SAFE HAPPY NEW YEAR
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 Wilker
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OUR OBJECTIVE

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

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

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

Freight Cars Loaded on the Erie and Received from Connecting Railroads
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.

January, 1957

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 and for all if he ever took as much as one chance. They were waiting, watching to pounce on him.

(Please turn to page 23)
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)
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?

SEVEN 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.

January, 1957
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. Delmoro, 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.

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 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 times 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

T HE Erie Railroad piggy-back service will be expanded when it opens its flat 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 flats 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.

Recent and Readable


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.


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.

Losses in the Erie Family

NAME
Bailey, James Edwin
Banton, Charles F.
Barth, Carl
Boyle, David John
Broderick, Daniel J.
Buras, Leo Joseph
Caraccio, Francis Geatano
Clark, Matthew John
Cohen, Frank Wade
Collins, John Patrick
Edwards, Elizabeth M.
Ellinger, Perry Walter
Frenelle, Winfield
Goebel, Charles Joseph
Grand, Emil August
Gronklick, Clarence
Halloran, Donald Edward
Holland, Forrest William
Holloran, Edward William
Inskeep, Clyde Harold
Jordan, Richard Leonard
Kavanagh, Edward Joseph
Kline, Donald LeRoy
Kruecht, Nick
Lambs, William Philip
McCabe, Thomas
McCarty, Charles Barnett
McDermott, Roger John
McKinnon, George Irving
Merick, Harold Albert
Mosher, Donald Joseph
Murch, Edward
*Flann, Frank
Poppenberg, Frank Charles
*Rodgers, Morris
Smith, Roger
Snitzer, Al
*Wheatley, Charles Raymond
Whitaker, Newton Jesse
Wilcox, John Columbus
Retired Employes

OCCUPATION
Yard Brakeman
Yard Conductor
Carpenter
Statistical Clerk
Laborer
Relief Janitor
Laborer
Brakeman
Locomotive Fireman
Car Repairer
Investigator
Section Foreman
Car Inspector
Deckhand
Demurrage Clerk
Section Foreman
Telegraph Operator
Crossing Supervisor
Sheet Metal Worker
Crossing Watchman
Plumber
Barge Captain
Chief Clerk
Car Inspector
Yard Brakeman
Yard Brakeman
Machinist
Train Dispatcher
Road Conductor
Conductor
Conductor
Carpenter
Car Inspector
Passenger Brakeman
Crossing Watchman
Extra Watchman
Trackman
Bridgeworker
Special Accountant
Machinist
Conductor

LOCATION
Erie, New York
Glenmont, N.Y.
Liberty, N.Y.
Braddock, Pa.
Bingamon, N.Y.
Pittsburgh, Pa.
Emporia, Kans.
Topeka, Kans.
Chillicothe, Ohio
Cleveland, Ohio
New York City
New York City
Port Jervis, N.Y.
Lowells, Mass.
Erie, Ohio
Cleveland, Ohio
Warren, Ohio
New York, N.Y.
New York City
Hamburg, N.Y.
Cleveland, Ohio
Detroit, Mich.
Cleveland, Ohio
Queens, N.Y.
Plainview, N.Y.
Cleveland, Ohio
New York City
Cleveland, Ohio
New York City
Cleveland, Ohio

DATE
12-1-56
12-2-56
12-15-56
9-5-56
7-25-56
10-25-56
10-30-56
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8-24-56
11-23-56
11-20-56
11-22-56
8-24-56
10-21-56
8-24-56
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10-21-56
9-22-56
9-17-56
9-24-56


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.


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


First published in England in 1953. The story of the development of the railway network of Switzerland. Contains descriptive data on engineers in 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 flat rate of four cents per short ton, the tax on crude petroleum and liquid products of a pipeline is 48% 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.

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

OCO-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 Ruti, Vice President; Nancy McVeigh, Treasurer; Mickey Mulcahy, Secretary; Jerry Ridel, Production Manager; and Bill Svekric, 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 advisers, 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.

At the beginning of 1956 approximately 814,000 persons owned the stocks of the nation's Class I railroads.
Florida and New York residents 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.

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.

**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
  - 3645 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

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

**Erie Railroad Magazine**

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.

