



ERIE

ERIE 30237

ERIE 30237

WITH
1957
CARE

**SAFE HAPPY
NEW YEAR**

OUR 52ND YEAR OF PUBLICATION

JANUARY 1957



The President's Page

A MOST HAPPY and prosperous New Year to you and your family!

As a team, we can look back with satisfaction and pride to some real accomplishments in 1956--a better railroad, better business, and a better transportation job for those who use our service.

Now, what about 1957? From all indications, it will be a good year. Forecasts of industrial production are encouraging, and everything points to further progress in the nation's economic growth. With our service geared to satisfying the needs of our customers, the Erie can reap a greater share of this continued good business. Our opportunities and potentials are unlimited.

The Erie is a great railroad. It has done great things in the past, and I know we are capable of doing great things in the future. I am satisfied that through our combined efforts we will meet the challenge that lies ahead and end the year with an improved overall performance for the passengers who ride our trains, and the shippers and receivers who route their freight our way.

H. W. Van Weller



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

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OUR OBJECTIVE

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

January 1957 **Vol. 52, No. 11**

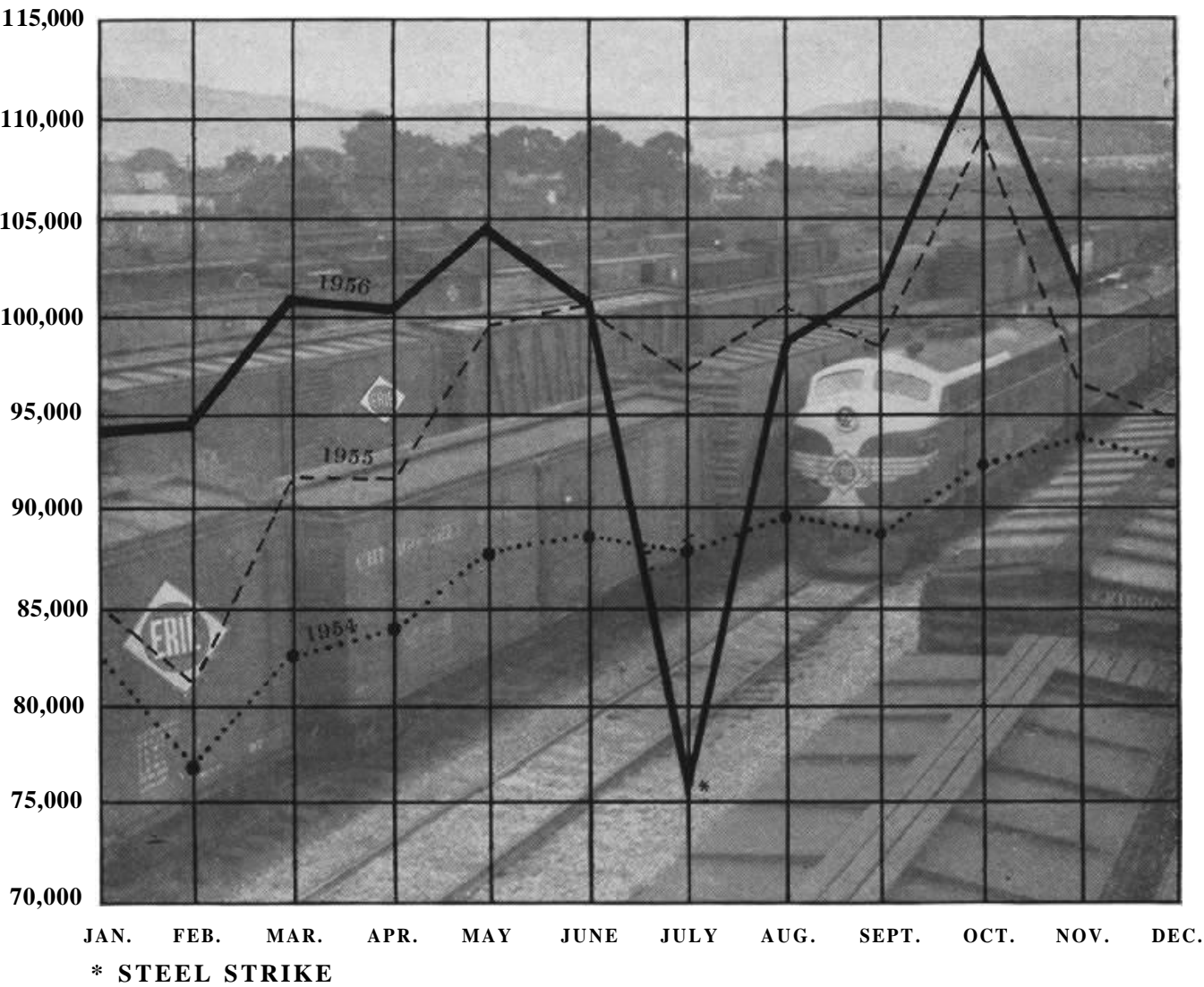
THE COVER:

John C. Novy, car foreman at the East 55th Street shops in Cleveland, sets the brake on a steel coil car, a car loaded with 365 safe and happy days for the men who make the Erie, the women who make the Erie, and their families. You can see him again on page 23.

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

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Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

INDIAN SAFETY MEN KEPT TRIBE HOPPING TO PREVENT TROUBLE

Even Bear Dances Taught Lessons to Hunters

WHEN WE STEP OVER A RAIL, rather than on it, we are following an old American tradition, older than the railroads, older than our nation, and even older than the first white settlements in this country.

Centuries before the white man came, the Indian who lived in an environment in which the slightest injury was likely to prove fatal, had adopted his own safety rules, rules that his tribe regarded with religious awe as ways to avert misfortune. The first rule a child learned was to step over, not on, a log.

The Indian, out hunting alone, the medicine man said, who disregarded these tribal laws would meet death. And so he would. A man with a broken bone fell prey to wolves, and a broken ankle might well be the penalty the 'spirit' of a fallen, slippery log might ask.

The Indian safety rules did not stop with the one about the log. They went on and on, and most of the child's early training centered around keeping alive in a forest, or upon a plain, where there were no first aid stations, no doctors, no hospitals, and where, in many cases, there would be no one to help him.

As he grew up a young Ojibwa learned that the rabbit was a forbidden animal, not to be eaten, caught or even touched. Had the white man not regarded that piece of Indian lore as pure superstition, our country might have grown faster. For it was not until the 20th Century that our laboratory scientists found that the wild rabbit was often the carrier of tularemia, a killing fever that has carried off hunters every year, and still affects those too careless to don rubber gloves when skinning their bag.



Indians had their safety lectures and safety meetings too. The early whites regarded the bear dances the Indians indulged in before a particularly dangerous hunt as superstition, and the victory dance after a successful hunt as so much boasting.

Modern anthropologists see the bear dances in a different light. They were not merely spiritual preparation for the hunt, they say, but highly organized sessions to remind the hunters of the ways wounded bears might attack a hunter, and the ways the hunter could defend himself.

Those who had forgotten earlier lessons received heavy blows from the bear's claws worn by the medicine man; a dancer who received too

many such would be excluded from the hunt as "marked for death" if he went hunting then.

Of course, the modern safety psychologist would call the man "marked for death" accident prone, but he, like the medicine man, has problems. Too high a mortality rate among Indian hunters led to the choice of a new medicine man.

Lessons for Us

What can the men who make the Erie learn from the Indian?

They can learn an attitude toward safety. The Indian believed the evil spirits would settle his hash once for all if he ever took as much as one chance. They were waiting, watching to pounce on him.

(Please turn to page 23)

ERIE MEN FIGHT FIRE AS BLAST ROCKS NEW YORK



Battle Pier Blaze in Brooklyn for Three Hours

WHEN fire struck the Luckenbach Line pier at the foot of 35th Street in Brooklyn, Erie men and Erie tugs were equal to the emergency.

As soon as the fire began Erie marine department men who were working in the area at the time began to fight the flames, and to remove equipment. The three tugs on the scene, the Akron (Capt. Nicholas Zuvic), Binghamton (Capt. Edward J. McDermott) and the Paterson (Capt. Charles M. Quinn) were released to the control of the New York City fire department by the Erie tug dispatcher on duty.

They helped the fire boats of the city department fight the fire, using the monitor nozzles on their pilot houses, and their deck hose lines. They also towed away floating equipment in the area.

Hardly had they begun their work when the whole area was rocked by a blast felt 35 miles away, an explosion that broke windows five miles away, killed 10 persons and injured nearly 200.

But the Erie tugmen continued to fight the fire, and the fire department declared it under control three hours later, and returned the control of the tugs to the Erie Railroad and Carman E. DeJoia, superintendent of the marine department.

Meanwhile seven other Erie tugs not needed in the emergency continued their usual tasks, but were ready to be called upon if needed.

Early estimates placed the loss to the pier and the goods stored on it at \$15 million, with later estimates expected to go much higher.

●
TUG BINGHAMTON trains the stream from her monitor nozzle on the point where the explosion took place.

(Wide World Photo)

Erie Railroad Magazine

FAMILY LIFE for the Cartwrights revolves about the school bus and its runs. Verl gets his coat zipped up in the large picture, and in the small Verl and Carl descend after going along for the ride so they could visit their mother.

We tried to get pictures of the whole family together, but that was too rare an event in the Cartwright household.



So You Think You Are Keeping Busy?



S EVEN SMALL CHILDREN, a husband, a house, and a passion for horseback riding might be considered enough to keep nearly any woman busy.

But Mrs. Betty Cartwright of Mantua, wife of Clarence V. Cartwright, maintenance worker at Kent for the Erie Railroad, doesn't feel that way.

Just 31, Mrs. Cartwright carries a schedule that would tax the nervous and physical endurance of an elephant, and yet keeps bright and smiling through it all.

Besides baking, sewing, cooking and washing for her family, she holds down two jobs---one driving a school bus four trips a day, the other working in the kitchen of a restaurant at night.

The extra income, she tells you, is needed to fulfill the family passion for horseback riding--no cheap recreation these days.

And the family will go a long way to ride "horses. As these lines are written schools are closed for Christmas vacation, and all nine

Cartwrights are off to Texas by rail to ride horses in the sun on the earnings of her outside jobs.

Besides all this, Mrs. Cartwright drives her son Bill, 10, around his newspaper route in Mantua.

Here is a sample day in her life:

5:45 a.m. Help deliver papers.

6:45 a.m. Start breakfast.

7:00 a.m. First run of school bus.

7:55 a.m. Home, serve breakfast.

8:15 a.m. Second bus run.

9:05 a.m. Back home to do housework, prepare and serve lunch to all but her husband and eldest daughter.

2:30 p.m. Third bus run.

4:30 p.m. Fourth bus run.

6:00 p.m. Aurora Inn kitchen.

10:00 p.m. Home.

The Cartwright children, besides Bill, are: Jane, 12; Lynn, 8; Josie, 6; Verl, 5; Mark, 3 and Etta, 2. The whole family gets together only on Saturday and Sunday--and then they are off and away, all but Mark and Etta on horseback.

What Federal Excise Taxes Are Doing to Business



WHAT ARE THE EXCISE TAXES on transportation? What are they doing to the railroads? What are they doing to industry? Why were they levied? Are they needed now?

Every railroad man, every passenger, every shipper and every highway user should be aware of the answers to those questions.

First levied as a wartime measure in 1942, the federal excise taxes on travel and movement of goods must be collected by the carriers from travelers and shippers of goods, and paid to the government.

The tax on passengers was designed to discourage unnecessary civilian travel when the entire economy of the nation was geared to the persecution of the war and all available train space was being used by military personnel. But like many other taxes, once levied, it has stuck. The current rate is 10%.

Today passenger operations are losing hundreds of millions of dollars a year.

Today's need is more travel, not less. The transportation tax discourages railway travel, and increases passenger losses.

The transportation tax on freight shipments encourages large corporations and other shippers to set up their own private truck systems, since when they do, they no longer are subject to the 3% tax. Thus it favors private carriers, increases highway use, and weakens the country's common-carrier system at a time when it should be strong, able to expand with the growing economy and ready for national defense.

