare McManamon** became the bride of **Jim Mangan**. When it was all over the happy couple left for a trip to California. The attractive and talented young bride is employed in the sta-

tion accounting bureau. . . . **Claire Immke** and **Harold Carlson** were married Nov. 26 in Forest Hill Presbyterian Church. It was a lovely affair with **Norma Mathews** and **Lois Immke** sashaying up the aisle in the role of bridesmaids. Following the ceremony the newlyweds left for a honeymoon in Florida. . . . It will soon be wedding bells and rice for **Lois Immke**, too. Her engagement to **George West** was announced recently. . . . **Janet Young** returned to the fold after a leave of absence. . . . **Rita Adornetto** is very much absorbed in her work. We haven't heard a peep from her since she returned from that trip to Chicago. . . . **Bill McGrath, Jr.** came in for quite a bit of kidding recently when he came to work with his left arm encased in bandages as the result of a fall on the ice. However, in his usual jovial manner, he weathered all the wise cracks, poems, etc., and now is as sound as ever. . . . If you see **Joe Bangert**, **Jack Badaracco** or **Art Neff** come up to you while reaching in their hip pockets, you can expect just what you're thinking. Pictures of their offspring are available at a moment's notice. . . . **Cassie Okie**, who retired 10 years ago, suffered an injury when she fell in the bedroom of her home in Wiliston Park, L. I., but her many friends will be happy to know that she has recovered and is as good as new.

## AUDITOR OF DISBURSEMENTS

By Don Keister and Rita Talbott

**Virginia** and **Bob Farson** opened their country "estate" recently to a band of gypsies from the office bent on having a weiner roast in mid-November. Speaking for the twenty plus people who attended, 'Twas a real picnic!

**Fred** and **Martha Talbot** spent the weekend of Nov. 19 in Pittsburgh, visiting **Martha's** brother, **Irwin H. Schram, Jr.**

**Rita Mazur** hopes to break all her previous records with her new bowling ball.

**Dorothy Buday** managed to win a bowling bet from her husband, **Julius**, and celebrated Thanksgiving with a bottle of champagne.

Spending some of the yuletide season away from our fair city were **Frank Kelly** and **Earle Smith** who visited families and friends in New York.

**Edna Langla** is back with us after an absence, due to a painful shoulder.

**Genevieve Omert** spent several days in New York at Thanksgiving time.

**Coletta Rauschert** has joined the

rank and file of new home owners. By the time you read this probably she will be all settled in her castle.

**Don Keister** has hit on a way to insure against damaging one's bowling average. From his own experience, the answer is—stay home!

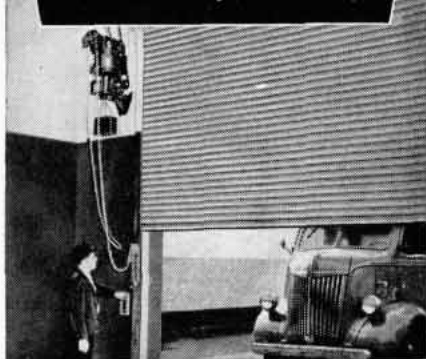
## OFFICE OF COMPTROLLER

By Joe Keenan

Everyone seemed to enjoy the recent Thanksgiving holiday. **Marge Kitzerow** and family took in the Charity game (?). **Helen Eyerman** visited her niece in Chicago. **Carl Lehmann** and family had a typical Thanksgiving Day dinner in the country with relatives.

Wouldn't you know? The first heavy snow of the season and the office receives a post card from **Bryon Webster**, vacationing in Arizona, showing a well-decorated swimming pool.

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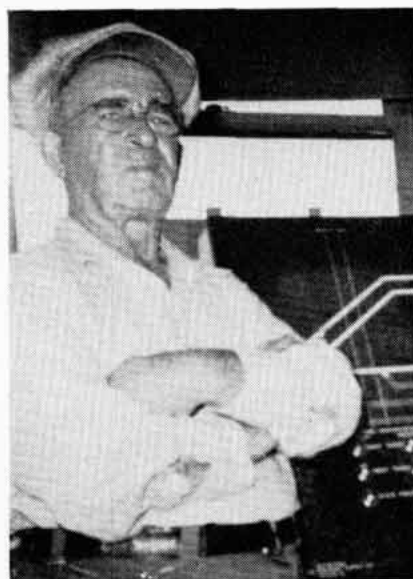
## HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Edna Metzger has the distinction of being first in the office to acquire a '56 car (ivory and pink Pontiac). Ray Clark bought Edna's old car. . . Dottie Rixford almost came to work with her hand in a sling because she shook hands with Danny Kaye. . . Lillian Karl visiting in New York. . . Understand Fritz Singleton tried to get Batavia Downs to stay open all winter. . . Bill Pawling laid up in the hospital. . . Goldie Loghry and Dottie Rixford on their annual Christmas pilgrimage to New York. . . Jack Burlingame ran into the worst snowstorm of the season while visiting in Buffalo. . . Neil Crandall will referee in the Compass basketball league this season. . . Bob (Robin Hood) Young was out with his bow and arrow again this year, but with the same results as last year—no deer. . . Jim and Joanne Barnett attended a wedding at Buffalo. . . The bureau bowling team No. 2, "Petersen's Volunteers", with Fritz Petersen, Angie Petrillo, Jim Cortese and Dick and Tom Halloran, finished on top at the end of the first round. . . Bruce Dungan got his deer 20 minutes after the hunting season opened. Ralph Porter and Abber Burdett also were lucky. It was