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 Carluhyh
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

---

**Lake Helen**
Mr. Elias Davis
10585 Lake Breeze Drive
Mr. W. L. Eaton
85th Avenue, N.
Mr. Harold Lyon
Woodalls Trailer Village
Mr. Robert A. Smith
309 N. Gilmore Street
Mr. John Dworchick
836 E. Lemon Street
Mr. A. J. Smith
621 Gilmore Street
Mr. Harry Vernooey
310 W. Belmar Street

---

**Lake Worth**
Mr. R. Shaw Barrow
132 E. Flagger Street
1461 N.W. 38th Street

---

**RETIREMENTS**

<table>
<thead>
<tr>
<th>NAME</th>
<th>POSITION</th>
<th>LOCATION</th>
<th>DATE</th>
<th>YEARS</th>
<th>SERVICE</th>
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</thead>
<tbody>
<tr>
<td>Frederick E. Baler</td>
<td>Car Inspector</td>
<td>East Buffalo, N.Y.</td>
<td>10-31-56</td>
<td>41</td>
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<tr>
<td>Leigh C. Balcon</td>
<td>Laborer</td>
<td>Hornell, N.Y.</td>
<td>11-13-56</td>
<td>27</td>
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<tr>
<td>Otis H. Beck</td>
<td>Trainman</td>
<td>Hornell, N.Y.</td>
<td>10-27-56</td>
<td>44</td>
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<tr>
<td>Arthur J. Bliven</td>
<td>Carpenter</td>
<td>Salamanca, N.Y.</td>
<td>10-31-56</td>
<td>33</td>
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<tr>
<td>Howard M. Boerner</td>
<td>Yard Conductor</td>
<td>Susquehanna, Pa.</td>
<td>10-18-56</td>
<td>45</td>
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<tr>
<td>John J. Cullinane</td>
<td>Yoke Conductor</td>
<td>Newark, N.J.</td>
<td>11-26-56</td>
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<tr>
<td>Charles F. Mohl</td>
<td>Monitor</td>
<td>Salamanca, N.Y.</td>
<td>11-18-56</td>
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<tr>
<td>Joseph R. Johnson</td>
<td>Barge Captain</td>
<td>Jersey City, N.J.</td>
<td>11-15-56</td>
<td>33</td>
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<tr>
<td>William H. Jones</td>
<td>Machinist Helper</td>
<td>Susquehanna, Pa.</td>
<td>11- 5-66</td>
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<tr>
<td>John Kastner</td>
<td>Car Inspector</td>
<td>Hornell, N.Y.</td>
<td>11-28-56</td>
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<tr>
<td>Vern C. Kimler</td>
<td>Engineer</td>
<td>Hornell, N.Y.</td>
<td>11-15-56</td>
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<tr>
<td>Frank L. Knapp</td>
<td>Road Conductor</td>
<td>Cleveland, Ohio</td>
<td>11-30-56</td>
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<tr>
<td>Frank H. Lafferty</td>
<td>Engineer</td>
<td>Port Jervis, N.Y.</td>
<td>10-18-56</td>
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<td>Francis J. Mackin</td>
<td>Yard Brakeman</td>
<td>Marion, Ohio</td>
<td>10-19-56</td>
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<tr>
<td>Charles F. Moliu</td>
<td>Agent-Operator</td>
<td>Youngstown, Ohio</td>
<td>11-30-56</td>
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<td>Marcus V. Montagano</td>
<td>Hoosefitter Helper</td>
<td>Pensacola, N.J.</td>
<td>10-11-56</td>
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<tr>
<td>William A. Mulligan</td>
<td>Road Constructor</td>
<td>Meadville, Pa.</td>
<td>9-14-56</td>
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<tr>
<td>Thomas R. Nolan</td>
<td>Yard Conductor</td>
<td>Cleveland, Ohio</td>
<td>11-16-56</td>
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<tr>
<td>William F. Oris</td>
<td>Engineer</td>
<td>Ferron, Pa.</td>
<td>10-31-56</td>
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<tr>
<td>Milton T. Parker</td>
<td>Engineer</td>
<td>Buffalo, N.Y.</td>
<td>11- 5-66</td>
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<tr>
<td>Captain H. Pond</td>
<td>Engineer</td>
<td>Marion, Ohio</td>
<td>11-15-56</td>
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<td>Archie E. Rosschie</td>
<td>Engineer</td>
<td>Avoca, Pa.</td>
<td>11-30-56</td>
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<td>Emil C. Rouscher</td>
<td>Machinist</td>
<td>Cleveland, Ohio</td>
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<tr>
<td>Bennett J. Sawyer</td>
<td>Conductor</td>
<td>Jersey City, N.J.</td>
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<tr>
<td>David E. Schmale</td>
<td>Yard Conductor</td>
<td>Cleveland, Ohio</td>
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<td>Charles J. Schwarz</td>
<td>Engineer</td>
<td>Jersey City, N.J.</td>
<td>11-28-56</td>
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<td>Nicholas Sominowski</td>
<td>Leading Carpenter</td>
<td>Buffalo, N.Y.</td>
<td>11-12-56</td>
<td>47</td>
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<tr>
<td>Joseph J. Skrobuit</td>
<td>Operator</td>
<td>Passaic, N.J.</td>
<td>12-31-56</td>
<td>46</td>
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<tr>
<td>Charles D. Smith</td>
<td>Operator</td>
<td>Jersey City, N.J.</td>
<td>12-11-56</td>
<td>37</td>
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<td>Floyd E. Swain</td>
<td>Operator</td>
<td>Jersey City, N.J.</td>
<td>12-31-56</td>
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<tr>
<td>VanEtten Swartwout</td>
<td>Operator</td>
<td>Jersey City, N.J.</td>
<td>11-12-56</td>
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<td>Mike Volino</td>
<td>Operator</td>
<td>Jersey City, N.J.</td>
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<td>Robert J. Whitey</td>
<td>Operator</td>
<td>Jersey City, N.J.</td>
<td>10-31-56</td>
<td>33</td>
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</tr>
</tbody>
</table>