The tax also discriminates against many domestic shippers and favors those who pay their shipping charges in other countries. For example, a Canadian lumberman shipping to Baltimore does not pay the tax; a Georgia lumberman shipping to the same city does. Similar discrimination exists against a Buffalo shipper, for example, who pays a tax on a shipment to Los Angeles, while a Hamilton, Ont., shipper does not.

Thus both the nation's transportation agencies and industry suffer; neither's income is as high as it would be without the tax, so the government, too, loses. And surely the taxes were imposed are not needed now, 11 years after the war, to keep people from hindering the war effort by unnecessary use of transportation.

Pig's Mealtime Proves Whistle Blew In Time

THERE IS A PIG---if he has not become scrapple, sausage and pork chops--in Quick, W. Va., who deserves the sympathy of every railroad man, and a better fate than the frying pan.

The regularity of that pig's meals proved that an engineer did blow for the crossing at Quick, saving the engineer's good name, and the railroad a possible \$50,000 damage verdict.

For it was the pig's mealtime that was the central point in the verdict handed down on Dec. 5, 1956.

A passenger train struck an automobile at a crossing near Quick, W. Va., on July 2, 1955. The driver sued the railroad for \$50,000 for a back injury.



The motorist contended the diesel horn did not warn of the train's approach until he was practically on the track. The engineer said he blew the horn well in advance.

A witness at the trial was Mrs. Fred Hayes. She lives along the track, near the crossing.

Mrs. Hayes said she used the blast of the train horn each evening as a signal that it was time to feed her pig. Concerning the evening of the accident, she said:

"I was standing on the porch. I heard the train blow up the track. I told my husband I heard the train blow, and it's time to feed my pig."

While mixing mash for the pig, she heard the crash.

Federal Judge Ben Moore found for the railroad that if Mrs. Hayes had time to mix the mash before the accident, the whistle must have blown sooner than the motorist claimed.

Christmas Star Shines In Akron

Hundreds of white paper stars, half a dozen paper lanterns, and gay wreaths decorated the shining jade green waiting room of Erie's modern glass-lined station at Akron during the holiday season.

Stars, lanterns and wreaths were all the work of Edward A. Delmoro, stenographer-clerk to J. Paul Clark, Kent division passenger agent. DeN moro, with the Erie three years, and a graduate of Hudson (O.) High School, spent two weeks of his spare time making the decorations.

With the help of the station staff and Albert T. Johnson, ticket agent at Akron, Delmoro hung the stars from the ceiling throughout the room, and the lanterns at the windows fronting on the parking area.

Regulate Less, Grange Urges

The National Grange, meeting in Rochester, N. Y., an Erie city, adopted resolutions which, among other things:

1. Urged more reliance on competition and less on regulation to stimulate efficiency and protect transportation firms and users.

2. Urged repeal of the federal transportation excise tax on passenger fares and freight, declaring them to be "an unnecessary charge against production and a burden upon the national economy."

3. Opposed property taxes for highway purposes, "feeling that those who use the highways should ultimately pay for them."

4. Favored the retention of the long-and-short-haul clause, but expressed the view "that the ICC should be instructed to grant relief from the fourth section readily when the purpose is to make the petitioning carriers more competitive, provided the rate is still compensatory."

The average railroad worker in 1955 received \$4,719 in wages, compared with \$4,560 in 1954 and \$4,415 in 1953.

January, 1957

Confident Living

Christ's Words Can Relieve You from Tension

By Norman Vincent Peale

LAST SUMMER, WHILE VISITING DENMARK, I went sightseeing in Copenhagen. The most impressive thing I saw there was the great Protestant cathedral, whose impressive beauty results from its stark simplicity.

The church is not without art, however. Around its walls are great heroic statues of the Apostles, magnificent in conception. And, at the end of the cathedral, behind the altar, stands one of the most inspiring pieces of sculpture I have seen anywhere in the world. It captured my immediate attention and excited my interest, so I set out to learn more about it.

I found that the statue which so impressed me was the work of a great Danish sculptor, Albert Bertel Thorvaldsen. The artist was not a religious man; in fact, he became famous for his interest in Greek art and his many neo-classic statues may still be seen in Rome. But, on his return to Copenhagen from Rome, he decided he wanted to execute the most impressive statue of Jesus ever created.

So Thorvaldsen went to work and pictured Jesus as a man of great physical strength, with a fine and well-shaped head. The head was thrown back imperiously and the hands were raised in a gesture of command. This seemed to the artist to be the proper approach to Jesus, who shaped the lives of millions in the generations that followed Him. Having finished, he looked at the clay statue with satisfaction; it seemed filled with power.

He left the statue in his studio for several days for the clay to set. When he returned he found that the sea mist and fog had somehow come in and affected the clay. The head had fallen forward and was looking, not up, but down; the hands were no longer raised, but had fallen to a position of compassionate entreaty.

Thorvaldsen was horrified at what he felt was the ruin of his work. But, as he looked at the statue, it seemed to him that perhaps this was the real Jesus and that some greater power had helped him find a nobler conception.

He put that statue into the church where I found it--as many others had done before me--and wrote under it in Danish the words, "Come unto me." You will recognize them as the beginning of a sentence which continues, "all ye that labor and are heavy laden, and I will give you rest."

And perhaps this is the greatest invitation of all time, with its call to troubled people everywhere, to come to Him and receive His peace. There is one particular need in our modern world from which we need relief. That need is tension and stress which has destroyed the peace and happiness of so many.

Yet really you do not need to be tense. God can free you from tension. Tenseness comes from within, from tense thought patterns. And, if you cultivate the calm and peaceful spirit of Christ, you can relax your tensions and acquire peaceful control. Just say those words to yourself several time a day, "Come unto me, all ye who labor and are heavy laden (that is, are burdened), and I will give you rest." As you say these words, conceive of them as sinking deeply into your mind to bestow peace and reduce your tension. They have a strange and wonderful healing effect as you will discover.

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Piggy-Back Is Opened to Truck Lines

THE Erie Railroad piggy-back service will be expanded when it opens its fiat cars to the trailers of common carrier truckers in January. First of the new customers will be Daniels Motor Freight, Inc., Warren.

David R. Thompson, vice president for traffic, said that the Daniels-solicited trailers, filled with freight gathered by the trucking company in northeastern Ohio and western Pennsylvania, will be loaded aboard piggy-back fiats at Leavittsburg, and unloaded at New York and Jersey City.

Cars assigned to the service by the Erie are the "king-size" flat cars that can carry two 35-foot trailers at once, Mr. Thompson said. They are equipped with tight-lock couplers, roller bearings and rubber-cushioned draft gear.

The Daniels agreement is the first contract between the railroad and a common carrier trucking concern under the Erie's expanding piggy-back freight service. Started two years ago with only two terminals -- Chicago and Jersey City--the railroad's modern freight service now has expanded to 1,077 points in 20 states from New England to the West and Southwest through interchange arrangements with connecting railroads.

In addition, the Erie has an agreement with Piggy-Back Service Corp. which will solicit trailer loads of freight from truckers for movement between Chicago and Boston over the Erie Railroad and New Haven Railroad. For this service, which should start early next year, the Erie has purchased 50 French-type piggy-back flat cars which are equipped with special centering and tie-down devices to accommodate trailers in ordinary highway truck service.

The Erie will continue to provide its original door-to-door service in which the railroad deals directly with shippers to furnish complete pick-up and delivery of piggy-back trailers from supplier to consignee.

Service Expands

Erie's piggy-back service now serves 1,077 cities in 20 states, President Harry W. Von Wiiler has announced at the year's end, as compared with two points in two states slightly more than two years ago.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Bailey, James Edwin	Yard Brakeman	Jersey City, N.J.	10-17-56
*Banta, Charles F.	Yard Conductor	Binghamton, N.Y.	12- 4-56
*Barth, Carl	Carpenter	Susquehanna, Pa.	11-11-56
*Boyle, David John	Statistical Clerk	New York (Traffic)	9-11-56
*Broderick, Daniel J.	Laborer	Salamanca, N. Y.	9- 9-56
Buras, Leo Joseph	Relief Janitor	Buffalo, N.Y.	11-11-56
Caracciolo, Francis Geatano	Laborer	Brockway, F.	11-17-56
*Clark, Matthew John	Brakeman	Susquehanna Division	9-10-56
Coleman, Frank Wade	Locomotive Fireman	Mahoning Division	10-11-56
OCollins, John Patrick	Car Repairer	Binghamton, N.Y.	9-21-56
Edwards, Elizabeth P. M.	Investigator	Cleveland (Fght. Claim)	12- 4-56
*Ellinger, Perry Walter	Section Foreman	Marion Division	11- 2-56
*Frenelle, Winifred	Car Inspector	Cleveland, Ohio	11- 2-56
Goebel, Charles Joseph	Deckhand	Marine Department	11-26-56
*Grandt, Emil August	Demurrage Clerk	Mahoning Division	9-16-56
*Gromlick, Clarence	Section Foreman	Wyoming Division	
Halloran, Donald Edward	Telegraph Operator	Allegany Division	11-12-56
*Holland, Forrest William	Crossing Supervisor	Mahoning Division	10-29-56
Holleran, Edward William	Sheet Metal Worker	Susquehanna, Pa.	10-29-56
Inskeep, Clyde Harold	Crossing Watchman	Kent Division	11- 7-56
*Jordan, Richard Leonard	Plumber	New York Division	10-30-56
*Kavanagh, Edward Joseph	Barge Captain	Marine Department	11-25-56
Kline, Donald LeRoy	Chief Clerk	Kent Division	10- 4-56
*Krucich, Nick	Car Inspector	Brier Hill Car Shop	9-21-56
Lamb, William Philip	Yard Brakeman	Jersey City, N.J.	11- 6-56
*McCabe, Thomas	Yard Brakeman	Croton, N.J.	11- 9-56
*McCarty, Charles Barnett	Machinist	Port Jervis, N.Y.	11-15-56
McDermott, Roger John	Train Dispatcher	Buffalo Division	11-10-56
*McKinnon, George Irving	Road Conductor	New York Division	10-25-56
*Merkel, Harold Albert	Conductor	Rochester Division	10-29-56
Mosher, Donald Joseph	Conductor	Meadville Division	10-28-56
*Murch, Edward	Carpenter	Delaware Division	8-24-56
*Paone, Ross	Car Inspector	Kent, Ohio	11-23-56
*PopPenberg, Frank Charles	Passenger Brakeman	Buffalo Division	11-20-56
*Rosen, Joseph	Crossing Watchman	New York Division	8-22-56
*Seltzer, Morris	Extra Watchman	New York (Duane St.)	8-24-56
*Smith, Grover	Trackman	Marion Division	10- 8-56
*Stetner, Gustave	Boilermaker Helper	Marine Department	9- 8-56
*Whoatley, Charles Raymond	Special Accountant	Cleveland (Revs.)	9-22-56
*Whitaker, Newton Jesse	Machinist	Hornell, N. Y.	9-17-56
*Wilcox, John Columbus	Conductor	Mahoning Division	9-24-56
*Retired			

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Recent and Readable

Wild Train, The Story of the Andrews Raiders, by Charles O'Neill. (Random House, New York. 482 pp. \$6.)

A dramatic and detailed account of the secret Civil War mission involving the capture and recapture of the locomotive "General," told by persons who took part in the historic episode. The plot from its inception to its execution is unfolded. What the participants saw, felt and did is related by those best qualified to tell the story of breath-taking episodes, moments of panic, daredevil recklessness and desperate attempts to escape imprisonment.

Directory of Railway Officials & Yearbook, 1956-57. (Tothill Press Ltd., London, England. 526 pp., \$6.)

This annual reference volume contains historical, statistical and general data on railroads throughout the world.

Scottish Railways, by O. S. Nock. (Thomas Nelson and Sons, New York. 214 pp.)

A comprehensive story of the origin and development of railroad transportation in Scotland. Includes information on organizational structure, train operations, motive power, bridges and buildings, locomotive manufacture and signaling.

Henry Varnum Poor, Business Editor, Analyst and Reformer, by Alyred D. Chandler Jr. (Harvard University Press, Cambridge, Mass. 362 pp. \$6.50.)

A long-overdue biography of one of the foremost railroad writers of his time---the publisher of the annual reference volume, *Poor's Manual of Railroads* from its inception in 1868 until his death in 1905, and editor of the *American Railroad Journal* from 1849 to 1862.

