



ERIE

**CANISTEO
RIVER
SCENE**

OUR 51ST YEAR OF PUBLICATION

JULY 1955

The President's Page

A

T LONG LAST, a constructive program for our country's transportation system has emerged from Washington. Last year President Eisenhower appointed a high-ranking committee made up of members of his Cabinet to study the nation's over-all transportation picture. Their report has now been issued. It is a realistic approach to the problem and attempts to correct some of the discriminatory regulation that has been handicapping the railroads. It is not a "railroad report" as it deals with all forms of transportation.

In brief, the report proposes (1) less regulation of all transport agencies particularly with regard to rate making and (2) that competing forms of transportation be governed by similar rules.

The remedies proposed would go a long way toward getting the railroads back on their feet again. The railroads are still the most efficient and lowest-cost agency of mass transportation. Their future would be very much brighter if they were freed from excessive regulation so that they could compete for business on a fair and equal basis. Adhering to this basic American principle would mean better service at lower cost for shippers and taxpayers.

As each of us who work in the railroad industry has a personal stake in its future, we should all take a special interest in this report which President Eisenhower has called "a brilliant piece of work."

The next step is up to Congress to pass suitable legislation that will carry out the recommendations of the Committee.

Congress is governed by the voice of the people. It is up to us, therefore, to see to it that our Congressmen know how we stand on the matter and how our families and friends stand. The Committee's recommendations need your support and those of other railroaders.

The Cabinet Committee Report is offering us a better future. It is up to us to grasp the opportunity. We can do so by winning local interest and support in these reforms.

P. W. Johnston



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

Vol. 51, No. 5

July 1955

Our Objective

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

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

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, 1304 Midland Building, Cleveland 15, Ohio.

RAIL ENDS

A Japanese station master gave an unusual reason for asking the Tokachi-Shiboro Railroad to insure his life. It seems that in going to work every day on Japan's northernmost main island of Hokkaido he has to walk past bear caves.

Real International operation: In the Dominican Republic, there is a 42-mile railroad that was financed by the Dutch, built by Belgians, is equipped with British bridges and U. S. rolling stock, is owned by the Dominicans, and is operated by Americans.

A pioneer midwestern railroad erected railway stations in open country along its newly opened lines and employed a missionary to organize church groups in the new communities. Religious services were held in railway stations before churches were built.

More than one-half of the world's railway mileage is of the so-called standard gauge of 4 feet 8½ inches between rails.

First all-steel electric passenger train operated on a steam railroad in the United States was placed in test service on the Atlantic Avenue Branch of the Long Island Railroad on July 18, 1905.



THE COVER—Streaking past a bend in the glistening Canisteo River just east of Addison, N. Y., the lead unit of the locomotive of Train No. 2, "The Erie Limited," noses into this month's front cover. Headed for New York City from Chicago along our main line, the train in this area begins to roll through some of the most picturesque scenery in the United States. Winding along river valleys, our main line in Pennsylvania and New York starts rising into the lush green mountain ranges of the East.



RECOMMENDED—

-- **New** *Transport* *Laws!*

Long overdue but welcome news ~~was~~ received recently by railroaders when a cabinet-level committee made public its study of our country's national transportation policy and recommended to President Eisenhower that our transportation laws be brought up to date. The report was endorsed by the President as "a brilliant piece of work."

The report ~~was~~ submitted by the President's Cabinet Advisory Committee on Transport Policy and Organization which approved a fresh outlook on national transportation.

The committee advised that our transport policy should be revised "to make it clear (1) that common carriers are to be permitted greater freedom, short of discriminatory practices, to utilize their economic capabilities in the competitive pricing of their service, and (2) that in all such matters the regulatory commission is expected to act as an adjudicator, not a business manager."

Present obsolete laws, written about 70 years ago when there was very little competition in the transportation field, have been a severe handicap to the railroads which have seen the cream of their revenue- and job-producing traffic skimmed away by government subsidized and less-regulated carriers. These laws have cheated the public, too,

Committee Composed Of Non-Railroaders

The President's Cabinet Advisory Committee on Transport Policy and Organization was headed by Secretary of Commerce Sinclair Weeks and included Secretary of Defense Charles E. Wilson and Defense Mobilizer Arthur S. Flemming. Participating members were Secretary of the Treasury George M. Humphrey, Postmaster General Arthur E. Summerfield, Secretary of Agriculture Ezra Taft Benson and Budget Director Rowland R. Hughes.

This committee was assisted by a Working Group which consisted of Arthur W. Page, a director of the American Telephone & Telegraph Co., as chairman, and Charles L. Dearing, former deputy undersecretary of commerce for transportation and member of the Brookings

- Institute staff; Dr. Ernest W. Williams, associate professor of transportation, Columbia University; Fairman R. Dick, security analyst;
- George Roberts, New York attorney; Charles H. Beard, general traffic manager, Union Carbide and Carbon Corp., and Arthur C. Schier, vice president for traffic, General Foods Corp.

- Not one of these men is associated with any railroad. The working group invited the various transport agencies to submit their views in writing. The trucking industry, like the railroads and other forms of transportation accepted this invitation and made their position **known**. By no stretch of the imagination could this be termed "a railroad report."

because much traffic which could be handled more economically by the railroads under fair laws has ~~been~~ diverted to other forms of transportation at the expense of the public.

The cabinet committee urged a freer, more com-

petitive atmosphere for transportation so that each carrier could make the most of its competitive advantages.

Up To Congress

The report urges Congress to adopt and back up with appropriate legislation new transport laws stressing more competition and less regulation in

Newspaper Comment

Most newspapers in the United States commented editorially on the proposed new transportation policy and most of the editorials were favorable. Some of the comments follow:

NEW YORK HERALD TRIBUNE—"... Certainly this seems philosophically correct—to place all parts of transport on more of an equal basis and to spur private enterprise."

CINCINNATI TIMES-STAR—"... Relaxed controls should make for freer competition, and that, in turn, for more efficient transportation of passengers and freight."

NEW YORK TIMES—"A Sound Diagnosis."

INDIANAPOLIS TIMES—"... The importance of the rails to the nation's defense as well as its economy require that they be strong and sound—and the best way for the government to help them is to give them more freedom."

CLEVELAND PRESS—"Railroads Deserve the Break Government Group Recommends."

ROCHESTER TIMES-UNION—"... Writing the committee's recommendations into law would free railroad men to save the backbone of the nation's transportation system, and it should reap for consumers the benefits of competition in transportation. ."

setting freight rates. Under the proposed new act, the Interstate Commerce Commission would have less power, but the ICC would continue to set reasonable minimum and maximum charges which would determine actual rates.

The new laws also would give management more opportunity to run its own railroads. At present the ICC has been making management's decisions a majority of the time, although the fault is with the outdated laws, not with the ICC.

The report cited the transportation revolution which has taken place in this century as the reason for the serious need for a new transportation policy. Today the shipper and traveler has a choice of several forms of transportation, but most of the archaic laws look on railroads as the only means for shipping goods and carrying passengers and therefore impose an unfair penalty on the railroads to avoid any discriminatory tactics against the public. These tactics simply are not possible because of the keen competition from trucks, buses, boats and airplanes.

Statistics show how intense is the competition. Even as late as 1939 railroads carried only 63 per cent of intercity freight. In 1954, according to the latest estimates, railroads carried only 51 per cent of all intercity freight—indicating that times have changed but not government regulation.

The old laws greatly handicapped the railroads

while giving their competitors an advantage. The new laws simply would place railroads on an equal footing with their competition while taking the artificial advantage away from the competitors. The competitors of the railroads do not want to lose the protection the laws give them, so, of course, they complain loudly when they find it necessary to compete on equal terms for available traffic.

Inherent Advantages

The proposed laws also would enable each form of transportation to capitalize on its inherent advantages. The report stated that railroads are "capable of heavy, long-haul, mass transportation at very low costs," while trucks can "afford su-

Proposed New Policy

It is hereby declared to be the national transportation policy of the Congress:

(1) To provide for and develop, under the free enterprise system of dynamic competition, a strong, efficient and financially sound national transportation industry by water, highway and rail, as well as other means, which is and will at all times remain fully adequate for national defense, the postal service and commerce;

(2) To encourage and promote full competition between modes of transportation at charges not less than reasonable minimum charges, or more than reasonable maximum charges, so as to encourage technical innovations, the development of new rate and service techniques, and the increase of operating and managerial efficiency, full use of facilities and equipment, and the highest standards of service, economy, efficiency and benefit to the transportation user and the ultimate consumer, but without unjust discrimination, undue preference or advantage, or undue prejudice, and without excessive or unreasonable charges on non-competitive traffic;

(3) To cooperate with the several states and the duly authorized officials thereof, and to encourage fair wages and equitable working conditions;

(4) To reduce economic regulation of the transportation industry to the minimum consistent with the public interest to the end that the inherent economic advantages, including cost and service advantages, of each mode of transportation, may be realized in such a manner so as to reflect its full competitive capabilities; and

(5) To require that such minimum economic regulation be fair and impartial, without special restriction, conditions or limitations on individual modes of transport.

All the provisions of this act shall be construed, administered and enforced with a view of carrying out the above declaration of policy.

perior service conducted in relatively small units but at comparatively high unit costs beyond the shorter distances."

Continuing, the report said that "public interest requires the maintenance of a sound and vigorous common carrier transportation service by all of the available means of transport, each operating

within its respective capabilities and developing in accordance with the indicated demand for its services."

Recognizing that "our national transportation

Management, Labor Agree

The following statement was issued after a meeting of the chief executives of all standard railway labor organizations and representatives of the board of directors of the Association of American Railroads, held in Washington June 15:

After careful consideration of the proposals now before Congress to create a modern transportation policy, the railroads and railroad labor are in agreement as to most of the major objectives of the legislation,

As the Presidential Advisory Committee has pointed out, this nation needs and must have a strong and healthy common carrier transportation system. This can be achieved only through the establishment of a public policy which will give all forms of transportation an equal opportunity to compete for the available traffic.

Under such modernized policy, not only will the various forms of transportation be able to do the job for which they are best suited, but the public also will benefit from better transportation service at lower cost.

Consequently, the railroads and their employees will support the principal aims of the legislation and will work together to bring about a public understanding of the great need for prompt enactment of remedial measures.

disappeared or been greatly altered."

"A policy under which the transportation enterprises generally live in a precarious financial position is not a policy calculated to enhance our preparedness," the report emphasized. "Any policy which has the effect of weakening any form of transportation on which we must place major reliance in the event of war is not a satisfactory defense policy."

"The railroads," the report continues, "may be expected to have the greatest flexibility in accommodating an expanded domestic traffic with a minimum increase in equipment, since other forms of transportation as a rule require additions to equipment in direct ratio to an increase in traffic handled, and this is not the case with the railroad industry. Any policy which strengthens the railroad base will tend to increase the built-in flexibility of our transportation plant."

Changes Suggested

policy has not provided us with the best transport of which we are capable, either in rate of technical development or in adjustment of the several types of carriers to their areas of greatest usefulness," the report suggested that common carriers be freed as much as possible from "restraints designed to meet conditions which have in recent years either

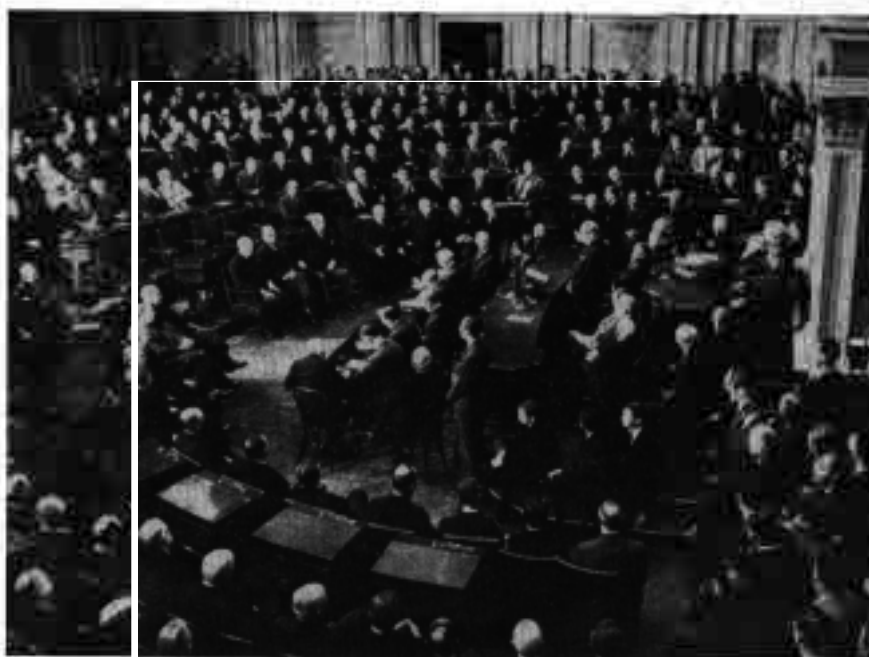
4. Remove requirement that rail or water com-
(Please turn to Page 9)

... up-to-date

transport laws

await action

by U.S. Congress.





The two photos above show the new steel coil carrying device developed by the Erie Car Department

for 50 of our gondola cars. Note the cross-pieces for securing the steel coils in the cradle and the canvas.

DEVICE DEVELOPED FOR STEEL COILS

To provide a transportation service which shippers of steel coils will prefer to any other, the Erie Car Department has developed a device for such a purpose, **and** it has been installed in **50** gondola cars.

The device is a cradle-like unit of wooden timbers which covers the bottom of the gondola. **It is 44** feet long, six feet eight inches wide and four inches thick. The inside of the unit slopes toward the center at **floor** level to form the cradle.

The coils are placed in this cradle and then are blocked on each side with four-inch by eight-inch by six-foot eight-inch cross-pieces

which are part of the unit. The cross-pieces are secured to the cradle by metal pins which are one and one-eighth inches by 10½ inches.

The cradle can be loaded end-to-end with small coils and will carry coils as large **as six** feet in diameter, depending on weight.

The cradle device reduces loading and unloading time, protects against damage in transit and saves the shipper the expense of labor and materials heretofore necessary for blocking the loads.

The unit is so constructed that it will move the length of the **car**. This feature was included to protect against damage to freight and

the car caused by impact **or** upon application of the brakes during train movement. The cradle floats end-to-end guided by wooden blocking located on either side. The car also is equipped at either end with spring snubbing devices to protect the lading and car end should the cradle suffer abnormal impact during train movement.