---

**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

---

**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
621 Gilmore Street
Mr. Harry Vernoooy
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

---

**Orange City**
Mr. Ward H. Hanson
7420 Carlyle Avenue
Miami Beach

---

**Riviera Beach**
Mr. Leon Justin
930 Bay Drive
Miami Beach

(Please turn to page 31)
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

January, 1957
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 work 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 3-9 years in the European theater of operations, he has been engaged in newspaper, magazine and public relations work since 1933.

He comes from a family of newspapermen. His mother's family published and edited the Vincennes, Ind., Clarion, the Chicago Tribune, 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

T. H.

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 great-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.

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... and a Disclaimer

Arding 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.

Latest Promotions

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started With Erie</th>
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<td>Frank Youngworth</td>
<td>Cleveland, Ohio</td>
<td>Genl. Supt. of Comm. &amp; Signals</td>
<td>5-27-29</td>
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<tr>
<td>Oliver G. Carey</td>
<td>Cleveland, Ohio</td>
<td>Asst. Genl. Supt. Comm. &amp; Signals</td>
<td>8-12-25</td>
</tr>
</tbody>
</table>

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Assistant to President

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GEORGE C. FRANK
Assistant to President

T. H.
TRAFFIC AND DEVELOPMENT

D. R. THOMPSON, Vice-President, Cleveland.
W. W. THOMS, Assistant to Vice-President, Cleveland.

G. F. MILLS, Assistant to Vice-President, Cleveland.

PASSENGER-Sales and Service--Rates

A. G. OLDESTUNK, Passenger Traffic Manager, Cleveland.

E. J. DEAN, Assistant Vice-President, New York.
H. C. HALLBERG, Assistant Vice-President, New York.

F. J. WILD, General Passenger Agent, Cleveland.
F. F. TOWNS, Assistant General Passenger Agent, Chicago.
R. F. GREEN, Assistant General Passenger Agent, Youngstown.

J. VAN DER VELDE, Assistant to Passenger Traffic Manager, Cleveland.
J. M. COLLINS, Manager, Dining Car Department, Jersey City.