American Civil Engineering Practice, edited by Robert William Abbott. (John Wiley & Sons, Inc., New York. Volume I, 1054 pp. \$15.)

Discusses community and metropolitan planning, surveying, traffic, highways, airports, railroads, tunnels, soil mechanics and site planning.

Switzerland's Amazing Railways, by Cecil J. Allen (Thomas Nelson and Sons, New York. 179 pp. No price stated.)

First published in England in 1953. The story of the development of the railway network of Switzerland. Includes descriptive data on engineering feats, including the Alpine tunnels and the funicular railway. Contains tabulated data on lengths, heights climbed, gradients, and so on.

Coal Men Ask Excise Tax Repeal

THE National Coal Association has appealed for elimination of the transportation tax on bituminous coal. Russell W. Laxson, administrative vice president of the Island Creek Coal Co., Huntington, W. Va., and chairman of the coal association tax committee, told the House Ways and Means subcommittee on excise taxes that the present tax of four cents per short ton is a wartime measure that "no longer has any validity" and that it "discriminates against the coal industry."

Taxes on transportation should be repealed, Laxson told the subcommittee, because "they were imposed as a wartime regulatory measure to discourage unessential transportation and that justification no longer has any validity."

There are also special reasons why the tax as applied to coal is "particularly inequitable" he said, and explained that whereas coal is taxed at a fiat rate of four cents per short ton, the tax on crude petroleum and liquid products of a pipeline is 4.8% of the transportation charge, and the transportation of natural gas is entirely without such comparable taxation.

"Frequently the fuel selection of a large fuel consumer, such as an electric utility," he said, "is resolved by a difference of a few cents a ton in the delivered price of coal. The tax on the transportation of coal discriminates against the coal industry in its competition with natural gas, and is not only inequitable to management and labor in the coal and related industries, but is also inimical to the national need to prolong the availability of natural gas for superior uses."

Laxson also emphasized that the present Middle East crisis "illustrates the wisdom of maintaining the productive capacity of the coal industry at a level sufficient to meet the emergency needs of any situation which may arise." The transportation tax on coal handicaps the bituminous industry in its maintenance of productive capacity "and should be removed" he argued.

January, 1957

Youngwerth Is Promoted

FRANK YOUNGWERTH, 47, was promoted to general superintendent of communications and signals, effective Dec. 1, Garret C. White, vice president for operations, announced. He succeeds William S. Storms, retired.



Frank Youngwerth

Mr. Youngwerth, who lives at 1068 Rushleigh Road, Cleveland Heights, is a native of Garfield, N. J. He started with the Erie in 1929 as a signal helper on the New York division. Subsequently, he advanced to assistant signal maintainer at Paterson, N. J. in 1933 and became foreman of maintainers at Marion, O., in 1941. He was promoted to assistant signal supervisor at Youngstown in 1943.

Mr. Youngwerth was advanced to signal inspector for the system with headquarters in Cleveland in 1945, office engineer the following year, and assistant signal engineer in 1947. He was promoted to assistant general superintendent for communications and signals at the beginning of the year.

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Ore Tonnage Rises

In 1956 the Erie Ore Dock Co. at Cleveland unloaded 1,374,409 tons of iron ore from ships during the shipping season, compared with 845,115 tons in 1955, despite interruptions caused by strikes against steel companies and Great Lakes steamship operators.

Erie Men Help Boys and Girls Build Toy Trains

LOCO-JACS, a Junior Achievement Company sponsored by the Erie Railroad Company meet Tuesday nights at 10613 Euclid Avenue, Cleveland, Ohio.

This enterprising group of young business women and men is making toy wooden trains and wooden blocks for the 1½ to 4 year age group. The trains consist of steam locomotive and tender, box car, gondola, and caboose.

Both trains and blocks are painted with gay, non-toxic colors and they are attractively packaged in clear plastic. The trains sell for \$2.00 and the blocks for 50c, Ohio tax paid. Prepaid postage and handling charges are 35c for out-of-town shipments.

This company organized, as do all Junior Achievement companies throughout the country, by establishing necessary capitalization; selling stock; holding director's meetings to determine company policy; and selecting products to manufacture and market. They keep complete business records, pay wages, and will liquidate at the end of the school year. The program has been developed to help students learn fundamental business management and labor problems.

The name for this Junior Achievement company was selected from its principal product, the toy train. Officers are Joe Keshe, President; Evelyn Rutti, Vice President; Nancy McVeigh, Treasurer; Mickey Mulcahy, Secretary; Jerry Ridell, Production Manager; and Bill Svekrick, Sales Manager.

Twelve other Achievers, equally divided between boys and girls, participate. E. E. LaTourette, Valuation Department; W. W. House, freight claims; and W. F. Schmidt, purchasing and stores; are production adviser, sales adviser, and administrative adviser respectively. E. E. Seise, Director of Personnel Training supervises all Erie Junior Achievement programs, assisted by J. E. Keenan, special accountant, comptroller's office; and R. A. Mylius, assistant electrical engineer.

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At the beginning of 1956 approximately 814,000 persons owned the stocks of the nation's Class I railroads.

While North Winds Blow Sun Shines on Them

Florida Draws Thoughts of Many

THIS is the time of year when those of us along the Erie wish from time to time for something just a little bit warmer, a little bit drier, and a little bit sunnier in the way of weather.

But there are some retired members of the Erie family who have done something about all three conditions, and settled down in Florida. Since they might wish to visit one another, here are the names and addresses of those to whom we are sending the magazine this month, arranged by towns:

Bradenton

Mr. W. R. Worthington
Route 1
Mr. Bert C. Shock
c/o Southern Palms Court
R.F.D. 3
Mr. Newell I. Monnette
Bradenton Trailer Camp
Mr. George L. Nolan
905 Orange Ridge Road
East Bradenton

Clearwater

Mr. E. F. Robinson
112 S. Duncan Ave.
Mr. M. J. Frawley
905 Hart Street
Mr. L. L. Worland
118 North Lake Drive
Mr. Paul E. Temple
1721 N. Greenwood Ave.

Cortez

Mr. J. H. Rosenberry
Cortez, Fla.
Mr. Chauncey H. Jerome
Cortez, Fla.

De Land

Mr. Jeff R. Giddens
Route 2, Box 84-A
Mr. O. N. Lackey
136 S. Sheridan Ave.
A. E. Pasman
611 N. Hayden Ave.
Mr. Charles O. Phallen
541 W. Minnesota Ave.



"IF HE WOULD HOLD the grab-iron, he wouldn't need the parachute."

Eustis

Mr. Ben D. Tucker
P.O. Box 147
Mr. Thomas W. Mundy
21 W. Seminole Road
Mr. Frank O. Langley
622 Summit Street
Mr. Robert Crawford
903 S. Grove Street

Fort Lauderdale

Mr. H. F. King
211 Carolina Avenue
Melrose Park
Mr. Miles H. Covill
437 N.E. Eighth Avenue
Mr. Arthur W. Baker
1104 Avacado Isle
Mr. J. E. Warner
2801 N.E. 21st Avenue
Miss Gertrude Padien
3649 S.W. 16th Court

Fort Myers

Mr. C. O. Williams
1840 LaFayette Street
Mr. Walter J. Montgomery
c/o General Delivery
Mr. William Henerfo
c/o General Delivery
Mr. J. B. Williams
Route 3, Page Park

Fort Pierce

Mr. G. W. Wilmot
5081/2 S. 7th Street
Mr. William Hahn
Route 2, Angle Road

(Next page, please)



FLORIDA dwellers missed seeing Noreen Londregan, daughter of Joseph J. Londregan, managing clerk, secretary's office, dance for Cleveland Erie Veterans. So life in the North does have some advantages.

Hallandale

Mr. John Carlough
36 S.W. 10th Street
Mr. Thomas T. Johns
Royal Palm Trailer Park

Hialeah

Mr. Kenneth J. Bennett
621 E. 47th St.
Mr. John W. Graves
272 W. 45th Street
Mr. J. J. Lysaught
275 E. 4th Avenue

Hollywood

Mr. J. C. Zenobia
1938 Wiley Street
Mr. C. W. Saunders
4521 S.W. 38th Street

Mr. H. M. Guenther
2711 Lincoln Street
Mr. Harry Goodwin
6231 Oleander Drive
Hollywood Pines

Lake Helen

Mr. Elias Davis
Mr. W. L. Eaton
Mr. David W. Fisher
Mr. Harold R. Lyon
Mr. M. Reinhert

Lake Worth

Mr. R. Shaw Barrow
808 North J Street
Mr. Carl H. Else
826 South D Street

Lakeland

Mr. John W. Bair
Woodalls Trailer Village
Mr. John Dworchick
309 N. Gilmore Street
Mr. S. F. Moore
836 E. Lemon Street
Mr. A. J. Smith
622 Gilmore Street
Mr. Harry Vernooy
310 W. Belmar Street

Largo

Mr. George H. Eckerson
10585 Lake Breeze Drive
85th Avenue, N.
Mr. William Mengerink
Keystone Trailer Park
Mr. Daniel H. Sutherland
R.F.D. Box 59
Pinehurst Avenue

Miami Area

Mr. Thomas F. Dooley
1841 N.E. 177th Street
North Miami Beach
Mr. Kenneth T. Miller
100 N.W. 193rd Street
North Miami
Mr. Lewis H. Thomas
2181 N.E. 171st Street
North Miami Beach
Mr. Louis Caputi
1461 N.W. 38th Street
Mr. William F. Calhoun
253 N.E. 58th Street
Mr. M. W. Getz
6750 S.W. 8th Street
Mr. J. W. Kinney
124 N.E. 14th Street
Mr. James I. Miess
c/o Ritz Hotel
132 E. Flagler Street
Mr. John Miller
404 N.E. 35th Street
Mr. B. P. Rinkavage
1301 N.E. 150th Street
Mr. Frederick H. Schmidt
1870 N.W. 26th Street
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3021 S.W. 16th Street,
Mr. C. M. Wambough
10100 N.W. 2nd Avenue
Mr. H. A. Boyer
930 Bay Drive
Miami Beach
Mr. Louis Kreitzman
7420 Caryle Avenue
Miami Beach

Orange City

Mr. Ward H. Hanson
Mr. Leon Justin
(Please turn to page 31)