Protection against rain and other bad weather is furnished by a canvas tarpaulin which completely covers the cradle.

The car also can carry sheet steel.

The cradle units were constructed at the **E. 55th** Street yard in Cleveland and at Brier Hill yard in Youngstown, Ohio.

Funds for Employees Continue to Grow

The Railroad Retirement Fund in the United States Treasury at the end of March 1955, totaled \$3,386 million, one-half of which (less earned interest) was contributed by the railroads and one-half **was** contributed by railway employees.

July, 1955

The Railroad Unemployment Insurance Fund in the United States Treasury—all contributed by the railroad companies—totaled \$438 million **at the end of March 1955.**

Doctor Married

Dr. Stephen P. Ferraro, former senior resident surgeon at the Westfield, Mass., Cancer Sanatorium, the

Boston City Hospital and the Springfield, Mass., Cancer Hospital and **son** of Angelo Ferraro, retired carpenter foreman, Paterson, N. J., was married in April to Miss Elizabeth Blake of Boston. Dr. Ferraro will serve as chief resident surgeon at Francis Delafield Cancer Section of Columbia Presbyterian Hospital, New York City.

BOOK CORNER

New Books About Railroads

James J. Hill—A Great Life in Brief, by Stewart H. Holbrook. Alfred A. Knopf, Inc., 501 Madison Avenue, New York 22, N. Y. 205 pages. \$2.50. A biography, by an able writer, of the dynamic empire builder of the Northwest, who pushed the Great Northern Railway across the Dakotas, Montana, Idaho and Washington to Puget Sound, and thus contributed greatly to the growth and development of the Northwest.

The Peaks of Lyell, by Geoffrey Blainey, Cambridge University Press, 32 East 57th Street, New York 22, N. Y. 320 pages. \$5.00. The history of the Mt. Lyell Mining and Railway Company of Australia—and of the men, mountains and mines that contributed to its growth.

A Tentative Check-List of Early European Railway Literature, 1831-1848, by Daniel Carl Haskell. Harvard University, Graduate School of Business Administration, Boston, Massachusetts. 192 pages. \$5.00. A chronological bibliography covering two early decades of European railroad development.

Fremont: Pathmarker of the West, by Allan Nevins. Longmans, Green and Company, 55 Fifth Avenue, New York 3, N. Y. \$7.50. Revised edition. A biography of a great American whose Western explorations paved the way for the railway builders.

Dilemma

Anytime a weight-distance truck tax bill shows up in a state legislature, the highway busters proclaim from the housetops that the railroads are behind it.

Now reports Transport Topics, "amid the tropical luxuriance of Hawaii the ton-mile tax that plagues some of the states may yet rear its ugly head."

This truckers' publication says such a bill has been introduced in the Hawaii House.

Since there aren't any railroads in Hawaii to blame this bill onto, could it be that it's the motorists and other taxpayers of fair Hawaii who have concluded that the time has come for the big trucks to begin paying their share of Hawaii's highway costs?

What's Your Guess?





1. Some people cannot manage without them on many Mondays.

2. Nervous people often like to chew on them.

3. People often put them in bottles.

Here's a picture quiz to test your knowledge of the Erie and railroading. Can you guess what these three pictures show? For answers, please turn to page 22.



	April		Four months	
	1955	1954	1955	1954
 Received from Customers	\$12,888,998	\$12,360,477	\$50,466,356	\$50,722,299
 Paid out in Wages <small>PER DOLLAR RECEIVED (cents)</small>	\$ 6,284,539 48.8	\$ 6,188,802 50.1	\$25,177,339 49.9	\$25,333,084 49.9
 All other Payments <small>PER DOLLAR RECEIVED (cents)</small>	\$ 6,546,666 50.8	\$ 5,748,376 46.5	\$24,423,424 48.4	\$23,745,429 46.8
 Left over before Dividends <small>PER DOLLAR RECEIVED (cents)</small>	\$ 57,793 .4	\$ 423,299 3.4	\$ 865,593 1.7	\$ 1,643,786 3.3

(Based on figures reported to the Interstate Commerce Commission)

NEW LAWS continued

mon carriers obtain prior approval for charging greater than aggregate-of-intermediate rates, and for charging less for longer than for shorter distances over the same line or route in the same direction, the shorter being included within the longer, if necessary to meet actual competition and the charge is not less than a minimum reasonable rate.

5. Make lawful volume rates based on cost differences, which rates are established to meet competition.

6. Redefine a private carrier by motor vehicle as any person, not included in the definition of a common or a contract carrier, who transports property of which he is the owner, provided that property was not acquired for the purpose of such transportation.

(Editor's note: Truckers have been avoiding rate regulation by buying loads outright and selling them at destination since anyone carrying his own property is considered a private and not public carrier and thus is exempt from the regulation.)

7. Redefine motor and water contract carriage as being that transportation providing services for hire but otherwise equivalent to bona fide private carriage; and require that actual, rather than minimum, charges be filed.

8. Repeat the bulk commodity exemption applicable to water carriers so as to subject such transportation to regulation similar to that applicable to other transportation.

(Editor's note: Presently bulk water carriers

need not publish their own rates and thus can undercut rates of other carriers.)

9. Provide definite statutory standards for determining which shippers or shipper associations involved in consolidation or distribution of volume freight on a non-profit basis for securing lower rates are entitled to exempt status.

Limit State Authority

10. Empower the ICC to override certain state service requirements if continuance of such service would result in a net revenue loss or otherwise unduly burden interstate and foreign commerce, provided reasonably adequate service in lieu thereof is available.

11. Continue authority for carriers to establish voluntary special government rates [Section 22 quotation] but subject such rates to all provisions of the act (including public filing), except suspension and long-and-short-haul provisions, with authorization for application of special government rates retroactively and on short notice in special instances and with authorization for waiver of filing requirements in cases where national security is involved.

Of course, there were other recommendations and suggestions, but the ones mentioned are some of those which most directly concern the railroads.

However, there are many points affecting railroads which the report does not mention, proving further that it is not biased in favor of the railroads. For instance, the committee said nothing about direct and indirect government subsidies

(Please turn to Page 14)

Electronic Age Reaches Erie Car Reporting

Already a pioneer in the use of business machines for railroad purposes, the Erie has called again on these mechanical and electronic marvels to help it streamline car movement reports. This gigantic operation is one of the most important factors in providing the kind of freight service which always brings the shipper back to the Erie.

The twin goals of car reporting are: **To** be able to tell the shipper or receiver where a car is at any instant and to enable trains to pass through terminal classification yards as quickly and efficiently as possible.

Heretofore these car reports have been prepared and transmitted by a combination of long hand, typewriter, telephone, teletype and train. At times this method resulted in car delays and errors. The new method, consisting of teletype and business machine equipment, will produce greater accuracy and will increase efficiency.

At present the new system is in operation at

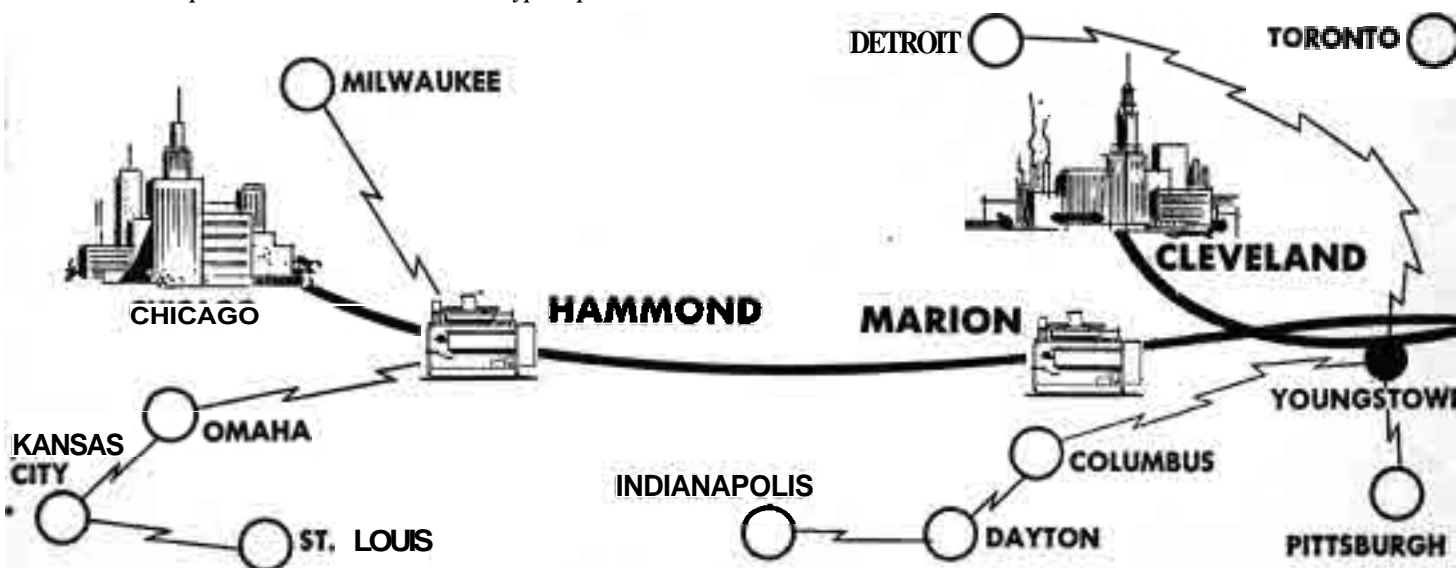
Hammond, Ind.; Marion, Ohio; Meadville, Pa., and Cleveland. The new system still is in a development stage, but already it is proving itself as employees learn to take advantage of its possibilities. New uses for the installations are discovered constantly, and plans are being studied for additional installations to cover the entire Erie.

The major installation is at Hammond since that terminal is the originating assembly yard for east-bound trains and the final break-up point for west-bound trains.

The IBM operation begins with the waybill—a form made out for each freight car, containing information about the car and its contents. This information includes car initial and number, whether loaded or empty, kind of car, net tons, gross tons, contents, destination, state, consignee, junction to and road, freight charges, origin station, shipper, waybill date and number, route and special instructions. All of this information is punched into a card—usually two or three cards

The map below shows the extent of the new method of car reporting by business machines and also the area to which it is to be extended. Principal terminals now equipped with necessary machines also are pointed out as well as the points to which instant car reports can be transmitted. Teletype reports also

are transmitted instantly to such other off-linepoints as Los Angeles and San Francisco, Cal.; Minneapolis, Minn.; Dallas, Tex.; Memphis, Tenn.; New Orleans, La.; Atlanta, Ga.; Washington, D. C., and other cities in these areas.



—on the alphabetical key punch machine.

'Interpreter' Prints

After the card passes through the key punch unit it has only holes in it—the small rectangular holes which you no doubt have noticed, perhaps in your Erie checks. The card then passes through another machine—the “interpreter.” The interpreting merely means that the machine “reads” the holes and prints information at the top of the card.

The interpreted cards then are checked against the waybills, inserted in the folded waybills and handed to the yardmaster who will use them to line up his yard tracks for classification, switching and make-up of the train. The yardmaster then arranges the waybills with punched cards enclosed in the order in which the cars will appear in the train—from head end to rear. Then the waybills and cards are separated, keeping each in identical order.

Next, the conductor's wheel report is prepared on the business machine. This step results in one of the major benefits of this more modern method of car reporting. Heretofore the conductor had prepared his own wheel report in long hand in the caboose while the train was moving. Of course, even if a conductor's penmanship was excellent, caboose motion was a handicap to legible writing. Often the writing was difficult to read, and this meant errors when the wheel reports were used.

Now the wheel report is prepared on a business machine, and errors are less likely, and at the same time provides the conductor with accurate lists to check with the waybill instructions.

The conductor's wheel report or “consist” as it is also known, is a list of all the cars in the train: and contains the information on the waybills in condensed form. The wheel report usually is printed well in advance of train time to prevent delay in departure. Sufficient copies are printed for all purposes.

As soon as the conductor receives his wheel report and supporting waybills, he can depart with his train. However, the job of car reporting has just nicely started.

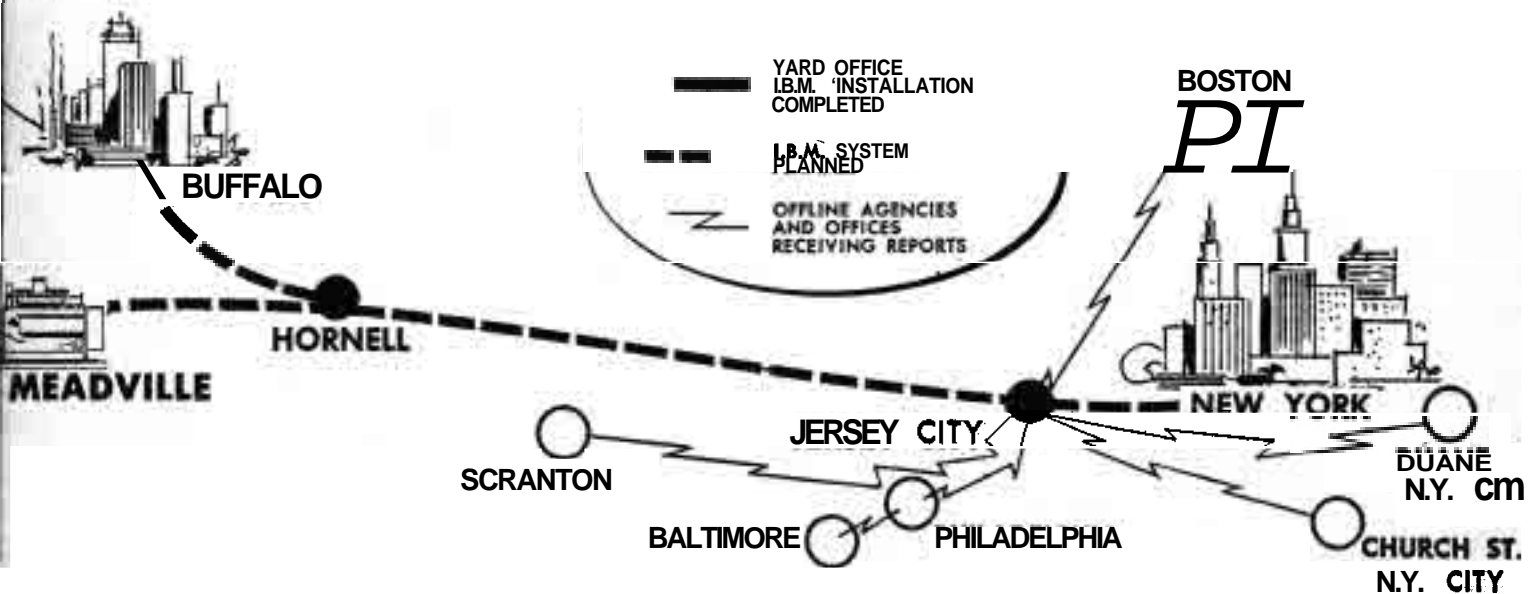
Immediately after the wheel report is printed

The place starts to buzz as Yard Clerk Bud Worland “fly checks” inbound train from Chicago to get car numbers . . .