FREIGHT--Rates

E. G. HALLBERG, Assistant Vice-President, New York.

O. M. MEYNE, Freight Traffic Manager, New York.
F. M. KLITZ, Freight Traffic Manager, Chicago.

J. H. RICSE, Assistant Freight Traffic Manager, New York.
H. W. WELL, Assistant Freight Traffic Manager, Chicago.

F. K. NOONBURG, Assistant General Freight Agent, New York.
E. B. BURTON, Assistant General Freight Agent, Chicago.

F. C. BEL, Assistant General Freight Agent, Buffalo.
F. K. CORLETT, Assistant General Freight Agent, Buffalo.

J. R. THERUNE, Chief of Divisions, New York.

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E. J. DEAN, Assistant Vice-President, New York.

J. A. WILSON, General Eastern Freight Agent, New York.

F. K. MULLIGAN, Superintendent Car Department, Cleveland.

FOREIGN FREIGHT TRAFFIC

W. C. OTTEN, Foreign Freight Manager, New York.

PERISHABLE AND DAIRY TRAFFIC


COAL AND COKE

G. A. LAMB, Coal Traffic Manager, Cleveland.

INDUSTRIAL DEVELOPMENT

D. M. LYNN, Assistant Vice-President, Cleveland.

OPERATING-Maintenance-Engineering

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

R. H. LEWIS, Superintendent

OPERATING

A. E. KRIESIEN, Asst., Vice-President and
T. E. McGRINNIS, Asst., Geologist, Cleveland.
A. E. HOFFMANN, Asst., Eastern Dist., Jersey City.
J. F. EBERL, Supt., New York Division, Jersey City.
F. M. SPORTELLE, Asst. Supt., Lighterage and Stations, Buffalo.
R. E. DEJIA, Asst., Marine Department, New York.
C. KINBACK, Asst., Susquehanna Division, Youngstown.
J. M. MOONSHOWER, Asst., General Manager, Western Dist., Youngstown.
C. H. TERRILL, Asst., General Manager, Youngstown.
C. J. ALOISI, Asst., Allegheny & McKeesport, Buffalo.
W. E. HENDRICKSON, Asst., Supt., Mahoning Division, Youngstown.
J. M. COLLINS, Mgr., Dining Car Dept., Jersey City.
January 1957

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.
D. CAINÉ, Assistant General Attorney, Cleveland.
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. BÜEHLER, Land and Tax Agent, Cleveland.

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C. G. LEHMANN, Assistant Comptroller, Cleveland.
F. A. MACEWEN, Assistant Comptroller, Cleveland.
M. J. FOLI, Assistant Comptroller, Cleveland.
J. L. MICHEL, Assistant to Comptroller, Cleveland.
G. W. THOMPSON, Auditor of Disbursements, Cleveland.

F. D. HALTER, Assistant General Land and Tax Agent, 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.
A. H. GUDEHUS, Dist. Freight Claim Agent, Cleveland.

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.

TREASURY
JASPER VAN HOOK, Treasurer, Cleveland.

F. H. DONOVAN, Assistant General Counsel, Cleveland.
J. T. CLARK, Assistant General Attorney, Cleveland.

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

SECRETARY-INSURANCE
J. L. Fischer, General Agent.

J. L. FISCHER, General Agent.

G. W. OAKLEY, Comptroller, Cleveland.

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

G. H. SMITH, Jr., General Solicitor, Cleveland.
F. G. HOFFMANN, General Attorney, New York.
J. T. CLARK, Assistant General Attorney, Cleveland.
D. CAINÉ, Assistant General Attorney, Cleveland.
D. LACKLAND, Attorney, Cleveland.