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Frederick E. Baler	Car Inspector	East Buffalo, N.Y.	10-31-56	41
Leigh C. Balcom	Laborer	Hornell, N. Y.	11-13-56	27
Otis H. Beck	Trainman	Hornell, N. Y.	10-27-56	44
Arthur J. Bliven	Carpenter	Salamanca, N. Y.	10-31-56	33
Howard M. Boerner	Yard Conductor	Susquehanna, Pa.	10-18-56	45
Joseph Bonapart	Trackman	Newark, N. J.	11-26-56	34
Hildred M. Caldwell	Monitor	Salamanca, N.Y.	11-18-56	38
Patrick J. Carroll	Barge Captain	Jersey City, N.J.	11-15-56	33
Vito Cianfriglia	Laborer	Susquehanna, Pa.	11- 2-56	40
Charles G. Clawson	Machinist Helper	Hornell, N. Y.	11- 5-56	37
Otis E. Collins	Car Inspector	Marion, Ohio	11-30-56	43
Arthur B. Crowe	Engineer	Avoca, Pa.	11-30-56	49
John H. Cullinane	Checker	Jersey City, N.J.	10-31-56	44
D. L. Davis	Carpenter	Hornell, N. Y.	11-28-56	34
Julius Filon	Car Repairer	Jersey City, N.J.	11-15-56	42
Leo Ford	Road Conductor	Cleveland, Ohio	10-31-56	39
Alfred F. Galloway	Engineer	Port Jervis, N. Y.	10-18-56	30
Lawrence P. Hartley	Engineer	Marion, Ohio	10-19-56	40
Robert C. Henry	Yard Brakeman	Youngstown, Ohio	11-03-56	20
Milton Hetrick	Agent-Operator	Pequanock, N. J.	10-11-56	31
Joseph Homoki	Hosefitter Helper	Meadville, Pa.	9-14-56	28
Arthur R. Johnson	Road Conductor	Cleveland, Ohio	11-16-56	41
William W. Jones	Yard Conductor	Ferrona, Pa.	10-31-56	44
John Kastner	Engineer	Buffalo, N.Y.	11- 4-56	48
Vern C. Kinsler	Pipefitter	Marion, Ohio	11-15-56	34
Frank L. Knapp	Engineer	Avoca, Pa.	11-30-56	37
Frank H. Lafferty	Interline Clerk	Cleveland, Ohio	11-30-56	48
Francis J. Mackin	Patrolman	Jersey City, N.J.	12-10-56	43
William K. Manning	Supervisor of Bridges	Cleveland, Ohio	12-15-56	32
Joseph H. McGirr	Asst. Division Clerk	Jersey City, N.J.	12-31-56	46
Charles F. Mohl	Carman	Buffalo, N. Y.	11-12-56	47
Marcus V. Montagano	Demurrage Clerk	Passaic, N. J.	12-31-56	32
William A. Mulligan	Patrolman	Jersey City, N.J.	12-11-56	37
Thomas R. Nolan	Passenger Conductor	Port Jervis, N. Y.	11-29-56	50
William F. Orris	Information Clerk	Jersey City, N.J.	10-31-56	35
Milton T. Parker	Stockkeeper	Hornell, N. Y.	11-20-56	36
Captain H. Pond	Passenger Carpenter	Susquehanna, Pa.	10-31-56	32
Archie E. Roschie	Machinist	Meadville, Pa.	11-30-56	51
Emil C. Rouscher	Conductor	Hornell, N.Y.	11- 8-56	43
Bennett J. Sawyer	Yard Conductor	Kent, Ohio	10-25-56	44
David E. Schmale	Engineer	Avoca, Pa.	10-31-56	47
Charles J. Schwarz	Boiler Foreman	Jersey City, N.J.	11-30-56	41
Anna Scisowski	Coach Cleaner	Jersey City, N.J.	11- 2-56	30
Nicholas Shonitsky	Leading Carpenter	Salamanca, N. Y.	10-22-56	31
Joseph J. Skrobut	Car Inspector	Youngstown, Ohio	11- 9-56	26
Charles D. Smith	Operator	Rochester, Ind.	11-15-56	53
Floyd E. Swain	Section Foreman	Silver Springs, N.Y.	12-31-56	30
VanEtten Swartwout	Div. Car Foreman	Port Jervis, N.Y.	12-31-56	38
Mike Volino	Car Inspector	Randall, Ohio	10-31-56	33
Robert J. Whiley	Engineer	Jersey City, 1,7. J.	10-31-56	48

*A railroad, especially the Erie,
is more than spikes and rails,
more than rolling stock, more
than the lonely sound of the
whistles moaning through the night...
a railroad is men and women,
and here are some of the men
who make the Erie.....*

Photos by John F. Long



Carlyle E. Slarks . . .

. . . yard conductor, Buffalo



James M. Kelley . . .

. . . chief dispatcher, Youngstown



Curtis L. Pace . . .

. . . machinist, Marion



Teunis Wouters . . .

. . . master mechanic, marine, Jersey City

A Letter of Introduction

TO the Readers of the Erie Magazine: I would like you to meet Talbot Harding, the new associate editor of your Erie Magazine. In introducing him to you in this way, I want you to become better acquainted with him because he will be bringing you stories and information about the Erie and the people who work for it.

This is his first issue. He tells me he has dedicated himself to making each issue more sparkling, lively and interesting. As always, the magazine will be designed with you in mind, to keep you informed of Erie people, places and things. To fulfill that assignment, Mr. Harding will want to know you better. In turn, I am sure you will want to know something about him. Here is his background.

Talbot is a veteran Cleveland newspaperman. As copy editor, and previously a reporter, for the Cleveland Plain Dealer for ten years, he has covered everything from railroads to strawberry festivals. With the exception of seven years in the Army, in which he rose from enlisted man to captain and spent 38 years in the European theater of operations, he has been engaged in newspaper, magazine and public relations work since 1933.



Talbot Harding

He comes from a family of newspapermen. His mother's family published and edited the Vincennes, Ind., Sun for 121 years; and his father, the late Richard T. F. Harding, worked more than 50 years on newspapers, the last 44 years of which were on the Cleveland Plain Dealer where he conducted the business column, "The Byproduct."

He has cousins on the Naperville, Ill., Clarion, the Chicago Tribune, the Toronto, Ont., Telegram, and the Simmons-Boardman Publishing Co.--so you can see he comes from a family of journalists.

Besides his work on the Cleveland Plain Dealer, he was also midwestern correspondent for the London Daily Mirror and the London Sunday Pictorial, and contributed articles to railroad fan magazines.

Mr. Harding was graduated from Oberlin College in 1933. The Hardings have five children and live in Euclid, O.

He knows of no blood kin working for a railroad, but can claim to be a railroader by marriage. His wife's great-grandfather laid out the main line of the Severn Valley Railway in England. Later, it became part of the Great Western Railway and now the Western Region of British Railways. Mrs. Harding's grandfather worked for the Great Western in what, on an American railroad, would be the traffic department. An uncle was general freight and coal agent at Worcester, England, for the Great Western before nationalization of the railways.

Mr. Harding's predecessor, Jim Alan Ross, who was associate editor for six years, resigned to accept a position in the Public Relations Department of the Central National Bank in Cleveland.

Season's greetings,
GEORGE C. FRANK
Assistant to President

... and a Disclaimer

HARDING isn't that good. Nobody could be. But he will try his best, under Mr. Frank's direction, to make the Erie Railroad Magazine your magazine.

He knows that he knows little about railroads. He doesn't even know the way to the pass bureau; he's not sure of the difference between a 19 and a 31; but he does know that it is the readers that he must please.

And the only way the readers can help him is to let him know what is right with the magazine, and what is wrong with it. He hopes to make it a magazine that you will look forward to, just as he looks forward to the next issue himself.

--T. H.

Magazine Gets New Type Dress

Your Erie Railroad Magazine has a new type dress this month--a type dress designed to make the magazine easier to read.

The staff hopes to make it still easier to read next month, and the month after that, and the month after that.

For a publication is like a woman--women get tired of their wardrobes, announce they have nothing to wear and then go shopping for a new wardrobe.

The Erie Magazine's new wardrobe isn't complete yet. We still have to select the hat, the shoes, the stockings to go with it.

So far we've just got part of our shopping done. When we get through, like the woman, we'll be just as lovable--we hope--and a lot more attractive.

Erie Men Photo Series Begins

With this month's copy of the Erie Railroad Magazine you receive a special supplement of faces of Erie men. They were chosen at random from the files built up over the years by John F. Long.

There will be more such pictures printed in forthcoming issues. If you watch for them, you will see some of your friends and fellow workers from time to time---but more important, you will see the strength of character, the joy in work, and the pride in jobs of your fellow men who make the Erie.

Women have not been forgotten. They too will appear in the series.

The average freight train load has nearly doubled since 1935. In that year freight trains carried an average of 734 tons of revenue freight. In 1955, freight trains carried an average of 1,372 tons of revenue freight.

Latest Promotions

Name	Location	Promotion	Date Started With Erie
Frank Youngwerth	Cleveland, Ohio	Genl. Supt. of Comm. & Signals	5-27-29
Oliver G. Carey	Cleveland, Ohio	Asst. Genl. Supt. Comm. & Signals	8-12-25
Edward G. Luckow	Jersey City, N. J.	Insp. of Operation	8-23-41

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Hudson Terminal, 50 Church Street, New York 7, N. Y.
327 South La Salle Building, Chicago 4, Ill.

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

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Jersey City 2, N. J.--Erie Station, H. Herrmann, Gem Agt. Pass. Dept.; E. H. Huffman, Din. Freight Agt.

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Rochester 4, N. Y.--Reynolds Arcade Bldg., W. E. Bennett, Din. Freight Agt.

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

St. Louis 1, Me. -- 721 Olive St., J. W. Cloud, General Agt.

Scranton, Pa.--First National Bank Bldg., J. A. Sterl, Din. Freight Agt.

Seattle 1, Wash.--817 White Bldg., R. J. Dundon, General Agt.

Springfield, O.--(See Dayton-Springfield, O.)

Toledo 4, O. -- 2006 Toledo Trust Bldg., C. W. Strohn, General Agt.

Toronto, Ont.--69 Yonge St., Robert Willardson, Can. Freight Agt.

Washington 5, D. C.--519 Bond Bldg., H. A. Beckman, General Agt.

Youngstown 3, Ohio---Terminal Bldg., W. L. Schorr, Din. Passenger Agt.; J. L. Chapman, Asst. Gem Freight Agt.; H. W. McIlwain, General Agt.

Erie Veterans



GENERAL OFFICE CHAPTER of the Veterans Association elected the men shown above at its annual meeting. The officers standing are, left to right: William J. McGrath Jr., secretary; Edward J. Whelan, vice chairman; Charles J. R. Taylor, chairman; Robert F. Denton, trustee; Amerigo Roscelli, trustee; John J. Straut, trustee and Lewis E. Drew, trustee. Seated are: Joseph M. Pfeifer, treasurer; Leslie Arold, past secretary, and Anthony Farina, past chairman.

Youngstown Auxiliary

By Mrs. R. P. Reeber.

Mrs. J. R. Fero presided at our Christmas party on Dec. 18 at the Y.M.C.A. After the luncheon and business meeting, officers for 1957 were installed by Mrs. R. P. Reeber, past president--president, Mrs. Thad H. Fay; vice president, Mrs. F. G. Hill; secretary, Mrs. James Bowser; treasurer, Mrs. Carolyn Fuller; Chaplain, Mrs. Joseph McGabe; inner guard, Mrs. Mary Bailey.

At a recent meeting Mrs. F. T. England, on behalf of the auxiliary, presented parting gifts to Mrs. W. W. Thoms and Mrs. T. E. McGinnis. We extend our best wishes to them in their new homes. Mrs. Forest Main was welcomed as a new member.

Our sympathy goes to members who are and have been ill. Among them are Mrs. Florence Carney, Mrs. H. J. O'Neil and Mrs. Coe Chaffee.

Mr. and Mrs. Justice Smith spent Thanksgiving with their daughter and her family in Dayton.

Mrs. William Devenny made a recent trip to visit her sister in California.

Youngstown

By R. P. Reeber

Mr. and Mrs. R. J. Pierce and Mr. and Mrs. C. A. Larson are back from Florida vacations. Carl has been having a siege of bursitis, which we hope is better by this time.

Jack Beilby, now a permanent resident of Pompano Beach, Fla., was a recent visitor. The climate there certainly agrees with him. He is the picture of health.

Treasurer Ray Lewis has requested a leave of absence from his veteran duties starting in January due to ill health. He will spend some time in Florida. We hope it does the trick and that he will be back north with the first birds to return.

Our regular chapter meeting night is the first Wednesday of each month at the K. of C. Building on South Hazel St., Youngstown, 8 p. m. Cards and refreshments after the meeting.

Jersey City

By G. C. Kalle

Last month the chapter held its annual election of officers for the ensuing year, chairman, George E. Sisco; vice chairman, Alex I. Raywood; secretary, George C. Kalle; treasurer, Frank J. Reichardt; trustees, William Brazel, David Tice and Joseph Gurth; sergeant at arms, Charles Dorman.

Past Chairman John F. Hazzard thanked friends and officers for a successful year and turned the gavel over to newly elected Chairman George Sisco, who in turn thanked the veterans for the honor bestowed upon him. Brother Frank P. Bellington installed the new officers and requested all veterans to get behind their officers to make 1957 another banner year for our chapter. A committee was appointed to make necessary arrangements for the chapter installation dinner.

We regret the loss of our good friend and trustee, John Herzig, who has been compelled by illness to resign as an officer. It is our hope that he will recover his health and that we may greet him again at our regular meetings.

Our membership committee reported five new members for November, bringing the total to 84 new members and 20 reinstatements.

Fellow Veterans:

We are starting a new year in veteranism. I sincerely hope that one of your New Year resolutions is to work for a bigger and better veteran's organization in 1957.

I do not think it is too much to ask that each chapter increase its membership by at least 10 per cent. Second Vice President H. A. Kelly of Huntington Chapter will have charge of the membership drive. It is just as important to retain old members as to secure new ones. It is incumbent upon chapter officers to see that interesting programs are provided for chapter meetings. As your president, I shall be happy to assist you with your problems in any way that I can.