. . . Conductor Walter Whitted leaves train with waybills and heads for yard office . . .

. . . Conductor Whitted hands waybills to Chief Clerk Lloyd Conrole — machines soon will hum . . .





. . . Rate Clerk Harry Kinzie hands waybills to Marie Soley, operator, who will punch cards . . .

. . . as Miss Soley punches cards, Grace Connole, operator, places them in interpreter . . .



. . . (left) Miss Soley shows pack of cards which have been punched while below, the punched cards are run through the sorter by Miss Soley . . .

. . . (below) the cards are checked against the waybills by Rate Clerk Harry Kinzie . . .



and the punched cards are released, the cards are fed into a "card to tape" machine. The tape in turn is fed into a teletype machine for transmission to other points and what transpires borders on magic.

Tape Reproduced

By the fabulous medium of electronics, while the tape is being transmitted from Hammond to the advance yard in Marion, an identical tape is being produced there and in the Transportation Office in Cleveland. The tapes in Marion and Cleveland in turn are feeding into "tape to card" machines which produce cards for use in the advance yard in Marion and in Cleveland. At the same time, train consists are being printed in Hammond, Marion and Cleveland in multiple form.

These four jobs, then, are being done simultaneously. The tape is being transmitted in Hammond; the tape is being reproduced in Marion and Cleveland; cards are being reproduced in Marion and Cleveland; train consists are being printed in Hammond, Marion and Cleveland in multiple form.

At Cleveland the consists are used for record and tracing. At Marion the yardmaster uses the consist to program his operations many hours before the train reaches his yard.

In Cleveland the punched cards are used to prepare our famous Q. A. ("quick action") passing reports and, of course, for car accounting and other statistics.

At Marion the punched cards are held until the train arrives, and then they are matched with the corresponding waybills. The cards are then used in the same way that they were used in Hammond when the train is ready to depart, with the next advance yard being Meadville.

Of course, the procedure is reversed on west-bound trains with the process starting at Meadville which is the farthest point east at which the machines are installed at present.

In addition to the functions already mentioned, there also are by-products. One of these by-products is the "junction passing report" which is prepared for the auditor of revenues. He uses the report for settlement of revenue between carriers. This report contains information about movements of cars from junction railroads and delivery to other connecting railroads. Passing reports for-

. . . the finished reports are prepared from the cards on this machine which is being operated by Grace Connole . . .

. . . tape is prepared from cards on card-to-tape machines by Emma Keen, general clerk . . .



merly were prepared by typists. A copy of this report also goes to the originating Traffic Department territory and to the destination territory for traffic analysis and for consignee or consignor contacts.

'Jumbo' in Miniature

A "jumbo" car record book for use in car tracing also is prepared by the new machines. This record formerly was kept in long hand in a bulky ledger. Now it is in printed form and is reduced in size. The "jumbo" car record is kept in two forms. One part is known as the agent's daily car record and the other as the agent's monthly car record. Beside being more compact and printed, these two forms now contain more information than did the "jumbo" ledger in its bulkier container.

The machines also prepare an interchange report. This is a listing of all cars delivered to connecting lines. The interchange report is used by our car accountant to determine and check per diem charges.

The installation at Hammond, the most complete set-up on the Erie, consists of an alphabetical key punch unit, a card-to-tape unit, a tape-to-card unit, the interpreter, the sorter, the tabulating machine which prints the reports and, of course, the teletype sending and receiving machines which already had been installed in the office.

The installations at Marion, Meadville and Cleveland consist of smaller combinations of these units.

Although the full benefits of this new system of car reporting are only beginning to appear, the possibilities are recognized to be very great. As on all railroads, accounting on the Erie is a tremendous undertaking, and paper work has been increasing at an overwhelming pace due to the necessity for records on such factors as cost controls, productivity, sales analysis, inventories, purchasing, payrolls and general accounting and tax requirements. This vast volume of paper work has precipitated serious cost and clerical problems.

The business machines can solve this problem of compiling a sea of facts and figures quickly and efficiently at minimum cost. Already in some Erie departments the business machines have proved to be a progressive, valuable factor in our program to

modernize and streamline. The machines are turning out work more accurately and easily in our accounting bureau in Hornell, in car records and statistics, in revenue accounting, disbursements accounting and in shareholder records and proxy processing.

Economy Necessary

We are rapidly realizing the full benefits of our diesel modernization, and refinement of paper work is another wide area where we can make much-needed improvements.

When other connecting railroads adapt this new method of car reporting, the benefits should be even greater. In the future it may be possible to punch a card in a freight yard on the West Coast from a waybill and not have to transcribe

... (below) at same time consists are being received on teletype machines.



... (below) Gene Pontious, teletype manager, supervises tape transmission and receiving. Tapes are received by console reperforator (right) and transmitted on automatic transmitter (left), in photo below ...



... (below) Mr. Worland hands printed wheel report to Conductor Whitted who boards train which rolls east ...

... Mr. Conrole hands waybills and corresponding cards to General Yardmaster John O'Connor who schedules switching and classification ...



... (below) Yard Clerk Worland files waybills ...





Shown above are some of the by-products of the new method of car reporting. These are some of the reports prepared during the process.

data manually again even though the car's destination is on the East Coast.

To inaugurate the new system, another 287 miles of circuits was added to Erie's already superb teletype network which now totals about 10,500 circuit miles plus 2,065 miles of leased teletype circuits to off-line Erie agencies throughout the United States and Canada and TWX service to

the West Coast and other cities.

An electronic device developed by Erie's communications engineers has expedited transmission of train consists simultaneously to many cities and offices. For instance, when a consist is being transmitted in Hammond, it can be received simultaneously at Chicago, Huntington, Ind., Marion, Youngstown, Cleveland, Akron, Buffalo, a number of offices at Jersey City and New York and at other points even when some of these offices are unattended.

As explained earlier, these consists then are used in yards to program classification of cars before the train arrives and in traffic offices to provide information for shippers on their cars and to divert cars when shippers desire to do so.

When the new system is installed over our entire railroad it will provide the best possible working conditions for Erie employees, give our shippers safer and more dependable service, serve the best interests of our shareholders, the owners of the Erie who have invested their savings to help provide jobs for us, and we will be recognizing our responsibilities to the public and communities we serve by offering up-to-date railroad transportation.

The studies for the use of improved machine methods and the development of procedures for the yard and general offices are headed by E. E. Seise, assistant to president; F. H. Menagh, superintendent of communications; G. F. Dunathan, car accountant, and W. E. Godfrey, inspector of operation.

NEW LAWS continued

to competitors of the railroads, nor about the diversion of surface mail to air carriers, nor about the excise taxes on transportation and others.

Also, of course, the report will be merely words unless Congress enacts the recommendations into law. The proper laws have been placed before both houses of Congress, but no action has been taken as yet. It is not likely that action will be taken at least until next year since Congress soon will adjourn for summer vacations.

However, a step has been taken in the right direction, and there is greater hope now for a new,

modern national transportation act than for many years.

As suggested by President Paul W. Johnston on "The President's Page" in this issue, Erie employees can do their part to hasten action by Congress in passing modern transportation laws.

First, learn what new laws and changes have been recommended by the cabinet committee.

Second, tell your friends and neighbors about the need for the new laws. Bring up this topic for conversation at every opportunity.

Third, see that your Congressman knows how you stand on this subject.

Incomes, Taxes Point Up Public Aid To Truckers

Evidence that the burden of taxation is inequitably distributed between motor truck carriers and railroads is found in these facts based on operating results for 1952, the latest year for which comparable figures are available:

Railroads (Class I), which build, maintain and operate their roadways at no expense to the taxpayers, had total operating revenues of \$10,681 million and contributed \$1,262 million in taxes. Therefore, taxes took 11.93

cents out of every dollar of operating revenues.

Class I Intercity Motor Carriers of Property, using highways built and maintained at public expense, had operating revenues of \$3,059 million and contributed \$207 million in taxes including weight-distance taxes collected in a few states, license fees and registration fees. Therefore, they paid 6.77 cents in taxes and fees out of each dollar of operating revenues.

But the foregoing does not tell the whole story. The railroads—over and above their tax payments of 11.93 cents out of each dollar of operating revenues—incurred costs totaling \$2,085 million in providing and maintaining the roadways over which they operate. These costs amounted to

19.70 cents out of each dollar of operating revenues.

To arrive at a figure for the railroads comparable with the tax-license fee-registration fee figure of 6.77 cents for Class I Intercity Motor Carriers, it is necessary to combine the railway tax figure (11.93 cents) and the roadway costs figure (19.70 cents). This gives us a railroad figure of taxes plus roadway costs of 31.63 cents out of each dollar of operating revenue.

The difference in these figures is due largely to the fact that railroads build and maintain the roadways on which they operate and pay taxes on them, whereas motor truck carriers use highways built and maintained at public expense.

Heart Attack Fatal



Victim of a sudden heart attack, John C. Stearns, chief of police of the Eastern District, died May 29 at his home in Weehawken, N. J. Born in Gort, Ireland, in 1899 and after working for a time for the U. S. Post Office Department, he came to the Erie in 1916 as a freight department clerk. He became an Erie patrolman in 1918. At one time he also was police chief on the Western District. He had been Eastern District chief since July 1, 1948. Capable and personable, Chief Stearns was a member of many police chief organizations and at one time was president of the New York Harbor Association. Chief Stearns is survived by his widow, two daughters, Gloria, a teacher in the Jersey City schools, and Noreen, a nun teaching in Ashtabula, Ohio; two brothers and one sister.



Sir:

... I boarded the Lake Cities westbound Chicago train at Youngstown ... and got off in Mansfield, Ohio.

I couldn't help but notice the diligence and courtesy of the coach porter [George Smith, train porter] ...

When we were approaching Mansfield he asked if he could be of service, so nicely, I couldn't resist ... Then the climax came when I stepped

July, 1955

RETIREMENTS



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Walter J. Ackerman	Passenger Conductor	Port Jervia, N. Y.	4-14-55	44
Harry Adamo	Yard Brakeman	Weehawken, N. J.	3-29-55	37
Albert R. Blackinton	Machinist	Susquehanna, Pa.	5-11-55	42
Madeline L. Brohm	Timekeeper	Hornell, N. Y.	4-15-55	38
Arthur L. Clark	Engineer	Port Jervia, N. Y.	5-24-55	47
Harry Cowell	Machinist Helper	Marion, Ohio	5-31-55	32
George H. Cruver	Engineer	Jersey City, N. J.	5-9-55	48
John Curry	Engineer	Port Jervia, N. Y.	4-29-55	35
Philemon O. Daggs	Patrolman	Buffalo, N. Y.	6-30-55	37
Frank Dennison	Trackman	Kennedy, N. Y.	5-19-55	22
Joseph F. Dilger	Leading Carpenter	Paterson, N. J.	4-18-55	33
Salvatore Ferraro	Steam Heat Man	Paterson, N. J.	5-16-55	29
George H. Fritchley	Pipefitter	Susquehanna, Pa.	12-21-54	49
James G. Gardner	Chief Crew Caller	Hornell, N. Y.	5-12-55	30
Alland C. Jensen	Tugboat Deckhand	Jersey City, N. J.	2-26-55	28
Cornellus J. Kelleher	Yard Conductor	Bast Buffalo, N. Y.	5-2-55	42
Peter Mandelbaum	812 Clerk	Jersey City, N. J.	4-30-55	36
William L. Marks	Engineer	Buffalo, N. Y.	5-2-55	43
Jay F. Mason	Locomotive Engineer	Marion, Ohio	5-6-55	45
William J. Mosgrove	Machinist	Hornell, N. Y.	5-23-55	49
Francis J. Nolan	Car Repairer Helper	Hornell, N. Y.	2-8-55	35
Gennaro Papasso	Machinist	Jersey City, N. J.	5-18-55	37
Robert H. Peacock	Dist. L. & T. Agent	Monroe, N. Y.	6-30-55	37
John Popovich	Trucker	Jersey City, N. J.	4-15-55	21
Charles O. Recktenwalt	Locomotive Engineer	Buffalo, N. Y.	1-20-55	45
Charles K. Rhodes	Accountant-R&B	Hornell, N. Y.	5-16-55	21
Louis Riccardi	Laborer	Jersey City, N. J.	5-25-55	43
George T. Richter	Trucker	Ashland, Ohio	4-16-55	21
Charles E. Simons	Conductor	Buffalo, N. Y.	5-5-55	34
Clifford C. Sovocool	Road Conductor	Hornell, N. Y.	5-2-56	41
Plummer E. Steele	Passenger Conductor	Meadville, Pa.	5-6-55	50
Chester A. Thompson	Junior Chemist	Meadville, Pa.	5-31-55	30
Guv Turek	Engineer	Hornell, N. Y.	5-2-55	48
Earl E. VanAuken	Boilermaker	Port Jervia, N. Y.	5-11-55	33
John Veroner	Trackman	Buffalo, N. Y.	6-4-55	36
Francis J. Walton	Trainman	Huntington, Ind.	4-30-55	47
Errett C. Williams	Car Inspector	Huntington, Ind.	5-3-55	36
James F. Younker	Crossing Watchman	Barberton, Ohio	4-29-55	25
Frank Zilinski	Machinist Helper	Jersey City, N. J.	5-4-55	33

off the train and handed him a small tip. He responded with "Thank you, Mr. Campbell." He had the initiative and mental alertness to look at the name tag on my bag as I had never seen him before that time ...

R. A. Campbell
Mansfield, Ohio

Sir:

It is a particular pleasure for me to commend to you a recent action of one of your conductors, G. I. McKinnon, which seems to have been beyond the call of duty.

... I left in Train 56 a handbag containing many valuable papers and \$65 in cash. I did not discover it until one hour after the train pulled out of the Jersey City terminal. Immediately I got in touch with your lost and found department. I understand that attempts were made to reach my home on the phone and that it is Mr. McKinnon's daily practice to go through the train looking for articles left by passengers.