Abber's first deer in eight seasons. . . Helen and Milt Huff cruising in their new Olds 88. . . Mary Stitt visiting in Buffalo. . . Dick Schieder really cutting a mean rug at a party. . . Bob (Fireman) Kraft hurt his leg while getting off the bus. . . Betty and Bill Leonard blessed with a baby girl (Deborah Sue). . . Jerry Vosburg has left us and taken a stenographic position with the local district claim agent. A farewell party was held for him at Jack Smith's. . . Lester C. Rounds, I. C. C. inspector, was a recent caller at the bureau. . . Everyone had a wonderful time at the open house party at Jean and Sam Leland's new home. . . Joe Coston visiting husband, Walter, in Chicago on business. . . Bill Barnett handicapped at bowling this season by an injury. . . By the way, whatever happened to all the women bowlers in the office? . . . Tunney Vet visiting in Jersey. . . Bud Vanderhoof and Bill Cregan trying to hide Bill's wife's purse. . . Ed Kunicky attended the Army-Navy football game. . . Mary Stitt laid up at home with the grip. . . Edna Metzger visiting in New York. . . Dick Schieder had two of his oil paintings on display in local stores. . . Zip Zannieri holding one of the highest averages in the Erie bowling league. Zip hopes to hit 700 by the end of the season. . . Dor-

## 26 Years Later



A. V. Baumgrotz retired Dec. 1 after 26 years of service with the Erie in Corry, Pa.

othy Marks visiting in Philadelphia and Chicago. . . Bill Pawling now tabbed as the Herb Shriner of Haskinsville. . . John Kelly elected to the board of directors of the country club. . . It looks as if we will have another commuter from Arkport. . . The Dungan brothers, Bruce and Ernie, have taken over the M. of W. department. . . We were all saddened at the death of Paul A. Quartz, accountant, Nov. 10.

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## VETERANS continued

set for Dec. 17 with the following committee: C. E. Stein, Adam Ambuske, R. J. Harold, Harry Sloan and Paul Scribner.

The secretary-treasurer has 1956 membership cards.

Deep sympathy is extended to the families of Genevieve Andrews and Ferrell J. Hoover who passed away since our last meeting.

## Youngstown

By R. P. Reebel

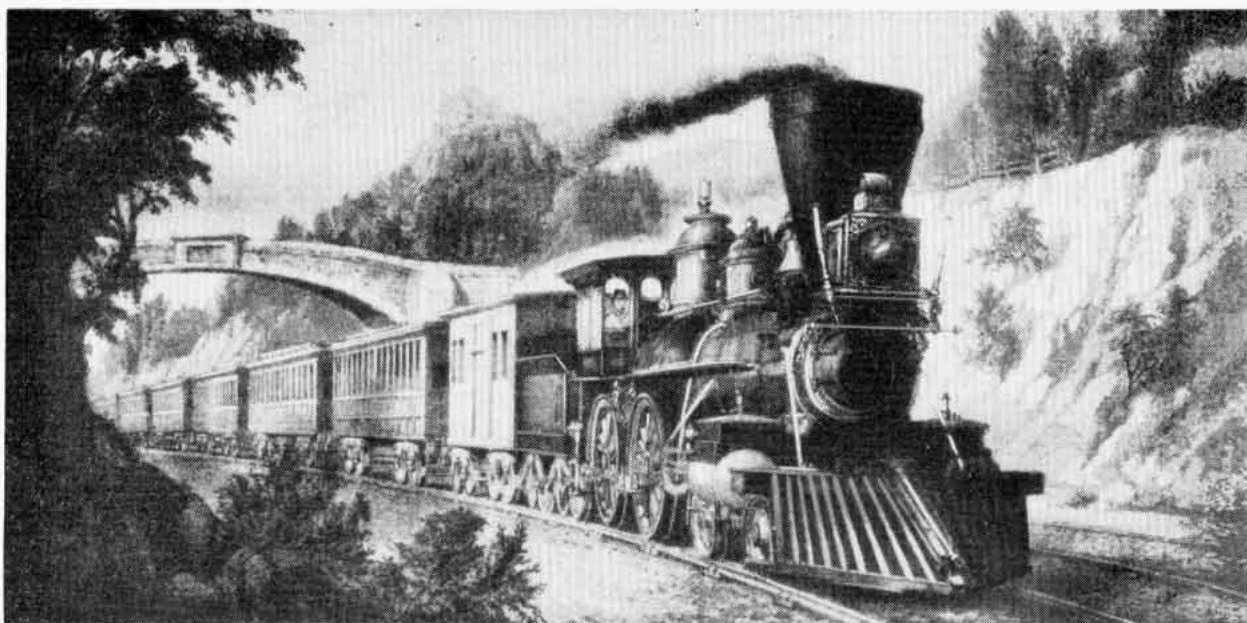
Our members are busy with preparations for attendance at the installation of President-Elect E. H. Stocker on Jan. 21. We will have our usual large representation. Jersey City Chapter as usual will show us a really good time.