At this time all roads lead to Jamestown, N. Y., where the annual meeting and installation dinner will be held on Jan. 12. Situated about half way between New York and Chicago, we are looking forward to a record attendance. The committee has been working hard and we believe you will be pleased with their efforts.

Fraternally,
W. W. Turner
President

Our sympathy is extended to the family of Brother Dano Cole, retired Yardmaster, Croxton yards, who died Nov. 2. No new names were reported by the sick committee and we trust that the Brothers Edward Fahy, L. I. Conklin and J. H. Duane are well on the road to recovery.

The Ladies Auxiliary also held their election of officers, Mrs. George E. Sisco succeeding Mrs. E. H. Stocker as chairlady. Other officers were returned to their offices for another year.

There are many eligible employees still waiting to be invited to join in our activities. Why not ask them to join? Your secretary will be pleased to furnish you with the necessary applications. Won't you help us go over the thousand member mark in 1957?

The 1957 dues cards are in the hands of collectors. If one has not contacted you, please look him up soon and pick up your card.

Buffalo-Rochester

By Ruth Nise Munger

Our annual meeting was Nov. 17 in the conference room of the Terminal Building in Buffalo. Plans were completed for our annual Christmas party and for the system annual meeting, installation of officers and banquet at Jamestown Jan. 12. The following officers were elected for 1957-58: Chairman, George E. Adams; vice chairman, Robert E. Symington; treasurer, Frank H. Halbleib; secretary, H. I. Moyer; correspondent, Ruth Nise Munger. They will be installed Feb. 16 at Cazenovia and Seneca Sts., Buffalo.

Seven new members are J. M. Lucas, Gordon Sears, R. H. Dunker, Leo F. King, Dalton, N. Y.; R. C. Chunko,

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Erie Railroad Magazine

Veterans

Edward Bethmann and C. W. Rossa.

On Nov. 10, eight members attended the annual meeting of the Lackawanna veterans at the Hotel Statler, Buffalo. Officers for 1957 were installed and a buffet luncheon was served.

Florida vacationers are **Mr. and Mrs. George E. Adams**, Tampa; **Mr. and Mrs. Paul Wertman** St. Peters-

Please forgive us!

The Erie Railroad Magazine extends its apologies to **Joseph Dollner**, retired road conductor at Buffalo. Last month, due to an error in transcription, we reported his death. He is alive and well.

burg, and **Capt. and Mrs. C. S. Bagwell**, Sarasota.

Casimer Cybolski was hospitalized and now is recuperating at home.

Birthday congratulations to **Mrs. Paul Wertman** and **Frank H. Halbleib**.

Wedding anniversary congratulations to **Mr. and Mrs. Joseph Duane** (34th).

William Muhlnecki's son, **Donald** and **Miss Schealy** were married Nov. 17 in Columbia, S. C. They will reside in Mansfield, Ohio, where **Donald** is a pastor.

Sympathy is extended to the family of **Frank Poppenberg**, retired, who died Nov. 20.

The Ladies Auxiliary also held their annual meeting Nov. 17 and elected officers for 1957-58. **Mrs. Emma Schultz** is the new president. The installation will be Jan. 16 in McDoers restaurant when new members will be welcomed into the auxiliary.

One hundred friends, coworkers and guests attended a testimonial dinner at the Buffalo Athletic Club Nov. 30 in honor of **J. M. Moonshower**, superintendent, and **J. W. Conway**, trainmaster, who have been promoted to assistant general manager at Youngstown and assistant superintendent at Jersey City respectively.

George and Mrs. Kamanski have a new grandchild. **Paul and Mrs. Struwe** have celebrated their 49th wedding anniversary.

Salamanca

The November meeting and dinner was at the Myers Hotel, Salamanca, on the 23rd. Chapter officers for 1957 were elected, **J. L. Murray**, chairman and director of finance; **S. G. Williams**, vice chairman; **L. P. Johnson**, secretary-treasurer; **W. L. Hillmiller**, corresponding secretary; trustees, **H. M. Bunker**, **L. Rossman** and **J. G. Ainey**. Ballots were tabulated by election chairman **Haudenschild**, **J. W. Daily**, **J. H. Thornton** and **P. A. Millhausen**.

In addition to sick members previously reported, **John J. Coffey** is a surgical patient.

Deep sympathy is extended to the families of **James E. Ledden** and **Fred M. Palmer** who died Nov. 21 and 24 respectively.

January, 1957

Indian Safety

That is something no modern civilized man could bring himself to believe. But if he could convince himself that something much more vengeful than any spirit, something no medicine man can ever tame, is watching him, he will be right.

Our Evil Spirits

That something that is watching him, watching everyone who works on the Erie or any other railroad, in the shops, yards and on the line is the law of averages.

It is true that you can set a hand brake without keeping a firm grip on the roof grab-iron: Many have done it.

But that is just what the evil spirit is waiting for. For today's evil spirits keep a special eye Out for men working on hand brakes, and follow them about.

The man who doesn't keep a firm grip will eventually fall. And the evil spirit is likely to choose a most inconvenient time and place to give the little shove that will plummet his victim to the ground.

Another thing the evil spirit is looking for is the yard crew that isn't properly organized as a team, that isn't "clicking." One sudden start with a man working on top of a car is the punishment the evil spirit exacts for lack of proper organization.



HOW IT'S DONE. John C. Novy, car foreman at the E. 55th Street shops, Cleveland, shows how to set a hand brake. Note the firm hold he has on the grab iron; left foot on ladder rung, right foot firmly planted on the platform. If he looks familiar, it's because you saw him on the cover.



"A compartment will be fine —and do you have an upper for me?"



NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Best wishes for speedy recovery to **Dan Sutherland** who is ill at his home in Largo, Fla.

Sympathy is extended to **Al Whalen** and family on the death of his step-father; to the family of **Dane Cole**, retired yardmaster, who died suddenly, and to **Edward Kane** and family on the death of his sister, **Mrs. Margaret Kane Behan**. **Mrs. Behan** formerly was chief stenographer and secretary here.

Best of luck and health to **Bill Sutherland**, third trick main line dispatcher, who retired Oct. 30 after 49 years and two months of service.

A surprise dinner and shower was held at Lawler's restaurant, New York, on Nov. 7 in honor of **Gladys Gousen**. The bride-to-be was presented with a Mixmaster and a rose corsage. Those attending were **Laura Coleman**, **Peggy Straut**, **Helen Smith**, **Terry Mahoney**, **Irene Gallagher**, **Alice Simms**, **Deanne Gogal**, **Susan wearer**, **Maureen O'Keefe**, **Tippy Brennan**, **Emma Csirip**, **Ruth Stevens**, **Hertha Karpinski** and **Naomi Dicker**. Those who contributed to the gift but could not attend were **Eleanor Moser Dully**, **Carol Nemeth**, **Pat Connolly**, **Antoinette Geerinck**, **Christine McNamara**, **Mary Meyers**, **Esther Del Chiaccio**, **Alice Clancy**, **Eve VanderWoude** and **Theresa Montalto**. **Gladys** was presented with a purse by her co-workers.

Mary A. D. Meyer attended the national horse show at Madison Square Garden, New York. Also received a special invitation and attended the Arthur Godfrey show, which was in color.

Congratulations to **Mr. and Mrs. Don Raymus** on the arrival of their third baby, a boy, at St. Mary's Hospital, Passaic, Nov. 8; also to **Mr. and Mrs. George Raymus** who are grandparents again.

Nell Fulton went deer hunting in the Adirondacks on his vacation. **Mr. and Mrs. Ted Teehan** and family went to Miami Beach. **Dan Crowley** spent his third week at home. **Clifford Beckwith** and **Nick DeVito** were electioneering.

Approximately 100 friends gathered at a joint testimonial dinner in the Meyers Hotel, Hoboken, Nov. 17, honoring Asst. Supt. **J. D. McFadden** and Trainmaster **J. W. Conner** on their promotions to superintendent and trainmaster respectively of the Buffalo and Rochester Divisions. Supt. **J. R. Ebert** acted as toastmaster and introduced and called on the following gentlemen for remarks: Asst. Vice-President **T. J. Sanok**, Supt. of Lighterage **O. A. Frauson**, Supt. of Marine Dept. **C. E. DeJoia** and Asst. Supt. of Lighterage **F. M. Sportelly**. Asst. Vice-President and General Manager **A. E. Kriesien** and retired Supt. **H. A. Bookstaver** attended the dinner, but previous commitments necessitated their early departure. **Mr. McFadden** was presented with a marble desk set and **Mr. Conner** with a gold pen and pencil set. With these gentlemen go the sincere wishes of their many friends on the division for continued health and success.

Mr. and Mrs. Fred Dana spent their third-week vacation motoring in New York State and Gettysburg, Pa.

Gladys Gousen and **Benjamin Paparella** were married Sunday afternoon, Nov. 18, at St. Francis R. C. Church, Hoboken. Reception was at Capelletti's Restaurant, Union City. The bride is clerk-stenographer here.

Mr. and Mrs. G. B. Irving (retired ticket agent) celebrated their 50th wedding anniversary at Patrick Murphy's Candlestick Restaurant in

Yonkers. **Mr. and Mrs. William Light-holder** and **A. J. McNamara** from the Erie attended with many of their friends.

A group of Erie girls from various departments attended a dinner and theater party in New York on Nov. 29 to see **Sammy Davis, Jr.** in "Mr. Wonderful." In the group were **Laura Coleman**, **Eleanor Salley**, **Peggy Straut**, **Chris MacNamara**, **Emma Csirip**, **Elvira Karpinsky**, **Antoinette Geerinck**, **Alice Shams**, **Naomi Dicker**, **Terry Mahoney**, **Deanne Gogal**, **Irene Gallagher**, **Phyllis Lucas**, **Mary Helen O'Dea**, **Virginia Rhoads**, **Susan Wearer** and **Carol Nemeth**.

WEEHAWKEN LOCAL

By Violet Schmitt

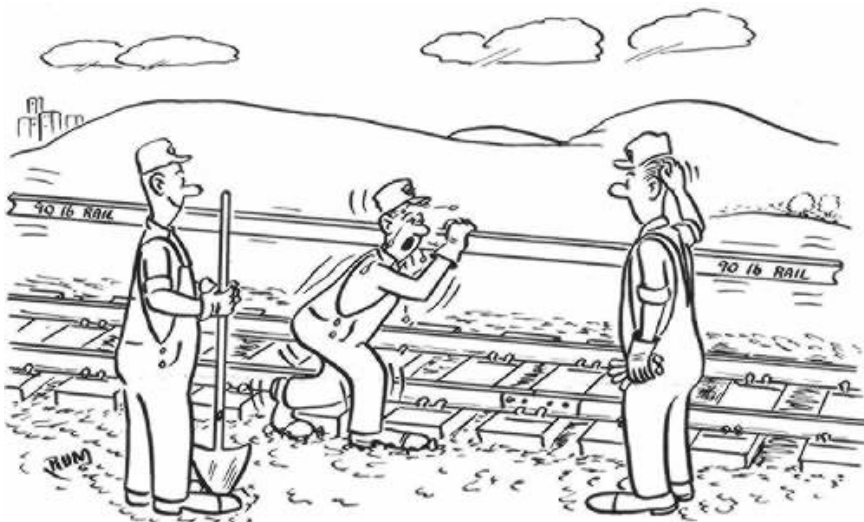
We're sorry to learn of the illness of **Charles Blacer**, checker, and wish him speedy recovery... There was only one birthday at this station in November--**A. Janssen**, clerk. **Mr. and Mrs. Hayes** (**Marie**, employment clerk), celebrated their wedding anniversary... Sympathy is extended to **Meyer Miller**, trucker, and family on the death of his father.

We congratulate the following employees on completion of 20 years' service: **Joseph Spero**, dock laborer-cooper; **Louis Horvath**, trucker; **Chris Welch**, dock laborer; **John Krauss**, trucker; **Mike Foligno**, trucker; **Thomas Donnelly, Jr.**, dock laborer; **Andrew Mignoli**, dock laborer.