All papers and money were intact. Mr. McKinnon refused all suggested

rewards. I hope this note of thanks for safeguarding the belongings of one of your passengers may add a bit to what must be Mr. McKinnon's splendid record.

Julia T. Tyng
Ridgewood, N. J.

Sir:

I wish to express our sincere thanks and appreciation for the very grand manner in which you and your associates handled the delivery of materials to our plant during the recent Niagara Junction Railway strike. The boys in our organization, who were in constant contact with you during this period, have asked me to express their sincere gratitude for the extra effort which you all put forth at that time and, believe me, we appreciate it sincerely because we were able to keep full production going through that period of time.

H. Reagen, Mgr.
Electro Metallurgical Co.
Niagara Falls, N. Y.

ERIE VETERANS

Salamanca Chapter Dinner-Dance



Shown here is a group of the ladies who attended the recent dinner-dance of the Salamanca chapter at Salamanca, N. Y. Seated are Margaret Higgins and Ruth Munger. Standing, from the left, are Mrs. L. O. Martorell, Mrs. J. R. Kennedy, Mrs. D. A. Logan, Mrs. C. K. Scott, Mrs. Harry Sloan, Mrs. Jean Wunsch, Mrs. L. E. Rodgers, Mrs. H. M. Bunker, Mrs. Francis Letro and Mrs. R. B. Gardner.

Fellow Veterans:

When you receive this issue of the Erie Magazine it will be getting along toward picnic time, which will be Aug. 13. The place, of course, is Conneaut Lake Park.

When we register at the lake, to eliminate any confusion I would suggest that you have your 1955 veteran's card. This will qualify you for the drawings and all other events.

To all chapter chairmen and secretaries: Where you have any current veteran's cards which have not been delivered or called for, I wish you would contact the veteran or appoint a committee to get in touch with him and explain the importance of having his 1955 veteran's card. Ask him to join us at the picnic.

With your help, the help of the officers and the committees in charge, we hope to make this outing joyful and safe. This can be done only by the cooperation of every member of the association.

Till we meet at the lake,

Faternally,
Edward McCue
President

Jersey City

By A. I. Raywood

July is an important month for our members. We hold our annual picnic on the 24th at Werner's Grove in North Haledon. Tickets at \$3.75 each for adults and \$1.75 for children under

12 can be obtained from George Sisco, trustee, or any chapter officer. We will have roast beef, chowder, hamburgers, hot dogs, clams, coffee, soda, etc. There will be games, dancing and a good time generally. Members going by bus from the Paterson station can get off directly at the park gate.

The secretary reports that Pullman reservations for the annual excursion to Conneaut Lake Aug. 13 are coming in fast. F. P. Belling, director of social activities for the system, reports that the usual dinner at the park will be at a greatly reduced price and urges everyone to make reservations early as space is limited.

Our chapter can be proud of our representation in the official family, Bert Stocker, vice president; Abe Cohen, financial secretary, and Frank Belling in charge of activities.

Progress is being shown by the committee handling mailing address changes. It is hoped that when the work is completed, members will keep the chapter advised when changes are made.

Buffalo-Rochester

By Ruth Nise Munger

Best wishes to James Moran and wife Isabelle on their 40th wedding anniversary (July 28).

Howard Perry and family spent a vacation in Santa Ana and other west

coast points.

George Feltz, Sr. and wife attended the wedding of Conductor Finley's daughter at Marion, Ohio.

E. L. Cybulski (retired) and family spent two weeks in Montreal and Two Rivers.

Best wishes to Trainman Francis Walton and Conductor Ed Simmons on their retirement.

Percy Berkwater, retired agent, has

♦ ♦ ♦

Plans Complete For 1955's Gala Veterans' Outing

Special trains with sleeping accommodations will depart from various points on the system beginning Friday, Aug. 12, for our annual outing at Conneaut Lake Park, Pa., Saturday, Aug. 13. Numerous preparations and arrangements made by the outing committee assure us of one of the best outings in our Association's history.

Beautiful Conneaut Lake Park has a number of new attractions as well as new eating and refreshment places which we are certain our veterans will enjoy. The Erie-Huntington Band again will play a number of concerts. The annual system softball game for the veteran's cup will start at 10 a.m., and all park amusements will be open to our children from 10 a.m., to 3 p.m., admission by special reduced rate tickets only.

Dinner will be served in the main dining room of the hotel at 12:05 p.m., E.S.T. The lake boat ride is a "must" for our newcomers to see the beautiful Conneaut Lake shore line.

At 2 p.m. there will be the general assembly in the Crystal Ballroom, introducing Erie officials and drawing and distributing prizes. The results of the election of officers and awarding of prizes to the oldest and youngest veteran will take place at that time. The outdoor stage presentation will begin at 3 p.m., followed by the outdoor field events.

Make your train reservation at once with your chapter secretary and get on board.

* * *

been elected corresponding secretary for the retired men's club of the Delaware Avenue Y.M.C.A.

Sympathy is extended to the families of the following retired employees who died in May: Ed Gangnagel, engineer; Gertrude Dixon, asst. demurrage clerk; Louis Roth; Carl Heppel, switchman; John Stiehler, tinsmith.

Seventy six auxiliary members attended the spring luncheon and card party May 19. Mrs. William Stretton presided and Mrs. Mathias was chairman. A board meeting was held June 1 at the home of Mrs. George Adams in Hamburg.

Fifty members traveled to Salamanca May 21 for that chapter's spring banquet and dance. Thanks to Emma Schultz for her untiring efforts in notifying the Buffalo folks about the Salamanca meeting.

Get-well wishes to Capt. C. S.

Erie Railroad Magazine

Bagwell and Peter Fornadel who are ill. Also Mrs. Florence Soule and Mrs. William Carpenter.

The corresponding secretary attended the Railway Historical Society (rail fans) dinner May 28 at the Markeen Hotel. Mr. Whitney, representative from Albany, was toastmaster and Trainmaster N. W. Watson of the New York Central at Buffalo was guest speaker. Movies of western railroads were shown. On June 26 members of the society made a trip to Jamestown via the Erie and enjoyed a boat ride on Lake Chautauqua.

Dates: Chapter and auxiliary picnic, July 31; Conneaut Lake Park system outing, Aug 13; United Association of Railroad Veterans' Convention, Asbury Park, N. J., Oct. 7-9.

Salamanca

By Hilde

About 300 members and guests attended our third annual May dinner-dance at the Moose Hall May 21. Invitation was by the Rev. Simeon Capizzi, O. F. M., of St. Bonaventures.

Chairman L. E. Rodgers introduced Salamanca mayor James Crowley, who gave a brief address of welcome to our new superintendent, D. A. Logan, and all present. The following were called upon and each spoke briefly, introducing their wives: C. K. Scott; System President Edward McCue; Past Presidents J. F. Muchler and M. A. Redding; Mrs. Carney, auxiliary president, Youngstown; Vice President W. W. Turner, Meadville; Chairman Mickulus, Chicago, and the following from Buffalo: Robert Symington, Secretary H. I. Moyer, Mrs. Ruth Munger, corresponding secretary, Master Mechanic F. D. Kennedy and retired Master Mechanic William Moore. Buffalo Chapter had 50 present. There were at least 25 retired veterans present.

Toastmaster Harry Sloan of Olean sang several selections and played guitar and piano. J. L. Murray, dinner chairman, presented the Felchter twins, Sally and Sandra. Looking like dolls in their light blue party gowns, they drew the numbers for the prizes. Winners were William O'Neill, Jamestown, and G. Lashure, Hornell, door prizes; E. Bonsignore, Jamestown, Mr. Cornelius, Steamburg, and J. L. Williams, Falconer.

At least two members were attending for the first time, Millard Cornell, Jamestown, and Hersey Reynolds, Salamanca.

The hostesses, all wives of members were Mrs. C. K. Scott, Mrs. J. B. Kennedy, Mrs. H. M. Bunker, Mrs. Harry Sloan, Mrs. Wilmet Bartle, Mrs. Francis Letro, Mrs. L. D. Martorell and Mrs. R. B. Gardner. Tony Rojeck entertained at the piano. While the tables were being cleared away for dancing, L. D. Southworth of Jamestown took pictures. Music was by Locke's Six Keys.

Visiting officers and wives were entertained by local officers at a luncheon at Hotel Dudley and taken on a tour of Allegany State Park.

We are glad to report that Stanley Ambuski, former secretary-treasurer and now acting trustee for the uncompleted term of E. J. Robisch, has resumed his duties as clerk in the shop



foreman's office after an illness, and that Ferrell Hoover is out of the hospital and convalescing at home.

Youngstown

By R. P. Reeber

Our chapter expects the usual good turnout for the annual outing Aug. 13. Be sure to get your dinner tickets from Secretary Fero in ample time. There may not be enough to go around as only 400 can be served.

We are glad to report that Jane Perrin is back on the job again and beginning to look more like herself.

Deep sympathy is extended to Mrs. Lee Kihm and sons on the death of Veteran Kihm. His passing was a shock to all of us.

With a sly grin we extend our sympathy to Mrs. James Bowser who, we understand, broke her arm trying to keep up with her grandchildren. Our brittle bones just won't take that treatment now.

There will not be a chapter meeting again until September, except for our stag picnic, the date to be announced.

Meadville

By R. C. Miller

Chapter and auxiliary members met May 26 and enjoyed a ham dinner. Mrs. Mary Jannot was chairman of the kitchen committee and helpers were Mrs. Blanche Fredericks and Mrs. Helen Stenger. Mrs. James Gor-

ley was in charge of the dining room, assisted by Mrs. Edna DeViller, Mrs. Carrie Pendy, Mrs. Harriet Thompson, Mrs. Roy Williams and Mrs. Emery Fitch.

Entertainment was in honor of Mr. and Mrs. Victor Chipman who were celebrating their 50th wedding anniversary. Mrs. Gorley made the presentation of a four-layer cake to the couple and also read the "Golden Wedding Anniversary." Mrs. Pendy read "Billy of the Ball Game" and Mrs. Edna DeViller read "Home Folks." The couple was congratulated by Mrs. T. F. Gorman, past president of the auxiliary, and Karl Smallerberger, veterans' chairman. Mrs. Lind Rynd sang several selections accompanied by Mrs. Ids Gilvair at the piano.

Mrs. Jacob Werley was reported ill. Mrs. Susie Thomas visited her sister in Philadelphia.

Sympathy is extended to the families of Ed Miles and A. P. Lilly who died recently; also to John, Edward and Frank Ebel on the death of their mother.

"Ammunition, food and whiskey had run out," recounted the veteran, "and we were all parched with thirst."

"No water either?" gasped his listener.

"Sure, but it was no time to be thinking of cleanliness."



Flashing a big grin for the lensman, Clyde Werger, baggageman, lugs a sack of mail into the station.

Cruising Camera Man

For **this** issue our "Cruising Cameraman" headed out toward the valleys of the steel mills to Sharon, Pa., near the Ohio-Pennsylvania state line to photograph Eriemen (and women, bless 'em) at work in our station in Sharon and in nearby Ferrona yard.

Beside photographs in the station, pictures were taken of personnel in the joint car record and demurrage-office, little-known office above our ticket office where records are kept on freight cars in the Sharon area for all railroads operating in the Vicinity.

At Ferrona, of course, Erie employees were occupied with the eternal task of keeping the trains and cars rolling. Erie forces there were busy with repair of cars, switching, processing paper work, maintenance and the one hundred and one other duties so familiar to railroaders.



Eileen Enright, car department stenographer, pauses for the photographer.



At left above, George Swartz, apprentice carman, takes inventory of a stock of inverted couplers, while at right John Weber, millroom operator, gets a job done on a buzz saw.



In the joint car record and demurrage office at Sharon, from the left, John Brown, demurrage clerk; Ralph Heile, demurrage clerk, and Albert Vuichoud, clerk, "look at the record."



At left, Claude Brown, tractor operator, talks over an assignment with Tony Scudieri, assistant car foreman.



Mike Holub, car inspector, checks the opening in the coupler of a box-car.



At right, Fred Frado, ticket clerk at Sharon, looks over a diagram to see what he has left on "The Erie Limited."



Shuffling tags, Moses O'Neill, chief clerk in the yard office at Ferrona, arranges engine crews on the yard board.

It was birthday (he wouldn't say which) for Bill Bouslough, bill clerk in Ferrona yard office, and he pointed out the date on a calendar.



Demure Betty Mitchell, stenographer, joint car record and demurrage office, checks the postage scale before mailing a letter.

Jesse Anderson (left), signal helper, and William Forrester, signal maintainer, smile back at the cameraman from their motor car.