Retired Veteran A. M. (Andy) North received a very nice write-up in the Warren Tribune-Chronicle on the occasion of his 95th birthday Nov. 20. He retired as freight agent at Warren in 1937 after 60 years' service. Bright as a new dollar, he still loves to talk over the good old days with Erie men.

Our next meeting will be Jan. 4 in the K. of C. Bldg., South Hazel St., Youngstown (8 p.m.). Be sure and come if you intend to go to the installation. Our plans will be completed at this meeting.

Erie Railroad Magazine

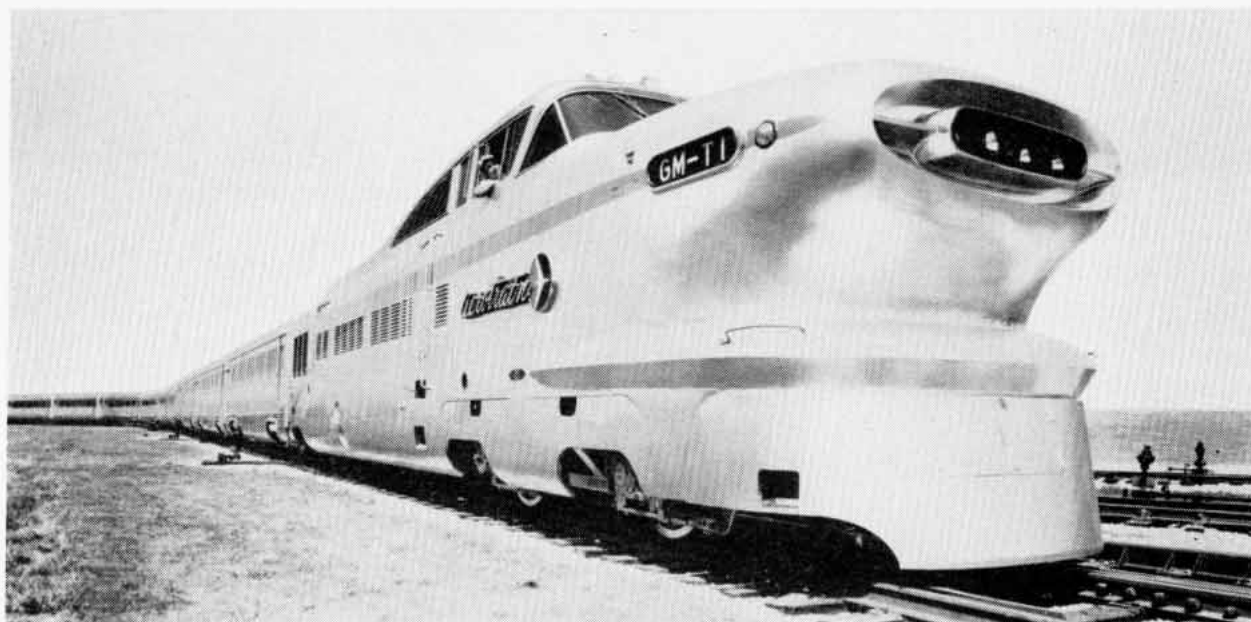




Did you know that government regulation, enacted when this engine was in use, is still binding today on the railroads . . . and even on many trucks? It's true, and because of it, healthy competition is curtailed and the public is often deprived of the service of the carrier best fitted to do the job at the lowest cost.

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