Otto Herzog, yardmaster, was given a farewell party at the Half Way House. Seventy-five persons attended. Agent **W. J. Flusk** was the genial master of ceremonies and **Harry Rice**, car inspector, played the guitar. A watch was presented to **Mr. Herzog**.

James Coughlin, messenger, and **Joseph Gallagher**, junior clerk-messenger, have left Weehawken for new duties in the traffic department. We welcome back **Vincent Fallen** as messenger.

(Next page, please)



"This is the heaviest ninety pounds I've ever carried."

Erie Railroad Magazine

Our bowling team came across with a winning game. Wonder if it could be the outcome of the lunch-hour practice or General Foreman **Joe Welsh's** new ball and shoes.

Eugene Riordan, retired cooper, visited with us recently. He is taking life easy and is looking well.

Vacations: **Helen Minogue**, timekeeper, spent a week in Bermuda and especially enjoyed the flight; **Harold Gahein**, chief clerk, visited locally and had a restful week away from the office; **Meyer Miller** joined his wife and sons, **Stanley** and **Sheldon**, at Miami Beach, Fla. There he met **Andrew Mignoli**, also on vacation. **Bob Pelletreau**, dock laborer, has pictures of himself and family taken on their Florida vacation. **A. Viaud**, collector and clerk, spent his vacation at home, getting acquainted with his new son.

PASSAIC, N. J.

Mary Molinaro returned from a Florida vacation with a beautiful tan.

Sympathy is extended to Agent **E. W. Kane** on the death of his sister.

Al Stoebe attended the veterans' convention and was elected standard flag bearer.

Our genial demurrage clerk, **Marcus M. Montagano**, retired Dec. 30, his 65th birthday.

Checker **Charles Bogert's** baby boy has fully recovered after his recent operation.

Retired General Agent **W. H. Stadelman** was visited recently in Florida and found to be in the best of health and enjoying fishing at Treasure Island. He wishes to be remembered to all his friends.

MARINE

By *Jesse E. Baker*

On Saturday morning, Dec. 2, about 150 barge and lighter captains attended their fifth annual communion and breakfast. Mass was at 9 at St. Michael's R. C. Church, West 34th St., New York, with breakfast at the Hotel New Yorker. Speakers were **Carman E. De Joia**, superintendent marine department; Hon. **Francis X. Smith**, assistant district attorney of Queens County, N. Y., and the **Rev. Sheridan**, pastor of St. Michael's. **Harry Flood**, barge inspector, was toastmaster and **James Hagen** was chairman.

Capt. **William Wolfer** of the ferryboat Arlington underwent an appendectomy at the Medical Center, Jersey City.

M. F. Pierson, retired bridgeman, called at the ferrymaster's office recently. Other visitors were **William Schultz**, **Joe Marino**, **Hugo Krouse**, **George Miller** and **Walter Wright**, all retired.

George Ford, engineer of the tug Binghamton, went hunting in upstate New York and brought back a four-point buck.

Capt. **George Moser** was hospitalized for a minor operation and is back on the job again.

Do you know that New York is a sea level port, yet in the city limits is the highest coastal point between Maine and Florida? Todt Hill on Staten Island is 409.8 feet above sea level.

(Please turn the page)

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| <input type="checkbox"/> R. R. Diesel Electrician | | <input type="checkbox"/> Welding — Gas & Electric |
| | | <input type="checkbox"/> High School |

Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____



WHEN WILLIAM S. STORMS (right) retired as general superintendent of communications and signals, after 47 years of service to the Erie, Cleveland officials gave him a party. Here he accepts a certificate from Blair Bowers, chief engineer.

BUFFALO DIVISION

BUFFALO, N. Y.

By Ruth Nise Munger

Sympathy is extended to the family of **Joseph Folger**, 66, retired car inspector, on his death Nov. 21. He had 30 years' service.

BUFFALO TERMINAL

By F. J. Rombkowski, Jr.

Betty Homing, general clerk, spent her vacation visiting her sister in Long Beach, Calif. **R. E. Symington**, chief freight received clerk, repainted the interior of his home. . . It's a grandson for **W. J. Coughlin**, assistant demurrage clerk (Nov. 1). . . Congratulations to **R. E. MacLaury**, assistant rate clerk, on his 48th birthday (Nov. 5). . . Sympathy is extended to **Lillian Ransbury** on the death of her brother-in-law Nov. 5; also to the families of **Leo Buras**, night watchman at the freight house, and **Roger J. McDermott**, train dispatcher, on their sudden deaths Nov. 11 and 10 respectively. . . **George Monat**, demurrage clerk, still hasn't decided if the floor is softer than a chair. . . We welcome **James D. McFadden**, our new superintendent, and **James W. Connor**, new trainmaster. . . We're glad to see Chief Clerk **Pierce Cournan** on the job again after an illness. . . Belated congratulations to **E. W. Schichtel**, yard clerk, on his third wedding anniversary.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

Several men in the shop were successful in getting deer before the season closed Dec. 1. "**Mas**" **Brunskill**, diesel clerk, has to wait until next deer season to get his trophy.

Leigh C. Balcom, laborer, and **D. L. Davis**, carpenter, retired Nov. 13 and Nov. 28 respectively.

Helen and **Ed Schwarz** still are wishing for a '57 Dodge. **Norma Nilson**, stenographer, still is dreaming about the '57 cars, having received literature from about a dozen dealers.

Electrician Apprentice **Bryan Higgins** was married recently.

Mrs. Jack Mahoney is hospitalized and we wish her speedy recovery.

Jack McInerney, general foreman's clerk, has a '57 silver Ford.

Jimmie Watt, pipefitter, plans to enlarge his pear orchard in the spring.

Machinist **Lou Oakes'** motel is taking shape fast and will be ready by March 1.

John Burke, **Bill Tobin** and **Leland Sills**, second trick machinists, are back at work after several months of sickness.

Ralph Hammond, chief clerk, and family planned a Christmas shopping trip to New York.

Yolanda Weidman, file clerk-steno, and her husband have board and lodging for dogs at their suburban home.

Still on the sick list are **Paul Burdick**, **Mike Essa**; **Anthony Serra** and **Jimmie Cardman**, laborers; **Lou Thomas**, **Ken Miller**, **Charley Beebe** and **Lloyd Kent**, machinists, and **Hank Guelzow**, electrician. We hope they have speedy recovery.

FREIGHT CLAIM

CLEVELAND, OHIO

Jim Turnbull took his annual Canadian jaunt for the holidays. . . **Kathy Haydu** is displaying a sparkling diamond ring she received on Thanksgiving. No date has been set for the nuptials. . . It is good to report that **George Dooley** is convalescing nicely from his illness. He expresses gratitude for the cards and letters he has received. . . Once again our bulletin board was adorned by Christmas cards from former employes, friends and business associates. . . **Pat Bacenko** and **Mary Grace McNamara** have offered their services as instructors for anyone learning the art of ice skating. . . The bowling picture has not changed over the years. The Roaring Third, with **Bert Bowman**, **John Rock** and **Bert Ostrum**, is sputtering along in second last place, one notch ahead of the Columbians composed of **Jimmy Green**, **Art Manasia** and **Jim Turnbull**.

OPERATING

VICE PRESIDENT'S OFFICE

Larry Blauvelt has been tagged with the title, grandpa. It's a daughter **Deborah Ann**, for his son and daughter-in-law.

Many from this office spent Christmas away from home. **Edith McCaw** flew to New York to spend the holiday with her sister, and **Harry Frank** flew to the west coast to be with his daughter. **Ruth O'Connor** spent the holiday in Rochester with her brother and sisters.

Chris Hoffmann welcomed his son, **Mike**, home for Christmas, his first visit since entering Swarthmore College in September.

Our sincere sympathy to **Bea Lyons** on the recent loss of a sister in Hornell.

Len Riker and wife spent a few weeks in Florida.

ALLEGANY-MEADVILLE

SALAMANCA, N. Y.

GENERAL FOREMAN-WRKMSTR.

Ed Sheare got his deer with a bow and arrow.

Norlene Hilliard of Bradford and **Eugene Yehl**, car inspector, were married Nov. 17.

Betty Lou Ambuski and **Paul Polasik**, diesel shop machinist, were married Nov. 24.

The latest arrival at the **Thomas Benton** home is a girl.

Frank Nolan has returned to work after four months' absence during which he underwent surgery.

Jim Paoletto, carman apprentice, has resumed work here after four years in the Navy.

SALAMANCA YARD

By S. Minneci

Sympathy is extended to the families of the following Erie men who died in November: **James E. Ledden**, retired yardman; **Fred M. Palmer**, re-

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Erie Railroad Magazine

tired conductor, and former Vice-President **D. J. Maley**.

Best wishes are extended to **Fred C. Rettberg**, yard conductor, on his retirement Dec. 18. Fred started as a caller and held various jobs in the yard during 53 years' service.

Another retirement in December was that of Meadville Division Conductor **James M. Wyany**. He has 43 years of service.

While hunting with her father, **Gerald Bushey**, Bradford Division conductor, **Donna Rae Bushey**, a Salamanca High junior, killed a 195-pound, eight-point buck on Nov. 19. **Mr. Bushey** got his deer on Dec. 1. Other Erie deerlayers were Night General Yardmaster **John R. Kennedy**; Fireman **W. N. Kamholtz**; Car Inspector **Edgar Sheare**; Expressman **Donald Hall**; Trackman **Sal Cocchiario** and Yardmen **F. J. Croosfield** and **L. F. Rettberg**.

KENT DIVISION

MARION, OHIO

Congratulations to **Bob Clark** and wife on the arrival of a son, **Bradley**.

Congratulations to **L. F. Laucher**, operator, and wife on the arrival of a new grandchild.

Leonard Shepherd, commercial agent, has resumed duty after an absence due to illness.

Mary Margaret O'Donnell, accident clerk, spent two weeks' vacation touring in Florida.

Anita Wise, record clerk, car distributor's office, enjoyed her vacation in Mansfield and Chicago.

Geneva Sidenstrieker, file clerk, superintendent's office, spent a week-end in Chicago, Christmas shopping.

Congratulations to **Kenneth Gasmire**, caller, and wife on the arrival of a son Oct. 31 (**Kenneth, Jr.**).

Dave McWherter, relief clerk, Marion yard, is sporting a new Lincoln.

C. H. Jerome, retired carpenter foreman, now living in Florida, was a recent caller.

T. A. McLean, supervisor of communications and signals, has returned home from University Hospital, Columbus, after a physical check-up.

Erie veterans and the ladies' auxiliary held their annual Thanksgiving dinner in the Grotto Hall at Marion, Nov. 15. Approximately 75 members were present. After dinner, a social hour was enjoyed.

CAR ACCOUNTANT

By Ella Carpenter

The **Clifford Palmers** are annual visitors to Miami Beach where they are welcomed with open arms by the Hotel Billows; however, they spend most of their time out in the sunshine.

Jean Brady and her relatives had a fine Thanksgiving after winning six turkeys, two hams and a number of other prizes in a raffle.

Helen Ketchum is excited these days because her niece's husband, **Leonard Dawson**, star quarterback for Purdue, has been drafted by the Pittsburgh Steelers.

We're so glad that so many of our former co-workers like to come back to see us. Last month we had visits from **Jane Mayer**, **Marilyn Knox**, and all the way from New Jersey, **Grace** and **Ed Bilson**.

Mabel Thomas and her sister expected to fly to Fort Devens, Mass., to spend the holidays with relatives there.

Violet Auryansen managed to take in some New York shows while visiting in the east. Other holiday travelers were **Helen Wenzel**, **Alice Carroll**, **Helen Trojahn**, **Al Van Houten** and **John Babli** to New York and New Jersey and yours truly to Philadelphia.

We welcome **Karl Slonaker**, new junior clerk, who is helping to see that the mail goes through.

MARION DIVISION

TRANSPORTATION

By C. R. Swank

H. M. Tuttle, Jr., ticket clerk at Huntington, Ind., and wife proudly announced the birth of a son Oct. 30, whose name is **Michael Joseph. H. M. Tuttle, Sr.**, is general yardmaster at Huntington.

E. L. Rutledge, operator at Ohio City, was inducted into the Army on Nov. 7.

E. G. Schell, assistant chief clerk in the superintendent's office at Hunting-

ton, and wife visited relatives in Jackson, Mich.