NAME	OCCUPATION	LOCATION	DATE OF DEATH
Ribarez, Manuel	Trackman	Mahoning Division	5- 1-55
Allie, Hector Joseph	Car Repairer	Port Jervis, N. Y.	5- 1-65
*Argente, Carmine D.	Hostler	Perrona, Pa.	3-16-65
Aumtek, Arthur Thomas	Yard Brakeman	New York Division	4-11-55
Brown, Frank Wilson	Conductor	New York Division	4-21-55
*Bundy, Reuben Adelbert	Chief Clerk	Bradford Division	5- 6-55
*Burkert, Harry Canfield	Machinist Helper	Port Jervis, N. Y.	5- 8-55
*Butcher, Orville Leslie	Car Repairer	Meadville, Pa.	4- 5-55
*Checkary, Noble Gust	Passenger Conductor	Meadville Division	3-14-55
*Collins, Michael Joseph	Car Inspector	Binghamton, N. Y.	4- 2-56
*Crom, William Booth	Pipefitter Helper	Jersey City Shop	4-26-55
*Curran, William Joseph	Engineer	Delaware Division	4-26-56
*Dixon, Gertrude Margaret	Asst. Demurrage Clerk	Buffalo Division	5-14-55
*Donough, Frank Murphy	Machinist	Marion, Ohio	3-16-55
*Dunkle, Henry Oliver	General Agent	Cleveland (Fght. Traf.)	3-31-55
*Dunlap, John	Trackman	Mahoning Division	4- 2-56
*Edel, George Michael	Electrician	Jersey City Shop	5-24-55
*Ellis, Harry Van	Asst. to Supt. Dln. Cars	Jersey City, N. J.	5-15-56
*Farrell, Henry Joseph	Signal Maintainer	New York Division	4-25-55
*Gangnagel, Edward Philip	Locomotive Engineer	Buffalo Division	6- 3-55
*George, Frank Edward	Crossing Watchman	Buffalo Division	2-16-55
*Grillo, Frank	Boilermaker Helper	Hornell Back Shop	5-17-55
*Harford, Robert James	Conductor	Delaware Division	4-27-55
*Hehr, Owen Francis	Yard Brakeman	Jersey City, N. J.	5- 3-55
*Higley, Jay Julius	Clerk	Mahoning Division	5- 1-55
*Hong, Horace Wheeler	Laborer	Hornell Back Shop	4-18-55
*Hochstetler, Martin A.	Engineer	Marion Division	2-17-55
*Hover, James Monroe	Freight Conductor	Allegheny Division	4- 7-55
*Jessup, Edward Olin	Engineer	Susquehanna Division	4-16-65
*Johnson, Alma Octavia	Stenographer	Cleveland (Pers. Inj. Clm.)	4- 5-55
*Jones, Clarence Morgan	Boilermaker Welder	Hornell Back Shops	5-19-55
Kaplit, Joseph	Laborer	Jersey City Stores	3- 7-55
*Kelly, Stephen Patrick	Watchman	New York, N. Y.	5-16-55
*Kelly, Thomas Aloysius	*Hostler	Jersey City, N. J.	5-18-55
*Koppel, Carl John	Yard Brakeman	Buffalo Division	5- 6-55
*Kilm, Leland John	I.C.C. Machinist	Huntington, Ind.	3-24-55
*Kreamer, Michael Franklin	Car Repairer	Buffalo, N. Y.	4-13-55
*Landers, William Francis	Machinist	Kent Division	3-31-55
*Langdon, William James	Carpenter	Cleveland (Structures)	4-29-55
*Larson, Andrew Camillo	Arch. Draftsman	New York (Duane St.)	3-25-55
LeRuo, Frank	Gateman	Bradford Division	3-28-55
*Lewis, Raymond	Conductor	Jersey City, N. J.	2-27-55
*Mabe, Frederick	Oiler	Mahoning Division	4- 4-55
*McClmans, Frederick Blythe	Conductor	Meadville Division	5-13-55
*McKinney, James Patrick	Car Repairer	Jersey City, N. J.	4- 7-55
*Miles, Edward Dickinson	Passenger Conductor	Hornell Car Shop	5-18-55
*Noonan, William Aloysius	Yard Conductor	East Buffalo, N. Y.	3-10-55
Norton, Shirley L.	Pipefitter	Jersey City, N. J.	4- 4-55
*O'Brien, Edward Martin	Yard Conductor	Susquehanna, Pa.	4-28-55
*O'Keefe, Thomas Martin	Machinist (Marine)	Paterson, N. J.	2-25-55
*Orpello, Augustino	Stationary Fireman	Duamore, Pa.	5- 2-55
*Osborne, William John	Car Cleaner	New York (28th St.)	4-18-55
*Padulas, Pasquale	Car Repairer Helper	Susquehanna, Pa.	4-26-55
*Parkinson, Albert Edward	R. & D. Clerk	New York Division	3-30-55
*Parrillo, James	Car Repairer	Mahoning Division	3-27-55
*Phipps, Elwood Ellis	Conductor	Huntington, Ind. (Car)	4-28-55
*Pisico, Salvatore Peter	Asst. Track Foreman	Mahoning Division	3-19-55
*Reece, William Charles	Engineer	Susquehanna, Pa.	3-29-55
*Reed, Frank Jacob	Tin & Coppersmith	Niagara Falls, N. Y.	3- 9-55
*Rinko, Steve	Carpenter	New York Division	2-17-55
*Ryan, Nora Loretta	Telephone Operator	New York Division	4-19-55
*Sherar, Delbert Roy	Leading Plumber	Kent Division	5- 8-55
*Slisk, John Donald	Crossing Watchman	Susquehanna Division	5- 1-55
*Smiley, Janson Clayton	Crossing Watchman	Cleveland, Ohio	4-19-56
*Springer, George Lester	Road Brakeman	Marion Shop	5-14-55
Steele, Cliff Pierce	Conductor	Hornell Back Shops	4-17-54
*Stickley, Clair Jacob	Brakeman	Kent Division	2-10-55
*Symington, William John	Agent	Susquehanna, Pa.	1-18-55
*Thackery, Harry Edward	Stationary Engineer	Meadville Division	3-13-55
*Todd, James	Blacksmith	Kent Division	4-18-55
Tucker, John	Engineer	Susquehanna, Pa.	4- 2-55
*Van Horn, Stephen Hampton	Box Packet	Susquehanna Division	2-27-55
*Warren, Edward	Conductor		
White, George Lewis	Freight Conductor		
Williams, John Joseph	Carman		
*Wright, Bert Clark	conductor		

*Retired Employees

RAIL QUIZ

- Which of these commodities yields the railroads the most revenue—wheat, corn, or potatoes?
- Is the term "shimming" used in connection with the maintenance of telephone lines, or signals, or track?
- In which department of the railroad is a transitman employed—accounting, purchasing or engineering?
- Is a curve in a track to clear an object between two parallel tracks called a bender, a detour, or a dogleg?
- When a trainman "buckles bolognies" does he walk the full length of the train and back, connect the air hose, or ride on top of the train?
- What is the difference between gross ton-miles and net ton-miles?
- How is an extra train designated in a train order—by a specially; assigned number or by the number of the locomotive and the direction of the run?
- Which of these units of equipment is fitted with draft gear—locomotive crane, station mail-truck, or freight car?
- What is a "yard goat"—a yardmaster's clerk, a switch engine, or a switchman who rides the switch engine?
- If one is 'spotting' cars, is he marking them for repairs, painting them in spots, or placing them at designated locations for loading, unloading, inspection or later movement?

(Answers on Page 22)

Erie Radio Prevents Telephone Damage

A three-way call started by radio from an Erie train saved telephone lines from serious damage recently near Hornell, N. Y.

The cycle started about 3:50 one morning when a train crew member spotted flames in a pole about two miles north of Hornell.

He radioed to our dispatcher's office in Hornell. In turn the Hornell Fire Department was notified.

Firemen forwarded the report to the New York State Electric & Gas Corp. which dispatched a man to the scene.

Upon arrival it was discovered that a grass fire was burning a telephone pole and almost had severed the Buffalo-Scranton telephone line.

City man: Is it a modern farm house?

Real estate agent: No, just five rooms and a path.

Smart-aleck tourist: What's your speed limit here?

Native: Ain't got none. You fellows can't go through here too fast for us.

RAILROAD SAFETY

ARE ACCIDENTS HERE TO STAY?

By Robert Scott

Director of safety and insurance,
Atlantic Coast Line Railroad

(EDITOR'S NOTE: Robert Scott, the author of this article, is the dean of safety officers on the American railroads. He is past president of the Railway Fire Protection Association and a former chairman of the Safety Section of the Association of American Railroads. He also served as Chairman of the Railroad Section of the National Safety Council. He has been in charge of the safety program of the Atlantic Coast Line Railroad for the last thirty-six years.)

Just why men persist in getting hurt while in the performance of their daily tasks is an age old and perplexing problem.

Upon questioning almost numberless employees who, at one time or another, have met with disabling accidents during the past three decades, the writer received an almost universal reply, namely: "I just didn't think what I was doing."

The services of a psychiatrist would be required to determine why anyone who is driving a nail, or interpreting a 'train order, would be thinking about something foreign to his immediate job. In other words, the vagaries of the human mind are difficult to fathom.

It is a fact that in nine out of 10

cases of personal injuries there was a lack of alertness in the mind of the man who was hurt. In investigating accidents we are prone to look in our machines, in the air, on the floor, or everywhere for the cause except where it actually lies, in the mind of the man. When men are put on an assignment without direct and constant supervision, they are in a sense agents to act according to their own judgment, but unless their judgment is sound and properly applied, an unfortunate and costly error will likely occur.

Every accident, from a minor to a major, is a definite notice of something wrong, either with a practice or condition. Let us never lose sight of the need for reporting and correcting unsafe practices and conditions.

It is comforting to reflect that the practice of safety is like the practice necessary for any accomplishment—the more we practice, the easier it becomes. We become conditioned to it, and it becomes a habit of life.

Strange as it may seem, it is not always the highly intelligent person who works for a long period of time without injury, but rather the fellow who employs all his faculties in any occupation requiring use of his hands and feet.

All this suggests that utmost care must be exercised by workmen from the time they enter upon their tour of duty until it is finished if they are to escape injury.

This doctrine has been put before our employees by word of mouth and the printed page for many years, and yet casualties continue to occur. Examination of a long list of personal injuries and a careful analysis of the causes of such mishaps reveals that a large majority resulted from failure to apply the mind to the job.

The chief aim of SAFETY is to develop to its highest power complete control of the body through constant alertness of the mind.

Some motorists seem to think that the whistle blast of the locomotive approaching the crossing is a signal to start the race.

STAY SAFE
OFF-THE-JOB, TOO

BEFORE YOU
BACK UP
LOOK BACK
SOUND YOUR HORN
and BACK SLOWLY



From National Safety News
Published by
The National Safety Council

Erie Obtains Huge GM Plant

The new Fisher Body fabricating plant, to be built near Mansfield, Ohio, as announced June 22 by General Motors, will be served exclusively by the Erie Railroad for both inbound and outbound carload freight.

Harry W. Von Willer, vice president for traffic and the Erie's Industrial Development Department worked closely with General Motors officials for the past several months in arranging property options and other details for the new site.

The plant, involving 200 acres, is to be located immediately adjacent to the Erie Railroad main line. The railroad will build a siding and a new yard with a capacity of about 630 freight cars to serve the plant for both raw materials inbound and finished body parts outbound.

The plant will offer employment to approximately 3,000 people when production gets under way.

"We are, of course, delighted that General Motors decided to build this huge plant along our railroad," Mr. Von Willer said. "It will mean a great deal to us from a revenue standpoint and to the general prosperity of Mansfield and other communities in the Erie area."

Woman's Touch Felt on Railroads

Women are credited with playing

Al Vorrath In 51st Year With Erie



Congratulations were heaped on Al Vorrath, assistant chief clerk, Auditor of Revenues, at a dinner recently when he completed 50 years of service with the Erie. He received a 50-year gold pass from the railroad and a purse from friends. Mr. Vorrath began with the Erie as an officeboy in New York and moved to Cleveland in 1931. From the left are Thomas P. Hennessy, assistant auditor of revenues; William T. Manning, auditor of revenues; Mr. Vorrath, and George W. Oakley, comptroller.

a major role in the transition that has taken place in railroad services and equipment from the trains of yesterday to the modern, comfortable streamliners now in operation.

Feminine ideas may be found in new diners, sleeping cars and coaches which have been added by many railroads. These improvements have resulted from surveys conducted by railroads among women to determine

what the public desires in passenger services.

Finger tip controls and push button devices are among the many conveniences which designers have perfected, primarily at the suggestion of women. In new sleeping cars, beds may be easily raised or lowered by feminine hands; sturdy steel doors open with a gentle push; foam rubber seats are adjusted by push button action, and air-conditioning and heating systems may be regulated with the ease of a home thermostat.

Alco Kilns Enroute To Kansas



Bound for Fredonia, Kans., this string of 13 cars of rotary cylinder kilns manufactured by Alco Products, Znc., was handled by the Erie from the Alco plant at Dunkirk, N. Y. Most of the kilns were 16 feet 11 inches high from the rail and 13 feet two inches wide and required special handling.

Guess Answers

1. Ends of clothes-pins.
2. Round toothpicks.
3. A brush often used to clean bottles.

Quiz Answers

1. Wheat.
2. Track.
3. Engineering.
4. A dogleg.
5. Connects the air hose.
6. Gross ton-miles, equipment and contents; net ton-miles, contents only.
7. Number of locomotive and direction of the run.
8. Freight car.
9. A switch engine.
10. Placing them at designated locations.



On July 1 George Stinnard, section foreman on the Wyoming Division, completed his 50th year of service with Erie and received a gold system pass. He started as a trackman and has been a track supervisor and extra gang foreman also during his career. A son, L. A. Stinnard, is assistant section foreman at White Mills, Pa.

New Flat Cars Tested On Erie For Piggyback

Erie Railroad is testing two new piggy-back flat cars of French design and owned by the New Haven Railroad in a trial operation to determine the possibilities of interchanging this type of equipment with other railroads.

The New Haven Railroad's flat cars are 75-feet long, comparable in length to the "kingsize" flat cars purchased by the Erie recently to haul two highway trailers, but are approximately one-half as heavy. They are designed exclusively for piggy-back service with the trailers riding on two I-beams with wheels free and clear.

According to New Haven officials, the highway trailer must be equipped with flanged wheels which are clamped to the rear axle and front landing gear. The trailer can be loaded in one minute and thus reduce terminal time. The trailer rides on its own springs and axles instead of its tires as in the conventional piggy-back freight service. The revolutionary type loading provides nine inches more clearance and the trailers can be secured to the car by one man working from the ground.

July, 1955

CONFIDENT LIVING

By Dr. Norman Vincent Peale

Some time ago, I was having dinner with the governor of a certain state, a man about whom I had heard a great deal before meeting him. I was amazed to find how simple, quiet and relaxed he was, for I knew of his immense influence and achievements.

"Governor," I asked, "what is your secret? You impress me as an unusually relaxed, easy-going human being."

"Well, I was not this way by nature," he told me. "I've had to fight against difficulties for years. I was elected against great odds and had to go through the hard experience of getting rid of a bad crowd which had become strongly entrenched in our capitol. They fought me all the way and gave me a rough time."

He went on to tell how these people had defeated him for a while. The struggle and the defeat rankled and he had to fight against a sense of complete frustration. Tension mounted and he became nervous. Then he ran again and won. After that election, he was tired and went away with his wife for a rest. While away, he suddenly collapsed in the street and was taken to a hospital and put to bed.

"As I lay there," he told me, "I looked up at the Lord and asked: 'What is the matter with me, Lord? I have tried to be true to Your cause. I have tried to do the job He wanted me to do. Why have **You** knocked me **out**?'"

"And the Lord seemed to say: 'I have knocked you out in order to tell you something. Sometimes I have to get a man **down** on his back in bed **to** make him listen. This is what I want you to understand—that the way to meet your difficulties is to be calm within. Slow down. Find spiritual power and peace. Don't struggle so hard. Believe more and trust more.'

"So I really prayed," said the Governor. "I asked the Lord to give me this calm which you say you see in me. Since then I have felt sustained as never before."