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

TRAFFIC DEPARTMENT REPRESENTATIVES

Akron 8, Ohio—Erie Station, J. P. Clark, Din. Passenger Agent; 80 E. Exchange St., H. F. Keelen, General Agent.
Atlanta 3, Ga.—Healey Bldg., J. P. Drew, General Agent.
Baltimore 2, Md.—Sunrise Bldg., G. A. Kiel, General Agent.
Columbus 15, Ohio—Atlas Bldg., C. A. Parker, General Agent.
Dallas 1, Texas—1509 Main St., J. A. Moore, General Agent.
Des Moines 9, Iowa—Hubbell Bldg., J. L. Fischer, General Agent.
Edmonton, Alberta, Canada—Magee Bldg., Guy M. Greenwood, Commercial Agent.
Elmira, N. Y.—Erie Station, G. Saunders, Din. Passenger Agent; H. J. Spindler, Din. Freight Agent.
Houston 1, Texas—708 Main St., J. E. Hosty, General Agent.
Huntington, Ind.—Erie Station, Harold L. Johnson, Din. Freight Agent.
Indianapolis 4, Ind.—11 S. Meridian St., L. R. Breckentrüge, General Agent.
Jamestown 3, N. Y.—Erie Station, O. B. Chapman, Din. Passenger Agent; C. F. Lauer, Din. Freight Agent.
Kansas City 5, Mo.—Room 101F Dwight Bldg., N. C. Frick, General Agent; H. F. Studi, Asst. General Agent.
Los Angeles 14, Calif.—510 W. 6th St., K. O. Hemening, General Agent.
Marion, Ohio—Terminal Bldg., J. L. Tladen, Din. Freight Agent.
Memphis 3, Tenn.—Exchange Bldg., W. R. Jacobs, General Agent.
Milwaukee 3, Wis.—Baldwin Locomotive Works, C. O. Evans, General Agent.
Minneapolis 2, Minn.—Rand Tower, L. L. Harris, General Agent.
New Haven 10, Conn.—W. B. B. L. Dolan, General Agent.
New Orleans 12, La.—Pere Marquette Bldg., E. F. McHugh, General Agent.
New York 20, N. Y.—1 Rockefeller Plaza, O. H. Down, City Passenger Agent; H. T. James, City Passenger Agent; J. N. Monzel, Steamship Passenger Agent.
New York 7, N. Y.—50 Church St., H. A. Wilson, Gen. Eastern Freight Agent.
Omaha 2, Neb.—1319 Farnam St., E. H. Havelt, General Agent.
Peoria 1, Ill.—Jefferson Bldg., F. W. Davison, General Agent.
Philadelphia 2, Pa.—1503 Finance Bldg., George Peterkin, General Agent.
Portland 5, etc.—American Bank Bldg., W. E. Reager, General Agent.
Rochester 4, N. Y.—Reynolds Arcade Bldg., W. E. Bennett, Din. Freight Agent.
San Francisco 5, Calif.—681 Market St., H. F. Heck, General Agent.
St. Louis 1, Me.—721 Olive St., J. W. Cloud, General Agent.
Scranton, Pa.—First National Bank Bldg., J. A. Steril, Din. Freight Agent.
Seattle 1, Wash.—817 White Bldg., R. J. Dundon, General Agent.
Springfield, O.—See Dayton-Springfield, O.
Toledo 4, O.—206 Toledo Trust Bldg., C. W. Stroh, General Agent.
Toronto, Ont.—69 Yonge St., Robert Williams, Can. Freight Agent.
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 Arol, past secretary, and Anthony Farina, past chairman.

Youngstown Auxiliary

By Mrs. R. P. Reebel.

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. Reebel, 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 Chafce.

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.

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 Dormian.

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. Belling 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. 10. 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.

Our annual meeting was Nov. 17 in the conference room of the Terminal Building in Buffalo. Plans were completed for our annual Christmas dinner 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 Brazel; 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, (Next page, please)

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. Petersburg.

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.

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 Muhlnicki’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. Struve have celebrated their 49th wedding anniversary.

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.

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 Haudenshild, 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
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 Tkehran 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. Ehret 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.

Gladyousen and Benjamin Paparella were married Sunday afternoon, Nov. 18, at St. Francis R. C. Church, Hoboken. Reception was at Capello'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 Lightholder 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 Csrirp, 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 Blazer, 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 Follo, 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.

Best of luck and health to Bill Sutherland, third track 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 Gladyousen. 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 weaver, Maureen O’Keefe, Tippy Brennan, Emma Csrirp, 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 Chiacco, Alice Clancy, Eve VanderWoude and Theresa Montalto. Gladyousen was presented with a purse by her coworkers.

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.