J. J. Reardon, claim agent at Huntington, and wife are the proud parents of a daughter (**Kathleen Anne**, Oct. 16).

CHICAGO POLICE

By J. S. Steen

We welcome to the department Patrolman **J. J. Kearns**.

MAINTENANCE OF WAY

By Maralene Trainer

Congratulations to Supervisor of Communications and Signals **W. F. Caden** and wife on the addition of **Thomas William Caden** to their family. It was a girl (**Loretta Ann**) for Foreman of Maintainers **H. M. Hammel** and wife of Rochester.

Sorry to learn of the death of Trackman **Grover Smith** of Leiters Ford following a long illness.

We wish many happy retirement years to Trackman **F. T. Perry** of North Judson, Signal Maintainer **R. J. Frederick** of North Manchester and Section Foreman **J. O. Agler** of Wren.

Our sympathy is extended to Assistant (Next page, please)



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MEMBER FEDERAL RESERVE SYSTEM
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ant Division Engineer **J. K. Weikal** and wife on the death of her mother, **Mrs. Mary Boyle**, in Hornell.

Supervisor of Communications **H. A. Kelly** of Huntington took his whole family, including the grandchildren, on vacation to Minocqua, Wis.

Recent visitors at Huntington during vacation were **R. G. Collins** and wife of Jersey City.

Retired Carpenter **Albert Szelis** of Huntington visited his friends and reports he is feeling fine. Retired Master Carpenter **A. W. Harlow** also called at the office and made arrangements for his transportation to New York City where he and his wife spent the holidays with their son and family.

14TH STREET, CHICAGO

By Chris Hardt

Ronald D. Aldendorf, son of **Francis O. Aldendorf**, check clerk, joined the Air Force and is stationed at Lackland Air Force Base, San Antonio, Tex.

Wayne Jenks, leading plumber, who succeeded **Paul Buzzard** of Huntington, proudly announced the birth of a third boy, **Robert**. **Bobbie's** brothers are **David** and **Philip**.

Our retired caretaker, **Clarence Graham**, now a resident of Akron, Ohio, stopped in Chicago between trains while en route to Pensacola, Fla., for a visit with his sister.

Otto Jordan, senior route clerk, is convalescing at home. We hope he will be back at his desk real soon.

We had a letter from **Robert Lee**, stationed at Camp Leonard Wood, Mo., with the Army. He likes getting the *Erie Magazine* and wants us to keep it rolling to him.

Newlyweds **Leonard Kleban** and wife, **Barbara**, entertained eight guests at Thanksgiving dinner. **Barbara** did very well cooking the turkey. **Lennie** won at the Erie lunch room turkey raffle.

John Novotny, accompanied by his wife, **Rose**, and daughter, **Rose-Marie**, spent the rest of his vacation at Thanksgiving with his son and grandchildren in Colorado Springs, Colo. Grandsons **James II** and **John III** and mother, **Dolores**, are doing fine.

ACCOUNTING

AUDITOR OF DISBURSEMENTS

By Don Keister & Dorothy Buday

Late season vacations were enjoyed by several members of our office. Traveling to oil well country out in Oklahoma were the **F. J. Troyanos**. Staying at home was **Tom Geary** and family who just took it easy. **Lottie Scholz** and **Kathryn Guiton** went back to the Garden State for the holidays.

Rita Mazur became the first in our office to take title to a 1957 automobile. Her choice was a snappy two-tone blue Mercury. **Al Okeson** plans to soup-up his new 1956 Chevy. Don't forget the noodles, **Al**!

Gen Omert and **Mary McCarthy** recently toured New York together...

Don Keister's recent meat loaf dinner with all the trimmings was such a success according to him that he may consider hiring out as a meat loaf consultant.

We ran into different philosophy from **Bob Feterson** when we asked him about something for our article. His answer: "Anything that doesn't happen to me is for the good."

A pat on the back to **Harry** (Santa Claus) **Laurie**, who manages our office Christmas club. Our checks were in hand in record time this year. Rumor has it that some were gone in record time also.

OFFICE OF COMPTROLLER

By Wilma Kanovsky

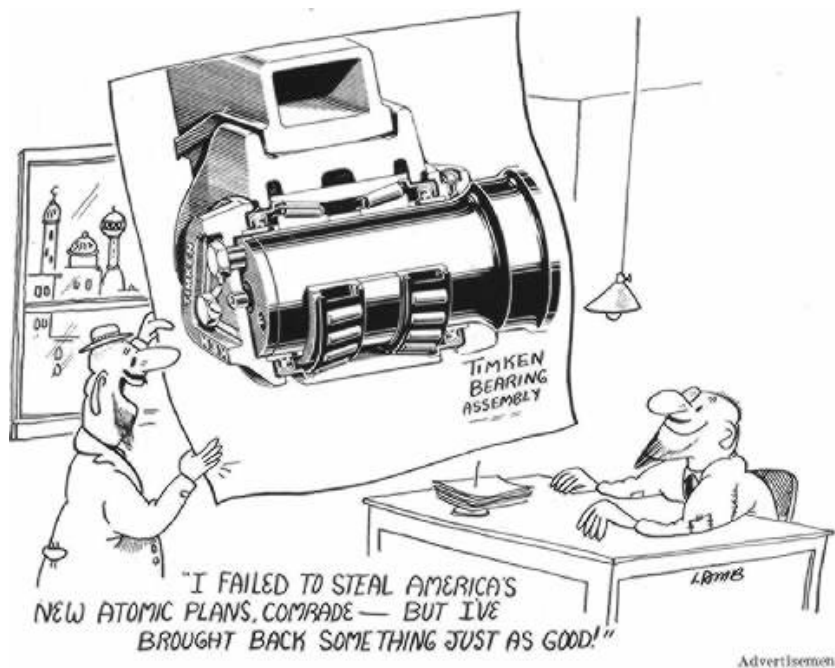
A cordial welcome to **Marlene Caputo**, newcomer to our stenographic section. **Marlene** observed the occasion of her recent transfer from the medical office by a gay first week-end in New York with friends.

Congratulations to **Harry W. Coykendall**, **William J. Gornik**, **Byron C. Webster** and **Ruth Neville** on recent promotions and best wishes for continued success and contentment.

Helen Eyerman, **F. A. MacEwen** and his sister, **Marguerite**, spent Thanksgiving and the week-end in Chicago with **Helen's** niece and family.

Joan Vinesky, former stenographer, paid the office a recent visit just long enough to give us a pictorial view (Next page, please)

Erie Railroad Magazine



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THE ROOKERY

CHICAGO

of her new daughter, **Pamela Kay**. We all agreed she is a darling lassie. We were saddened to learn of the death on Nov. 23 of **Milford Adams'** mother after a lengthy illness. Our deepest sympathy to him on his keen loss.

This columnist also was included in the promoted group and appreciates the opportunity to serve in still another capacity.

AUDITOR OF REVENUES

By Jimmy Murphy

We surely miss **Frank Lafferty** who was ill for several weeks and decided to accept his annuity. Such occurrences take us unawares when we are accustomed to day-by-day associations for a long time. All of us are hoping for speedy recovery for **Frank** and many happy, healthy years in retirement.

Frank Tracy is recovering slowly from an ear infection that is both painful in effect and stubborn in its treatment.

Angelo Pizzillo left the pleasant confines of the claim bureau to become a tonsorial artist. With **Angelo** not around that gleam in **Marge's** eyes is slightly dimmed.

A tip to the boys: **Erlamae Saunders** is a whiz on ice skates and may be found at Winterhurst doing her ice

capades in her leisure time.

Hitch-hiking is getting more appealing every day.

Gladys Reed's fondest dream came true recently when she became the proud owner of a shiny pink and white Lincoln convertible.

Congratulations and best wishes to **Ray Stevens** and his bride, the former **Verna Johnson** of Bryson City, N. C. They were married Nov. 21 at Angola, Ind.

At this happy season, a note of sadness pervades our office in the death of interline clerk **Sam Lawrance** after 49 years of loyal service. He was an expert in transcontinental traffic and will be greatly missed. We extended our sympathy to his wife and family.

One of our former employees who has many friends in the office stopped in--none other than **Kay Phelan**. We were glad to see her and hope she returns before too long.

The machine room is bristling with new faces. Introducing **Sandra Meier** and **Helen Frankovits**. When off duty **Sandra** enjoys several hobbies and no doubt will especially welcome any of you who are hep to movies, bowling or dancing. **Helen** comes to us from Ohio Bell and is a cute number.

Juanita Smith likes rainy weather. It keeps her hair nice and straight (Please turn the page)

SHORT CUT

to convenience!

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A GOOD STORY, a good storyteller, and above all, a good listener lead to a good laugh. Sid Jacobs, left, told the story to Warren Coleman at the 28th Street freight house in New York; John Long caught the moment before the point, and the moment after the point. Both men are receiving and delivering clerks.



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PHIL MORGAN, Erie depot passenger representative at Dearborn station, Chicago, checks in the family of Bela Roman, a refugee from Hungary who recently brought his wife and 12 of his 15 children to Chicago.

and she's not bothered with messy old curls.

After a certain amount of understandable hesitancy, **Joe Bangert** visited the dentist. One by one his teeth were extracted and **Joe** turned up a few days later with a million dollar smile which won't come off.

It's No. 3 for the **Dick Sales** (Nov. 19). The youngster is named **Dick Jr.** and the score is now two girls and one boy. That old house was bustin' out all over so **Dick** decided to look around for larger quarters in order to make room for daddy. Their brand new home is out Puritas way.

Hank Obral also purchased a new home for his growing family.

Our face was red when it was discovered that no mention was made of **Sandra Baldwin's** engagement. Pardon us, **Sandy**, the omission does not detract from the sincere happiness that we wish for you.

Alice Holleran and **Rosemary Tomlinson** made a name for themselves for their contribution to the Erie veterans' entertainment program produced by **Eddie Doyle** and **Tony Farina** at the Vogue Room of the Hollenden Hotel.

Making her debut in railroading is **Audrey Stettin**, embryonic sorter who is certain to be a star performer. She comes to us from Bowling Green College.

A hearty welcome to **Jimmy Szucs** and **Bob Buck** who have joined our ranks as waybill sorters. Toss out the welcome mat also for **Jean Scholteart** and **Joan Yeager**.

An orchid to **Ed Leferink** who long has held top position as locator of lost record books.

Agatha Fleck passed along the good news that **Margaret Shaughnessy**, retired head waybill abstractor, is enjoying her new home at Avon-by-the-Sea, N. J.

Adeline Stelmack, **Gladys Reed** and **Jennie Sakarozok** are all agog after a weekend at the Waldorf Astoria. After taking in the Broadway shows, sampling the night life and enjoying a sumptuous repast in the famed Empire Room, our machine roomettes are finding it difficult to return to their coffee and doughnut routine.

From all indications, hunting was good this season. A fast moving pheasant led **Frank Horack** and **Rocco Ramagli** a merry chase on their latest safari but **Frank's** trusty rifle finally brought him down. **Rocco** said it took 17 shots to kill the bird, but we hear it took 17 shots to hit him.

Bill Hill has returned to Lakewood after enjoying the bucolic delights of Berea for two years.

Marion Cole entered Marymount Hospital for observation Dec. 5. We hope she will be home soon and that everything will get back to normal.

The many Christmas greeting cards sent to this office by retired employees were enjoyed by all.

Elroy Reiman was all smiles when he became the parent of a baby girl. **Candace Marie** joins three brothers and a sister. **Mrs. Reiman** and **Candy** are doing very well.

Our genial traveling rate clerk, **Bill Bowen** paid us a visit recently.