In order to give shippers and others interested in railroad progress an opportunity to inspect the new flat cars, the Erie displayed the new cars at our Hammond, Ind., piggy-

I watched him all that evening. Though still full of drive and power, he had obviously reduced his speed. He had lost his sense of panic and hectic urgency and seemed able to drive through all his difficulties without tension. This fine public servant had discovered how to meet difficult situations.

Last summer I sailed to the Near East on the S. S. Exeter. In the Atlantic, I often talked with its very pleasant and intelligent first officer, Charlie Walther. He told me that a ship riding out a storm keeps going ahead by relaxing in the waves. When a ship is tied up at the dock, it looks huge; but, once out in the middle of the ocean, it is really very small.

"The ocean is a tremendous force," he said, "and a ship is only a very small force, but we know how to make our powerful engines adapt themselves to the timing of the sea. We don't drive them relentlessly through the waves; instead we adjust our speed to the timing of the waves. So we are practically carried along by the sea."

This technique applies to people as well as to ships. It is good strategy to get yourself in timing with your difficulties. Slow down. Look at your difficulties without tension and with lots of faith. Don't be frightened by them. Then get yourself in harmony with God and His power and *so* ride out your difficulties without strain. **You** will go forward more effectively and you won't break doing *so*.

Whenever a difficulty faces you, think about God and the ability He gives you *to* meet it. Look down on the difficulty from a high spiritual altitude. From there, it will look small in comparison to the power of faith—and it *is* small. **You**, on the other hand, will feel big—for you *are* big. That's the secret of meeting difficult situations.

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back terminal and at Leavittsburg, Ohio.

"Was your friend shocked over the death of mother-in-law?"
"Shocked! He was electrocuted."



AT ALL ERIE STOPS

MARINE

JERSEY CITY, N. J.

By Jesse E. Baker

Alland (Whitey) Jensen wants to thank all of his friends for their generosity during his illness. Whitey, who is at the Marine Hospital on Staten Island, needs blood transfusions. If you can spare a pint, go down and give it in his name.

James Ashton, captain of one of our fleet units, also is captain of the fire department in Lakeview, Long Island. Ed, his father, a 25-year Erie veteran, is captain on one of our barges, and his brother, Ed, Jr., is a relief captain. Captains surely run in the Ashton family.

Louis M. Petecka, deckhand, who retired in April, was a musician in an army band during World War I. He also played in the Erie Marine band back in the '20s. He was full of fun and kept his associates laughing while they worked. He's going to be missed.

Harold Hasbrouck, captain of the tug Binghamton, still is in the Marine Hospital. Harold comes home on weekend passes and returns to have his knee taken care of.

Our safety record has slipped back into third place. Think of safety not as basketball (how many accidents can be run up in a year), but as golf (how many months we can go with the least number of accidents).

Litter-ally speaking, science has made tremendous strides in developing hundreds of insecticides to exterminate the little pests wound us. There is one bug we do not want to exterminate, but would like to eliminate, and that's the litterbug.

The first ship fire in what is now New York Harbor was the SO-ton sailing vessel Tiger, burned in 1637.

LIGHTERAGE

NEW YORK, N. Y.

By Regina Frey

Things have been happening thick and fast here. First, Sal Frangipane became the proud father of a baby laughter; Ann Shreier became a grandmother via daughter Barbara, and Tony Cantanzaro was married May 28. The bride is the former Theresa Frances Daly.

Chief Clerk Emil Skupin took son Ronny on a trip to Washington over Memorial Day. Ronnie was fine, but poor dad was worn out. Bob Wardlaw, chief stenographer, has transferred to the general manager's office.

Birthday wishes to Loretta Londrean, Bill Evans and Charlie McGowan.

Bill Gannon, claim clerk, has a new daughter, born June 1. She was a birthday present for him.

EMPLOYMENT

By V. T. Bustard

The subject of greatest interest to our office force these days is our relocation across the river. We will miss our friends on Pier 20, but anticipate making many new friends at 12th and Coles Streets in Jersey City.

At 6:30 a.m. on a recent Saturday, Mrs. H. E. Kelly and several members of the women's club to which she belongs held a birdwatching session at the Great Notch Reservation.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

Sympathy is extended to the families of the following employees who died in May: Horace Hoag, retired back shop laborer (May 1); Frank Grillo, retired boilermaker helper (May 17); Shirley L. Norton, car shop pipefitter (May 18); John L. Gallagher, retired back shop machinist

(May 26).

Earl Van Auken, back shop boiler-maker, and William J. Mosgrove, back shop machinist, retired May 11 and 19 respectively.

Mrs. Yolanda Weidman, file clerk-stenographer in the general master mechanic's office, recently underwent an operation. Early recovery is hoped for.

BUFFALO DIVISION

BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to the families of Felix Sell, John Siehler, John Mueller and William F. Landers who were bereaved recently.

Birthday congratulations to Fred M. Carlson, engine dispatcher's clerk.

BUFFALO TERMINAL

By Ruth Nise Munger

Train Dispatcher Roger McDermott's daughter has entered the School of Pharmacy at the University of Buffalo.

Mary Jane Youknot traveled to Chicago for the annual meeting of the National Association of Railway Business Women.

STORES

HORNELL, N. Y.

By Anieta F. Decker

Alice Sackett has the first summer tan, acquired on her vacation to Florida. Alice flew from Cleveland to Fort Worth.

Charlie Holden has our deep sympathy in the recent loss of his father.

Two of our employees and families motored to Philadelphia, Dale Battles and Francis Schwartz.

Rosamond Kneale is all a-sparkle with her diamond. On Sept. 3 she will become Mrs. Tanner Hug.

The latest purchasers of new cars are Helen Snyder (Pontiac) and Suzanne Feeley (Chevrolet).

Since Mr. Duffy's party, Gaylord Curry has been deluged with requests;

Erie Keglers at Fort Wayne



This quartet of Eriemen from Huntington, Ind., bowled at the American Bowling Congress in Fort Wayne, Ind., recently. From the left, they are A. H. Poehler, welder; H. Ellerman, wreckmaster; K. Bragg, conductor; E. Steller, brakeman, and H. Herendeen, yard conductor. Mr. Poehler rolled 560 in singles and 540 in doubles with injured fingers on his right hand. His team event total was 604.

how he ever kept his dancing ability a secret is the question.

Mac McClenin and the Mrs. "conventioned" in Rochester with the Elks.

Messrs. House and Williams and their wivea and Mr. Hogan attended the AAR convention in Chicago. Among the highlights was the dinner party given by J. J. Collins of Iron & Steel Froducers, Inc., formerly with the Erie.

Mrs. Griswold says she can get a chance at the food now that Bob is on a diet. He's done such a good job he has us girls envious.

Happy Birthday to June Orvis, Phil McEntee, Ed Ruch and Joe DeRienzo.

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

Birthday greetings to Forrest Grant-house, Harold Harvey, Cecil Shumacher, Tony Perricone, Frank Valletta, John Mattis, Lawrence Grove.

Welder Richard Mowris and Mrs. have named their newcomer Cindy Lou

Wedding bells rang May 6 for Welder Spencer and Patricia Johnston at Zelianople, Pa.

Robert Hood, son of Leading Stock-keeper George Hood, and Alice Hicel were married last month.

Foreman Rodney Besanson and Laborer Thelma Pope have returned to their jobs after being hospitalized.

Our wandering stenographer, Bessie McCartney, spent a weekend in New York City, shopping and attending several shows.

Our experienced fisherwoman, Chief Clerk Geraldine Davies, still is hooking the big ones.

Machinist Edgar Balizet recently bought a new Packard Clipper automobile.

Stenographer Mick Varano has bought a new home.

Stockkeepers Ralph McEwen and Stanley Lawhead sprouted whiskers so they could participate in the Cochranon centennial festivities last month. "Abe Lincoln" McEwen had quite a beard.

NEW YORK DIVISION

WEEHAWKEN LOCAL & DOCKS

James Barry, Jr., son of James W. Barry, general clerk, has joined the Navy.

Sympathy is extended to J. Bizukiewicz and family on the recent death of his brother.

Michael Foligno has resumed work after an illness, during which he was hospitalized.

Vacations: Joseph Welsh, general foreman, we understand, will double for Mrs. Welsh in the kitchen. Mrs. Welsh recently returned from the hospital where she underwent surgery. We wish her speedy recovery. John W. Chrzanowski, we understand, will spend a week fishing if he is successful in getting his automobile back in running order. Andy Janssen—destination, unknown: occupation, questionable.

Congratulations to David Stratton, checker, and Mrs. on the birth of a boy.

B. J. O'Grady, junior clerk-messen-

Lady Agent Retires



After 31 years as agent at Highland, Ind., Mrs. Idamae Williams has retired. She had been with the Erie 48 years, starting as a telegrapher. Mrs. Williams was honored at a dinner in Highland by the Highland Business Association just before her retirement. During her stay in the town it grew from 300 to 7000 in population, and she represented the Erie in sale of 1800 acres of the railroad's land in the area. This picture was taken in her flower garden where she expects to spend a good deal of her time.

ger, has resigned. Mrs. V. Schmitt is stenographer in place of F. E. Nolan, promoted and transferred to Jersey City Local as stenographer. Tom Walsh has returned to Weehawken as vacation relief. John Sheridan has returned to Weehawken as general clerk, third trick.

A. E. Viaud is spending daylight hours after work and weekends making home improvements. This may prove expensive as the number of visitors, winter and summer, may increase.

Arthur Brown, son of Agent H. H. Brown, and James Kalle, son of Chief Clerk G. C. Kalle, have resumed civilian life after completing Army training.

C. Pauwels, acting crane foreman, Weehawken, has been appointed crane foreman in place of Otto Hanke, retired. We welcome Nick Prospero, genial foreman, Pier F, back to work after an illness.

The bowling team representing the Erie in the Hudson County Industrial League was successful in capturing last position in the league. Not to

be outdone by Manager Dressen, Traynor and Barry have said, "Wait until next year." Possibly a suggestion would be in order. If Class C is too tough, why not try Class D?

JERSEY CITY POLICE

By E. C. Bethmann

George C. Roselle, 18, son of George Roselle, Marine Department deckhand, and grandson of Patrolman George B. Roselle, Jersey City, has enlisted in the Air Force and is stationed at Sampson Air Force Base, Geneva, N. Y. He presently is serving with the Air Force police and has aspirations of following in his granddad's footsteps and some day becoming one of the Erie's finest.

We welcome Matthew J. Monahan, Donald R. Dunn, William Williamson and Bart M. Hofstede as new members.

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

We welcome Harry Close as file clerk (from Jersey City Local).

Best wishes to Augustus J. Brennan, second trick West End Main Line dispatcher, on his retirement May 31 after nearly 44 years with the Erie.

Mr. and Mrs. Thomas Decker vacationed at Hot Springs, Ark., Mr. and Mrs. Neil Fulton made local trips. Ruth Larivee attended the Junior Women's State convention at Atlantic City.

Joe McGirr is welcomed back to the office after an illness.

Mr. and Mrs. George Fakelman have announced the birth of a daughter (May 10, Lisa Marie). The mother is the former Alice Sari, stenographer here, and now with the Baggage-Mail Department in New York.

Mr. and Mrs. Harry R. Coleman spent their sixth wedding anniversary motoring on the New York Thruway, stopping at Amsterdam and with relatives in Scotia, N. Y. Their cousins, Mr. and Mrs. Walter Butler, Scotia, entertained with an anniversary dinner at the Parrott House in Schobarie, N. Y. Incidentally, the Colemans opened their summer home at Big Pond, N. Y. and enjoyed the weekend and Memorial Day there. Guests were Mrs. Eleanor Salley, our former stenographer, Mrs. York Butler, Brooklyn, and Mr. and Mrs. R. Easton and family, Harrison, N. J., niece of Mrs. Coleman.

Mr. and Mrs. Robert Smith celebrated their sixth wedding anniversary May 30.

Mr. and Mrs. A. J. Stanley attended the wedding of Rita Theresa Flusk, daughter of Mr. and Mrs. William Flusk, Sr., and Martin Joseph Carr, April 30, at a nuptial mass in Our Lady of Grace Church, Hoboken. The Rev. Joseph A. Flusk of St. Rose of Lima Church, Newark, officiated at his sister's wedding. Her father gave her in marriage and also sang. The reception was at the Union Club, Hoboken.

Get-well wishes are extended to J. D. McFadden who is ill at home.

Chairman John Callahan and the committee for the annual spring dinner-dance of the Welfare Association

extend thanks to all who attended the affair at the Brownstone House in Paterson May 18 and helped make it a success.

Friends always are glad to see **Joe Mamary** when he is in town. He gives glowing reports of affairs out Totowa way.

Looks like **Andy Sanok** will have completed 30 years' service June 23. The years have been kind to **Andy**.

Laura Elizabeth Burgun has joined our force as junior clerk. Many Cleveland general office friends will recall her when she was a member of the forces there.

BELLEVILLE, N. J.

Baseball again is the topic of conversation, **Frank Molinaro** and **Madelaine Sharkey** rooting for the Milwaukee Braves with a dual purpose . . . **Chester Volski**, rate clerk, is busy with his flowers and shrubs. . . **Car Clerk Smith**, man of few words, especially around home, recently purchased an automobile. . . **Comptometer Operator Roy Morgan**, jovial as they come, explaining the effortless task it is to plant 800 gladioli bulbs without getting a backache. . . **Cashier Agnes Donlon**, fresh as a daisy following three weeks' vacation in Florida, says it will be another 15 years before the next one. . . **Chief Clerk Ray Osborne**, who recently moved to North Caldwell, claims it is the garden spot of America. . . **Assistant Agent Emil Welle** already looking for a cool spot. Suspect he's just overheated about the Dodgers. . . **Foreman Armondo (Babe) De Benedetto** looking over his fishing equipment. Upstate New York trout streams, beware. . . **Agent Mel Cook** still looking for a farm in New Jersey.

STATION FORCES

By **N. J. De Vito**

Pine Bush-Thompson Ridge — The second grade of the Pine Bush Central School visited the station with their teacher and some mothers and were instructed regarding railroad business and how it is handled. The following day each child wrote a "thank you" note to the agent . . . **Trainmaster H. E. Joyce**, Port Jervis, and **Assistant Division Engineer M. Condon** were at the Thompson Ridge station in connection with the new feed plant being erected by **Winters Brothers**. It is to replace one destroyed by fire recently.