This is the heaviest ninety pounds I've ever carried.
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 Gaherin, 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. V. Riordan, 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. Staedelman 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)
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. K. E. Symington, chief freight received clerk, repainted the interior of his home. It’s a grandson for W. J. Caulhia, 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 Courman 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 Nelson, 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 McFerreney, 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 employees, 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 of the Columbians composed of Jimmy Green, Art Manasia and Jim Turnbull.

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.

9Ed Sheare got his deer with a bow and arrow. Norlene Hilliard of Bradford and Eugene Yehl, car inspector, were married Nov. 1.

Betty Lou Ambuski and Paul Loslak, 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 Paolletto, 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. Leden, retired yardman; Fred M. Palmer, re-

Erie Railroad Magazine
January, 1957

Best wishes are extended to Fred C. Rettelberg, 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 deer hunters were Night General Yardmaster John R. Kennedy; Fireman W. N. Kamholz; Car Inspector Edgar Sheare; Expressman Donald Hall; Trackman Sal Coccio and Yardman F. J. Crossfield and L. F. Rettelberg.

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 Sidenrieker, 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 Babi! 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 Huntington, 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 Letters 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 Assist-

(Next page, please)
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 Jens, 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 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 of Huntington took their whole family who just took it easy.

We ran into different philosophy from Bob Peterson 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 Al Okeson 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 Peterson 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. Barbara continued success and contentment.

Helen Eyermann, F. A. MacEwen and his sister, Margaret, 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.

OFFICE OF 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 Chewy. 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 Peterson when we asked him about something for our article. His answer: “Anything that doesn’t happen to me is for the good.”

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ACCOUNTING

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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)

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.
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.

THE ERIE DOCK COMPANY
CLEVELAND, OHIO
IRON ORE UNLOADING DOCKS
Unloading Capacity 2,400 Tons per Hour from Vessel.
Storage Capacity at Randall, 0., of 1,000,000 Tons.

STILL GREATER PROTECTION--For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical and lateral forces
Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, II1.

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 Scholleart and Joan Yeager.

From all indications, hunting was good this season. A fast moving pheasant led Frank Horack and Rocco Ramagli on 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)
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... Burt 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) Hussong is back in the saddle 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 Kunickey 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 deer. . . 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

Florida
Orlando
Mr. C. R. Fanning
11 W. Lucerne Circle
Miss Daisie Krieger
707 Anderson Street
Mr. H. A. McAllister
2831 Mulford Avenue

Port Orange
Mr. P. Fodak
Box 669
Mr. Ira I. Kimble
182 Herbert Street

Palm Harbor
Mr. George Block
R.F.D. 1, Box 319
Mr. Albert K. Fowler

Pompano Beach
Mr. John Beilby
1437 1/2 E. 48th Street
Mr. C. H. Duis
1562 S.E. 14th Street
Mr. J. A. Oehlschlaeger
428 N.E. 24th Avenue

January, 1957
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 F. R. 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.

PROGRESS IN TRANSPORTATION—
AND BRAKES

Modern Trains, both freight and passenger, demand wider performance range in brakes. Precision to the highest degree, in all parts of the braking systems, is vital. Such precision is embodied in the braking systems built in our Plant.

Use "AB" for today’s freight trains.

Use "HSC" for Conventional High-Speed, Light-Weight Passenger Trains.

The New York Air Brake Company
230 Park Avenue, New York 17, N.Y. Plant: Watertown, N. Y.
For Railroad Men

N&W Work Clothes are tough as a nail and neat as a pin. They save you money, fit well and look good. Sanforized, guaranteed by Good Housekeeping, certified by American Institute of Laundering. Used by railroad men for more than 60 years. Sold by 25,000 dealers.

9 Overalls
9 Matched shirt and pants
9 Dungarees
9 Denim jackets
9 Caps and gloves

N & W INDUSTRIES, Inc.
Lynchburg, Va.  Jackson, Miss.
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.

Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarry at Huntington, Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

THE FLEISHEL LUMBER COMPANY
SAINT LOUIS, MISSOURI

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.
The 10% Tax on passenger fares and the 3% Tax on freight charges reduce railroad traffic and jobs.

These U.S. taxes—left over from World War II—should be Repealed!
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
Serving the Heart of Industrial America