(Next page, please)

Erie Railroad Magazine

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HORNELL ACCOUNTING BUREAU

By Lynn Lamb

New faces in the office are **Don Crowley** and **Tom and Ronnie Ordway**. . . . **Harold Hogue** came out with the first '57 car when he drove to work in his Pontiac. . . . **Dottie Rixford** bragged about the door prize she won at the Elks Club. . . . **Abber Burdette** now drives a '54 Dodge... **Burr Allison's** rubbers just didn't fit one night so he carried them home, only to find out later that some clown had stuffed paper in the toes. . . . **George (Alderman) Husson** is back in the saddle again after an operation at St. James... **Mozzy Piacenti** had a grand time touring the South. . . . **Robert Gregory** has the "Hoboken Blues"... **Bill Cregan** and wife Chryslered to Rochester to shop... A farewell party was held for **Ed Kunnicky** at the American Legion Home. . . . **Thomas Vincent, Jr.** is the latest addition to the **Tom Halloran** family.. . . Why do some people always use two parking spaces to park one car? Quite a fuss was made over **Jack Burlingame's** new car coat. . . . **Carolyn Walter** won a washing machine. . . . **Dan Swift** is thinking of trying to get larger windows for the back of his car. . . . **Ed Draney** was in town to attend **Henry Drury's** party. . . . **Don Clark** is refereeing high school basketball games. **Heinz Muhleisen** buys gas and oil "for a 1951 Buick. . . . **Sam Pawling** and **Fritz Petersen** bagged deers. . . . **Milt Huff** pulled the plug on the electric blanket and wife, **Helen**, got to work early one morning. . . . **Harold Dunton** was jarred out of bed early one Sunday morning when a car ran into his porch and wrecked it... Wonder if **Delores Lindeman's** new red skirt was a gift of the Canisteo fire department. . . . **Milt Shinebarger** is going

...

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Miss Daisy Krieger
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Mr. H. A. McAllister
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Mr. George Block
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Mr. C. H. Duis
1562 S.E. 14th Street
Mr. J. A. Oehlschlaeger
428 N.E. 24th Avenue

(Please turn the page)



Hudson Dispatch Photo

BLACKIE, CHIEF YARD DOG at Croxton, suffered a broken leg. Here he is being consoled by Paul Pirk, engineer, New York Division, and William Van Horn, yardmaster at Croxton. Blackie's hospital expenses were borne by the men at Croxton.

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ERIE OFFICIALS ATTENDED A TESTIMONIAL at Marion for three veteran dispatchers who have retired. The guests of honor are shown here with their wives, from the left, J. P. Coughlin, train dispatcher, and Mrs. Coughlin; Marion C. Murphy, chief train dispatcher, and Mrs. Murphy, and P. E. Knauss, assistant chief train dispatcher, and Mrs. Knauss. Mr. Coughlin had 47 years of service, Mr. Murphy 43 years and Mr. Knauss 48 years. Among the 120 guests were M. G. McInnes, executive vice president; J. P. Allison, general manager, Western District; T. E. McGinnis, assistant general manager, Eastern District; H. H. Clark, superintendent of transportation; E. J. Robisch, superintendent, Marion, and F. E. Navin, superintendent, Huntington, Ind.

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Mr. Harold Gardner
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Mr. Roy C. Colter
216 Ninth Avenue, N.E.
Mr. Fred Heiser
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Mr. C. B. Hayes
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Mr. W. E. Harmison
461 28th Avenue, N.
Mr. A. L. Greenleaf
610 Fifth Street, N.
Mr. George Goulder
860 21st Avenue, S.

(Next page, please)

Erie Railroad Magazine

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Mr. George W. Deter
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Mr. Charles D. Mee
1118 61st Avenue, N.
Mr. F. B. McCullough
North Ridge Trailer Park
2424 Fiftieth Avenue, N.
Mr. George Luther, Sr.
1751 29th Avenue, N.
Mr. J. N. Lumley
3404 55th Avenue, N.
Mr. Lucullus C. Keffer
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Mr. Philip L. Hobbs
524 Highland Street, N.
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6809 Central Ave.
Mr. Henry Rathmann
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3640 54th Avenue, N.
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2580 Salisbury Boulevard
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Mr. Clyde R. Rhamy
5928 Lords Avenue
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Lutz



AFTER 50 YEARS of service with the Erie, F. W. Darrow, retired conductor, now spends a lot of his time fishing. He got this walleye pike at Conesus Lake near his home at Conesus, N. Y.

For Railroad Men



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(Please turn the page)



THIS PICTURE was taken at a testimonial dinner recently at Mt. View, N.J. From the left are Joseph Job, U. S. marshal; Gordon Canfield, New Jersey congressman; I. J. Zabotinsky, under-sheriff, Passaic County; Bernard Shanley, appointment secretary to President Eisenhower; Joseph Rhiehl, Erie patrolman, and Elmer Hermance, Erie agent, Clifton.

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Mr. R. L. Dyke
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Mr. Albert F. Scheutzow
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P.O. Box 1107
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204 San Marco Dr.
Venice
Mr. L. S. Cordner
P.O. Box 85
Zolfo Springs

• • •

Erie Herald Now on Shirt Cloth

The Erie diamond appears as part of the design of a broadcloth print that is said to be proving popular with railfans of all ages as a material for shirts and pajamas.

Sold by the yard for making up at home, the cloth retails at about 49 cents a yard. The heralds of more than a dozen railroads appear on it, so arranged that no matter how the cloth is sewn together, half are sure to appear right side up.

The material is available at all J. C. Penney Co. stores upon request, store officials say.

New Tank Car Gets AAR Test

A tank car of new design is now undergoing tests at the AAR's mechanical research laboratory in Chicago. Significant feature missing from this new car is the conventional steel dome which for two generations has served to take care of expansion in high temperatures.

Erie Railroad Magazine

Grade "A" Crushed Stone,
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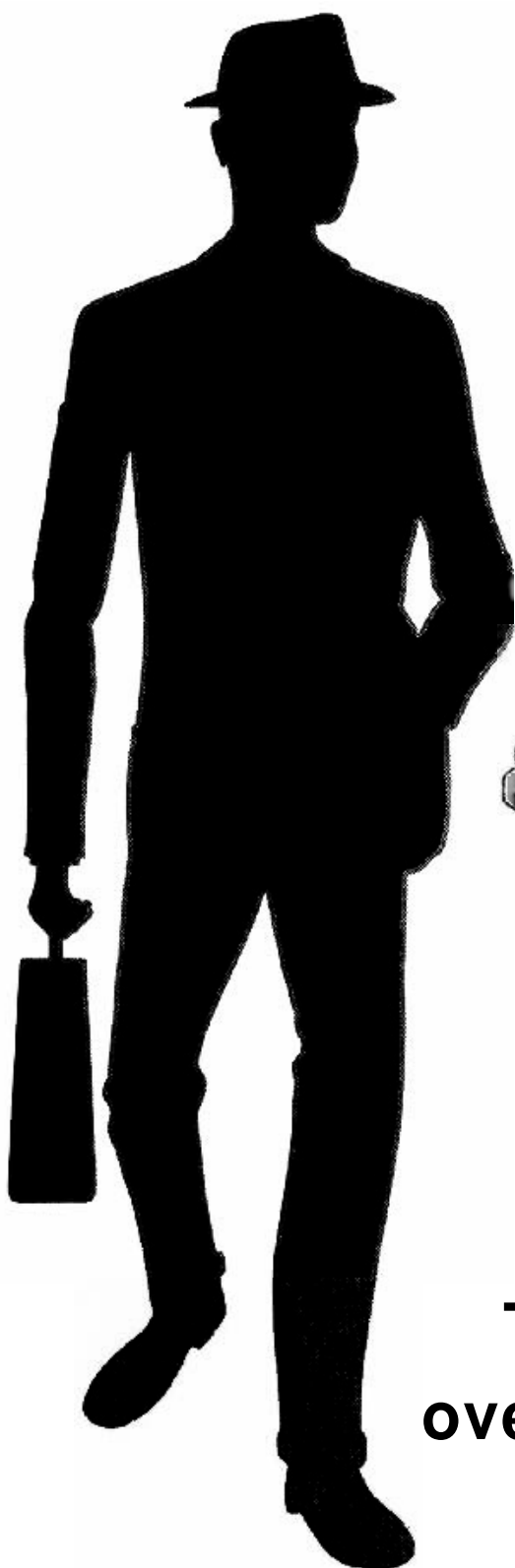
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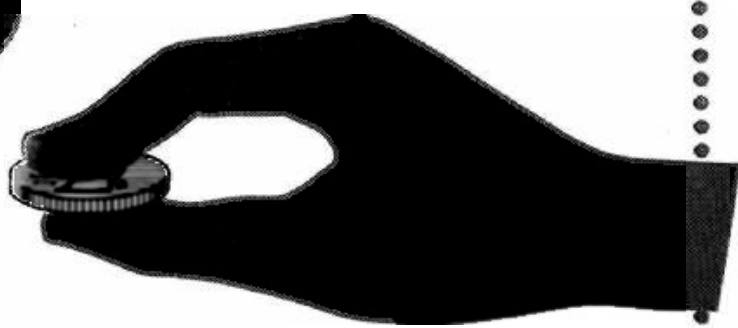
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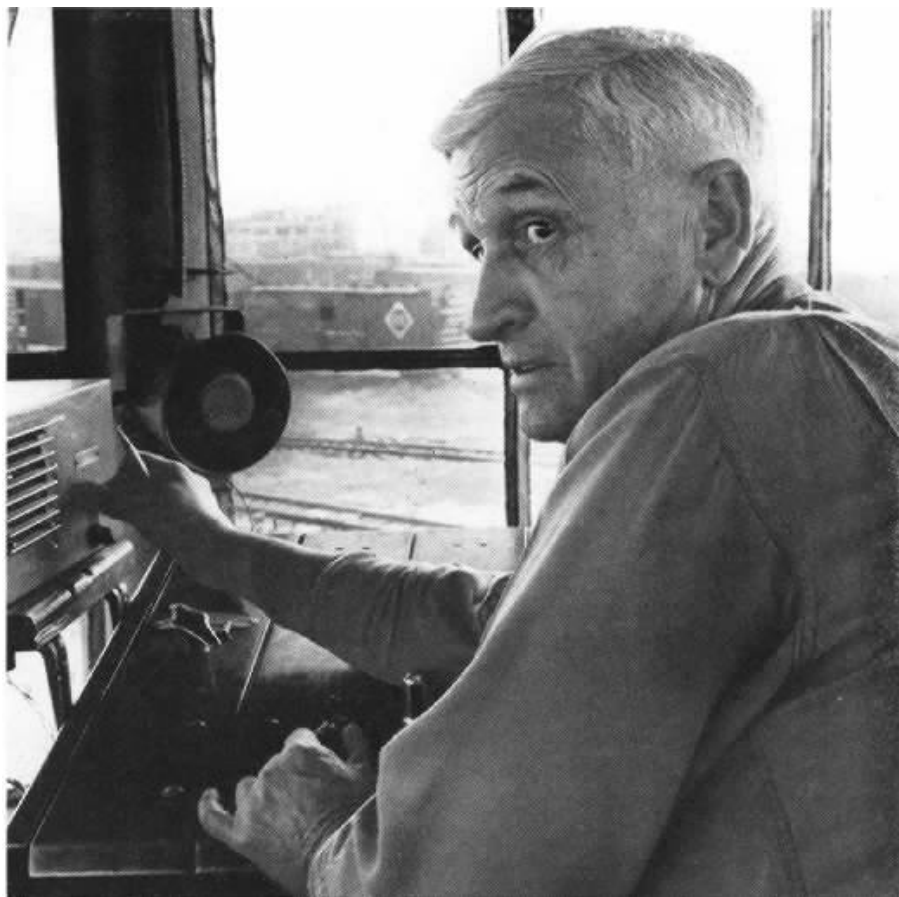
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**These U.S. taxes-left
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should be Repealed!**

FAST SHUFFLER OF A GIANT DECK



Ever wonder how a railroad gets all those thousands of freight cars in the right trains? Here's the man who does it. He sits high in a tower above a maze of switches to many different tracks in a yard where freight trains are assembled. In front of him is a whole table full of controls. Long strings of cars are pushed, one

by one, over a hill known as the "hump". As cars roll rapidly down toward the yard, the tower man must quickly sort them. He determines each car's destination and flips the right switches to route it to its proper track. There it joins other cars destined for cities along the same route. His is a job that calls for a sharp eye and a fast hand.

The Erie tower man is just one of more than 18,000 Erie men and women who are working together to bring better service and help contribute to the growth and prosperity of Erie communities. Many of them are your neighbors and home town partners. You can depend on them . . . you can depend on the Erie.

AS YOUR COMMUNITY GROWS, SO GROWS THE ERIE



Erie Railroad

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