Newark Freight — **W. J. Moynihan**, car clerk, and wife had an enjoyable vacation in Miami, Fla. . . **James J. Bogert's** wife, Mary, is home from the hospital and coming along well after a serious operation. . . **Raymond Graf**, car checker, spent his vacation traveling to California. . . Our sympathy is extended to **James Hanna**, tracing clerk in the general agent's office, on the death of his brother. . . We welcome **Deanne Gogal** as extra typist during the vacation period.

Wanaque-Midvale — **Eric Arnold**, agent, and wife left June 10 for a trip to the British West Indies, Leeward and Windward Islands. **Eric** says it always has been his idea to make a study of a beachcomber's life so he will have a hobby when he retires.

Chicago Wedding



Cutting their wedding cake are Ronald and Arlene Zera who were married recently in Chicago. Ronald and his father, Blase Zera, operate the lunch canteen at our 14th Street freight station in Chicago.

J. C. FREIGHT CAR

By **Bill Downes**

Mrs. R. B. Trent, stenographer-clerk at **Penhorn** shop, spent her vacation at Miami Beach, Fla.

N. Buscio, carman apprentice, recently became the father of a baby girl (6 lb., 11 oz.) who has been christened **Carlina**.

Eugene Garvey, assistant to car foreman, spent the weekend and Memorial Day with **Mrs. Garvey** at Scranton, Pa. **S. T. Boyce**, car foreman, and family went to Ocean Grove.

from Salamanca.

Birthday congratulations to **G. A. Blair**, **Harry Cornelius**, N. E. Cleveland, **Walter Everly**, D. M. Foos, **W. T. Hughes**, **E. W. Rank**, **W. E. Sinden**.

MARION MECHANICAL

By **Susan Baker**

Sympathy is extended to the families of **Harry Thackery**, stationary engineer, and **Franklin Donaugh**, machinist, both retired, on their recent deaths.

Harry Cowell, machinist helper, retired June 1 after 32 years' service.

Harry Coon, chief clerk to master mechanic, and **Mrs. Coon** spent a week of his vacation at their cottage on Indian Lake.

Tom Kraus, machinist, gradually is recovering after a recent operation. Tom took sick the first day of his vacation and spent the balance in the hospital. We're sorry also to learn of the illness of **Mrs. Pearl McWilliams**, wife of the labor foreman, who was hospitalized for surgery. Another on the sick list is **Martin Duffy**, plumber, who is recuperating at his home east of Marion after a serious operation. He spent two weeks at Marion Hospital and six weeks in the Cleveland Clinic. We hope by the time this column appears they will all be enjoying the best of health.

Our good wishes go with **Carmen Rich**, who has severed his Erie connection.

M. E. Allen, General Electric representative at Erie, Pa., called here May 6 with **Samar Sakhakorn** and **Choochit Choochandr** of the Thailand State Railways, also **William Averre** and **Mario Garino** of the Northern Railway of Costa Rica. They spent the day touring the diesel shop, observing practices and methods.

Additional new car owners are **John Little**, electrician helper (black and yellow Buick hardtop), and **Mike**

JERSEY CITY LOCAL

Mr. and Mrs. Edwin C. Bilson enjoyed a motor trip to Miami Beach, Fla.

Mr. and Mrs. Richard Ronth (general foreman) made a motor trip to the Great Smokies.

Joe Clark, a Dodger fan by marriage, is happy because of the good showing made by the Dodgers.

We welcome **Vincent Tymon** to the OS&D job. **Harry Close** has taken the file clerk's job in the superintendent's office.

Best wishes to **Rita Flusk**, our agent's daughter, on her recent marriage.

Des Lanigan had the grippe (grip), but it was only a brief case.

KENT DIVISION

MARION CAR

By **H. M. Robbins**

Hiram Huffman, acetylene welder (retired), wife and daughter **Sue** are visiting his sister in San Diego, Calif., will stop at points in southern California.

Thomas P. Lavin, relief train yard foreman, was transferred June 1 to wreckmaster at Huntington, Ind. He has been succeeded by **W. J. Novik**

Crawford, electrician apprentice (Ford).

Fred Sanderson, hostler, suddenly took a liking for fried, hard-boiled eggs for breakfast. Seems he bought two dozen eggs from another diesel shop employe, but by the time he got around to using them, they were boiled hard.

We wish continued health and success to **Frank Lawler**, diesel training instructor, who retired April 30. One of his hobbies is to be fishing. At this writing ~~with~~ **Charlie Dillon**, **Paul Penry**, **Pug Walker**, **H. F. (Bus) Cole** and several others from Meadville are in Canada on a fishing trip. We anxiously await their return for, in addition to hearing some mighty tall fish stories, we want to know how **Frank** made out. He never has fished before.

Congratulations to **Kenneth R. Seaman** and wife on the birth of a son (**Kenneth Ray, Jr.**). **Mr. and Mrs. Merle Daum** welcomed their first offspring, also a boy, and **Gerald Huber** and **Mrs.**, a daughter. **Kenneth** and **Gerald** are laborers. **Merle** is a machinist helper.

Birthday congratulations to **Joe Amato**, **W. J. Brown**, **Albert Cicero**, **Gerald Davidson**, **John Draper**, **Frank Elsemann**, **Ralph Emmons**, **Eldon and Ellis Goldsmith**, **James Grounds, Jr.**, **Paul Hammon**, **Merrill Hendel**, **Richard Hurley**, **Leslie Irely**, **Vern Kinsler, Jr.**, **Carl Knell**, **Frank Lares**, **Tony Lazza**, **John Little**, **Charlie Lust**, **John McClure**, **Bill McFarland**, **Frank Ringle**, **John Simmons**, **David Thompson**, **Ron Wasson**.

AKRON, OHIO

A. H. Beeching won a bowling trophy for individual high game in the Akron Business League. Also, he is driving a new Plymouth.

F. M. Smith, claim clerk, and wife made a vacation motor tour to Kentucky, Tennessee and the Smoky mountains.

H. C. Moore, rate clerk, and wife attended the B. R. C. convention in Boston.

A. L. Coffman, timekeeper, spent a weekend in Kenton, Ohio.

Odetta Herz, general clerk, and her husband have a new Chevrolet.

Edmund Kale, reconsigning clerk, and wife spent their vacation motor-ing through central states and stop-ping with relatives in West Virginia and Indiana.

H. M. Hall, Revision Bureau assistant chief clerk, and family visited his mother in Chicago over Memorial Day.

MARION, OHIO

Sympathy is extended to the family of Passenger Conductor **C. P. Steele** who died recently in the Marion General Hospital.

M. C. Murphy, chief dispatcher, has a new Buick.

Some of the fellas are reporting good buys on Chryslers and Plymouths at B. & B. Motors, 209 North Main.

Congratulations to **D. E. Marquis**, assistant chief clerk in the division engineer's office, on his recent marriage in Bucyrus.

Charlie Sidenstricker, Jr., of the division engineer's office, and wife,

July, 1955

Scholarship Winner



Princeton University has awarded one of its Cane Scholarships to Frank Unlandherm, son of Frederick Unlandherm, chief interchange clerk at west end, Croxton, N. J. Frank is president of the honor society at Dickinson High School in Jersey City, a reporter on the Dickinsonian, school publication, and a member of the student government organization. At Princeton he expects to take a liberal arts course and major in teaching.

Geneva, file clerk in the superintendent's office, attended the Jaycee convention at Akron May 13-14.

Jackie Huff spent a weekend with relatives in Huntington, W. Va.

We welcome **A. J. Maurello** to the division as chief clerk to the division engineer.

L. E. Shepherd, chief clerk to division freight agent, has returned from Boston where he attended the Delta Nu Alpha Transportation Fraternity convention.

Congratulations to **David McWhorter**, former messenger in the superintendent's office, who recently was made corporal at Fort Hood, Texas, where he is secretary to Maj. Gen. Thomas L. Harrold, company commander.

J. R. Folsom, retired chief dispatcher, and wife were recent visitors. They reside in St. Louis, Mo.



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MAHONING DIVISION M. OF W., YOUNGSTOWN

By Catherine E. J. HARRISON

We are pleased to learn that Fred Weimer, signalman, is home from the hospital and recuperating after an illness.

F. R. Belger has replaced Tom Vestal as stenographer-clerk in the office of the master carpenter, signal supervisor and crossing watchman.

Anthony Bello, signalman, was nominated for councilman in the Niles primaries May 3.

William Hosa, assistant master carpenter, spent his vacation at home and on short auto trips.

CLEVELAND FREIGHT

By R. M. O'Connor

We extend deep sympathy to Mrs. J. H. Byers and family on the death of the freight agent May 24.

Vacationers last month were Katherine Wood, unclaimed freight clerk, and Ted Specht, rate clerk. Vacation travelers were C. S. Roszak, ticket and demurrage clerk, and wife, Pittsburgh, and A. D. Ingram, freight checker, Granada, Miss.

Joe Smrekar, typist, drove to Martin, Pa., over the long weekend (Decoration Day).

YOUNGSTOWN FREIGHT

By Maureen Pierson

Congratulations are extended to Nan and Fred Shaffer on their new arrival (Susan, May 10). Nan formerly was a clerk here.

Mr. and Mrs. James Bowser have returned from a three weeks' vacation trip to Los Angeles for a visit with their son.

Best wishes to Leo Richards (birthday, May 16).

We welcome back Rose Marie Clark as vacation relief clerk.

CLEVELAND POLICE

By David Downie

Our sympathy is extended to Patrol-

Future Candidate



Looking forward to a teaching career, Lynne Hardt, daughter of Chris Hardt, correspondent for the Erie Magazine at our 14th Street freight station, Chicago, has graduated from a teacher's training class at Jefferson Park Congregational Church. She also is on the honor roll at Schurz High School in Chicago, which makes her a likely candidate for an Erie college scholarship soon.

man Andrew Herrick whose mother died recently.

Patrolman Robert E. Hamilton's son, Robert L., 10, has started training a brand new puppy.

Patrolman Michael Melnyk has been thinking about a new automobile for fishing trips.

The correspondent and wife vacationed in Florida.

MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR REPAIR SHOP

By R. C. Miller

Our sympathy is extended to the family of Louis Kosan, furloughed stationary fireman, who died May 3, and to the family of Peter Barretta on his death May 9.

Congratulations to John Zuchero on the arrival of a granddaughter.

Carl Harmon is a patient at Spencer Hospital and we wish him speedy recovery.

Charles Palmer, retired painter, and Joseph DeJohn spent a week in Boston. Joe attended the clerks' annual convention while Charlie painted the town all colors.

Recent visitors at the Victor King home were his son-in-law, in the Navy, and daughter Judy. Also home in time for the family reunion was Vic's son, Lawrence, recently discharged from the armed force.

CAR ACCOUNTANT CLEVELAND, OHIO

By Ella Carpenter

Olga Tanka and her sister flew to Erie Railroad Magazine

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Wedding Bells



Mary Martha, daughter of Engineer R. A. Hunnicutt, Huntington, Ind., and John B. Sellers, fireman, were married May 14 in Huntington. The newly weds will live in Lima, Ohio.

California where they stopped at points of interest, including San Francisco and Los Angeles.

John Babl and his singing partner, Johnny His, attended the International Convention of the Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America at Miami. They registered at the Hotel Raleigh.

Wedding bells were pealing for Dorothy Pizem and Richard Cinadr as they vowed to love, honor and cherish at the Holy Family Church on June 11. A reception was held at the Association of Polish Women's Hall in the evening.

Our bride of last month, Margaret Brady Boesch, and hubby Charlie, were the unfortunate victims of a car thief while honeymooning in Canada.

Mary Ann Sabo and Rose Clocia had a wonderful weekend in New York and saw the show at Radio City.

Mabel Thomas and sister, Mrs. Margaret Demarest, took a long trip over the holiday weekend to visit relatives in their new home at Worcester, Mass.

It was a proud day for dad, Chester Haughn, when daughter Betty won an Erie scholarship.

It also was a big day for Sam Buchwald when son Marvin graduated from Mayfield High and relatives came all the way from Atlanta, Ga., to celebrate the occasion.

Marian and Cliff Palmer visited relatives in Chicago and Milwaukee.

Anne Kilbane also went to Chicago to attend the Gaelic football game at

Shrewbridge Stadium.

Your reporter tried to entertain former roommate Christine Poelstra (Mrs. Edward Pierce of Rutherford, N. J.), over the holiday weekend but didn't get much cooperation from the weatherman.

It's good to have the boys back from service, the latest being John Sarli, now night tabulator operator.

Best wishes for the future to Helen Gladwin who has left us to await a visit from the stork.

Jack Kuhl was a recent visitor, looking healthier and more prosperous than ever.

The most original excuse prize for arriving late goes to Gayle Ramsey. Her Persian cat had five kittens.

ALLEGANY DIVISION

GEN. FOREMAN-WREMSTR.
SALAMANCA, N. Y.

William Novik, car inspector, has been promoted and transferred to Marion, Ohio, as train yard foreman. Bill, born August 8, 1923, began with the Erie Nov. 16, 1949, as a carman apprentice. Since completing his apprenticeship Nov. 15, 1953, he has been working as third trick car inspector in Salamanca yard. Bill will move with his wife and three children to make their home in Marion. We wish

him success in his new venture.

Sympathy is extended to Mrs. William Schinning and family on the death of her father, J. H. Byers, Erie freight agent at Cleveland.

A welcome is extended to Edgar E. Sheare and family. He was transferred from Port Jervis as a car inspector.

A new addition to the family of Mr. and Mrs. Dan Embowky is a girl, born May 29.

OPERATING

VICE PRESIDENT'S OFFICE

Larry Blauvelt's son Bill came home from Korea last month and was mustered out of military service.

Edith McCaw spent a week's vacation attending exercises at Randolph-Macon and Hobart colleges where her niece Connie and nephew David were graduated.

Ruth O'Connor and Ruth Savage, from Hornell, spent an exciting vacation in San Francisco, Los Angeles and the Grand Canyon.

Understand Frank White has taken up golf and is hunting the elusive par on weekends with his pal, Harry Coykendall. If a hole in one was made, they are very quiet about it.

The wins, losses, aches, sprains etc., of the Cleveland Indians are of much



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concern to those ardent fans, Harry Frank and John Tanis, who predict a repeat for the Tribe.

Ray Lares and family made a motor tour in the South, stopping with relatives in Alabama, Kentucky, Tennessee and Georgia.

Birthday congratulations to Chuck Noyes, Elmer Schneegas and Ed Speer.

MARION DIVISION

HAMMOND CONSOLIDATED

By Grace Connole

The William Kinzles (son of Rate Clerk H. L. Kinzie) and two small sons stopped for a few days with "Top" in Hammond after visiting

Mrs. Kinzie's folks in Ironton, Mo. The younger Kinzies reside in San Diego, Calif.

Congratulations to Supt. F. J. Mulligan on his appointment as superintendent at Youngstown, and greetings to E. J. Robisch, now superintendent at Huntington. Mr. Robisch is no newcomer to the Huntington-Chicago terminal. Only a short time ago he was assistant superintendent at Chicago.

Charles Klemsman, yard clerk, is recuperating after his car became involved in a rear-end collision. Charles dutifully was awaiting for the stop light to change at an intersection when whoops! a big truck minus brakes scooped up his car. Charles was shoved against the windshield, breaking his glasses and bruising and shocking him.

Congratulations to William Coffman, conductor, who on April 19 was elected alderman of the Fifth Ward, Calumet City's largest, for the fourth consecutive four-year term.

Donald H. Ward, relief clerk, was a delegate to the Quadrennial National Convention of the Brotherhood of Railway and Steamship Clerks, held in Boston May 9-14. Mrs. Ward accompanied her husband for a shopping tour.

Grace and Lloyd Connole, general clerk and chief clerk respectively, attended the graduation of her son Karl, seaman recruit, at the Great Lakes Naval Training Center, Great Lakes, Ill., May 21. After two weeks' furlough Karl was to leave for San Francisco to begin a 42-week training course in electronics.

That new blue four-door Ford sedan parked outside the consolidated yard office daily at 4:30 p.m., is registered in the name of Helen (report clerk) and Andy Liesenfelt.

CHICAGO POLICE

By J. S. Steen

The newest recruits to the department are extended a welcome, Gerald F. Schmidt and Robert D. Quarles.

We are glad to see Patrolman R. A. Davis back on the job after spending several days in the hospital.

14TH STREET, CHICAGO

By Chris Hardt

Francis Aldendorf, check clerk, was passing out cigars recently on the occasion of his winning the aldermanic election of the town of North Lake.

Congratulations to the John L. Foleys (Hammond ticket clerk) whose daughter Joan recently won a \$4000 scholarship as announced by President Paul W. Johnston. Joan certainly earned the award with an excellent scholastic record. John's many friends here are happy about the award.

Employees were saddened to learn of the sudden death of J. H. Byers, freight agent at Cleveland. We got to know Howard well on his periodic visits in the capacity of freight supervisor.

We hope for the early recovery of Yetta Morris who has been confined at Mercy Hospital. The office received a "thank you" note from Yetta for the flowers which were sent to her in the

Erie Railroad Magazine



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Engineer Retires



Posing with his wife is J. F. Mason, engineer, Marion, Ohio. Mr. Mason retired May 6 after 41 years of service with the Erie.

hospital.

Carmella Pullano, daughter of Leonard Pullano, assistant cashier, was graduated from grammar school June 5. The family held a graduation party in her honor.

Stanley J. Kearney, billing clerk, and wife made a two-week jaunt to the historic Civil War country in and around Virginia.

Our sympathy to Check Clerk Joseph Broniec and family on the death of his father, 79, at Westmont, Ill.

Many of the station forces attended the testimonial dinner at Huntington in honor of Supt. F. J. Mulligan, now superintendent at Youngstown. The new superintendent at Huntington, E. J. Robisch, is known and liked in this district.

E. H. Spitzer, chief clerk, spent a weekend with relatives at Milwaukee, watching the Chicago Cubs play the Milwaukee Braves.

Congratulations to Floyd Barth, veteran freight house teller, who on May 9 celebrated his birthday and 34th wedding anniversary. He has 39 years' service.

TRANSPORTATION

By T. E. Poe

Best wishes to Mrs. I. P. Williams on her retirement May 9 as agent-operator at Highland after more than 47 years' service.

Z. E. Fanning, agent, Alger-Harolds, vacationed in Colorado. C. D. Smith, operator, RS Tower, Rochester, spent his vacation in Washington, D. C.

Monitor W. L. Gray is the proud father of a baby girl (Cheryl Ann, May 17).

Retired Operator W. B. Bryan, who lives in Long Beach, Calif., stopped in the office on his way back to California after accompanying his wife's body to Terre Haute, Ind., for burial.

MAINTENANCE OF WAY

By Maralene Trainer

E. J. Gaughan of Olean, N. Y., is welcomed as assistant signal supervisor at Huntington.

Sorry to learn of the illness of Crossing Watchman Albert Uhl of Huntington.

Carpenter O. E. Harrison and family spent their vacation in Kalkaska, Mich.

We extend our sympathy to Track Supervisor P. B. Schneck and wife on the death of her mother, Mrs. Hugh Axtell, at Rochester, N. Y., following a long and serious illness.

We trust Mrs. Martin Kiser, widow of the trackman, enjoys living in Portland, Oregon, where she has gone to make her home with her daughter.

Chief Clerk E. L. Martin, wife and son, James, attended the graduation exercises at Purdue University where son Philip received his bachelor of science degree. Following the graduation exercises they left immediately for Richmond, Va., where they visited with Lt. and Mrs. Robert Rouch and daughter who were leaving shortly for their third tour of duty in Germany. Mrs. Rouch formerly was Mary Jane Martin.

The most thrilled mother in Huntington on Mother's Day was Division Inspection Motor Car Operator A. E. Peggs' wife. Their son, A. E. Peggs, Jr., called from Augsburg, Germany, to wish her a Happy Mother's Day. Even though the call was to Mrs. Peggs, Earl was quite inflated and excited too.

ACCOUNTING

OFFICE OF COMPTROLLER

By Joe Keenan

Congratulations to Betty Haughn, our office girl, on being one of the recipients of an Erie scholarship. This scholarship will provide \$1,000 a year during her four years of college at the University of Michigan.

Congratulations also are in order for Joan Milota who took that fateful trip to the altar on May 28. Now she can practice what she has been

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reading for the past month, for a large volume to "How to Cook" was always tucked under her arm.

Phyllis Johnson took advantage of the three-day holiday to go to the Indianapolis Speedway for the Memorial Day races.

After a recent get-together at the Colonial Hotel, John Michel and Henry Neureuther have been going easy on the lunches.

Gene Horvath didn't figure on a swimming pool in planning his new house, but he discovered one in his basement after the recent cloudburst. His twelve inches beat my wading pool of only eight inches.

Howard Wilhelm is now an expert tax advisor and sweater salesman after recent adventures into both fields.

AUDITOR OF DISBURSEMENTS

By **Mary Ann Leonard**

Don Keister is so proud of owning his 1952 Pontiac that he doesn't hesi-

tate in telling anyone about **David Murg**, who works with him, was convinced from Don's conversation that Pontiac cars are tops, so he took his advice and bought a '50 model.

The Jolly Good Timers Club dined at the Zephyr Room on June 23 and then went to see "Kiss Me Kate" at the Musicarnival.

Did you know? . . . **Rita Ann Mazur** is wearing a fraternity pin given by **Jim O'Donnell**. . . Proud new home owners are **Tom Geary**, **Don Keister** and **Peter Gaughan**. . . Railriders over the weekend and Memorial Day were **Edna Langla**, **Lottie Scholz** and **Kathryn Guiton**, all headed east to New Jersey. . . **Ruth** and **George Ernest** drove south on an extended trip to Florida in May. . . **Theresa** and **Bob Cockrell** are parents of **Cynthia Lee**, born May 22 (7 lbs., 5½ oz.).

On June 9 a spinster dinner was held at the Manger Hotel in honor of three future brides, namely, **Mary Ann**

Leonard (June 18), **Agnes Consentino** (July 9) and **Lenore Wygonski** (July 16). Twenty-five girls were on hand to help in the merrymaking.

Happy birthday is extended to **John Quinn** (July 2), **Sophie Ambroz** (July 6), **Charlotte Scholz** (July 16) and **Tom Geary** (July 28).

HORNELL ACCOUNTING BUREAU

By **Lynn Lamb**

Due to circumstances beyond my control, this month's column is coming from Room 305 in St. James Mercy Hospital where **Yours Truly** came for a blood count and ended up losing his appendix. Many thanks for the numerous phone calls and visitations, cards, and gifts (both solid and liquid). . . **Roscoe Dressler** hit the jackpot on the gum machine, getting two sticks of gum and a dime for two cents. . . **Mary Recktenwald** involved in a little legal problem with the Hornell Baseball Association. . . **Mary Stitt** putting on a little show for the M. of W. . . **Ginnie Argentieri** complaining to **Tunney Vet** about not getting good coke service. . . Understand that was some shindig the Union had at the Legion Home. . . Why is it that some people park their car so as to use up two parking spaces? . . . **Walt Coston** and his better half to Louisville for the Derby. That wasn't **Walt** at the \$50 window in *Life* magazine. . . **Delores** and **Karl Lindeman** spoking a new Olds 88. . . **Betsy Corwin** who is a rather accomplished milker, visited the lilac display in Rochester. . . **Hattie Haberli** and **Gertrude Moogan** spent a week doing New York City. . . **Ernie Dungan** gave his mother a refill for her hot water bottle on Mother's Day. . . The honor of the first swim of the season goes to **Aber Burdette** who took an unexpected dip while fishing. . . **Bobbie Sheridan** and hubby are proud owners of a Chevy. . . **Eleanor Trowbridge**, **Jane Moore**, **Betty Leonard**, **Pauline Bove**, **Ruth Hunt** and **Carolyn Benson** took off to Rochester on a little shopping trip. . . The Fin and Feather Club really sabotaged their treasury when they held their last steak roast at **Bob Young's** cottage at Lake Demon. . . The **Bob Hillmans** have a new wrought iron mail box. . . It was a little expensive for **Zip Zanneri** to find out the right way to go on a one-way street. . . **Joe Lachiusa** and **Kip Condon** survived their operations at St. James. . . **Jack Andrews**, former employe and now a member of the New York State Police, was a recent visitor. . . **Gerald Francis Curran** developed the pink eye and wore a sport shirt to match. . . **Paul Quartz** visited in Binghamton. . . **Jim Hilton** loading up on cherry cokes at the Elks' convention. . . **Mary Margaret**, **Eileen** and **Timmy**, children of Mr. and Mrs. **George Hussong**, have a baby brother whom they call **Danny**. . . **Zip Zanneri** has graduated from a cow to a deer. . . The special award this month goes to **Edna Metzger** for killing a mouse. . . Understand **Mary Recktenwald** had a rare delicacy for breakfast while visiting in New York. . . Versatile **Nipper Trowbridge** now is hanging wall paper. . . Wonder if **Dick Tyson** is trying to crack the



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teen-age set with his new brush cut. . . **Lillian Karl**, **Carolyn Benson**, **Dolores Lindeman**, **Helen Glynn**, **Mary Recktenwald**, **Loretta Kinney** and **Dottie Rixford** had a time for themselves on a weekend trip to New York. They all wore orchids when they attended a Brooklyn ball game. Wonder if the flowers could have had any connection with the box seat they had behind home plate. . . Another fine monthly report of the Credit Union from **Walter Coston** and the board of directors. . . **Dick Holleran** back on the Erie payroll after being released from his Army job with **Uncle Sam**. . . **Jean Leland** putting on the dog with a Rochester operation. . . We hope that by the time this column appears **Jack Starr** will be back at his neat desk on the third floor. . . **Don Kendall** had a little trouble while putting up a barbed wire fence, ripping open five or six fingers. . . **Tom Hogan's** daughter **Marylyn** has been awarded a scholarship to **Gene-seo State Normal**.

AUDITOR OF REVENUES

By **Jimmy Murphy**

The revision bureau recently observed one minute of tears as **Doris Morley** left to begin her new job with the government in Washington, D. C. Her friendly smile and charming personality were great assets and she had many friends among her co-workers. The office farce presented her with a steam iron and a delicious dinner at the Chalet. . . **Virginia Johnson** was off amid a waving of tear-stained hankies as she left to take up her job as homemaker. . . The illness of **Floyd Groves** sincerely is regretted by his many friends. He is convalescing at home from a heart ailment after being confined in **Lake-wood Hospital** for two weeks. Knowing **Floyd**, we're certain that loafing will be much harder than working. **Dave Walsh** is pinch-hitting during his absence. . . What the young men will wear this summer was forecast by the appearance of **Bill Donahue** in a "stunning" sport shirt. **Bill** can wear this type of apparel with complete nonchalance and will no doubt set a new style among the dashing young men in the office. . . **L. J. Daley**, special assistant to the auditor of revenues, is mighty proud these days. His son **Leonard** won an Erie scholarship on his graduation from **Mantua High School**. . . On May 14, **Betsy Gruber** and **Jack Bouhall** walked down the aisle of **St. Clements Church** carrying with their future hopes and dreams the best of luck from all their friends in the office. . . **Jim Carlin** visited the office recently with the good news that he had been released from military service. **Jim** is now working in the bindery. . . Without a temperature reading you know that summer is in the air. Stacks of travel folders are brought out, dusted off and pored over with renewed interest. Among others, **Ed Manning**, **Charlie Von Duhn** and **Harry Stanton** huddle to discuss vacation plans. They consult daily with **Charlie Lohravic**, whose advice as a world traveler is much sought after. . . **George Joseph** of the waybill group was inducted into the Army and is in basic training at **Fort Knox, Ky.** . . That blue

haze surrounding **Cleveland May 28** was cigar smoke, occasioned by the advent of **Cynthia**, heir to **Roland Allen**, the proudest daddy in the county. That makes three boys and two girls in the **Allen** household. . . **Bob Love** is back with us again after two years in Germany as a chaplain's assistant. **Bob** is giving up his corporal's stripes to get back in civvies and rejoin the Erie. . . **Miami Beach-comber Juanita Smith** is the envy of us all with her sun-bronzed complexion and her soft southern drawl. . . **Al Owens** is really up in the clouds about his new Plymouth convertible. . . On May 7 our pretty claim checker, **Pat Graham**, became the bride of **P.F.C. Frank Monhardt** in a beautiful ceremony in **Ascension Church**. **Jack Graham**, brother of the bride, was best man. Following the reception in **St. Charles Hall**, which resembled a bon voyage party, the couple left for a tour of **Ireland** and the **Netherlands** and at present they are in **Stuttgart, Germany**, where **Frank** is stationed with the armed forces. . . Retired head statistical clerk **Charlie Glass** paid us a visit soon after his return from **Florida**. Retirement and **Florida** seem to agree with **Charlie** as he is looking fine.

(Please turn to Page 34)

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NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By Joe Barry

We sound the trumpets in salute to our co-workers observing service anniversaries this month: Nick ~~Passarelli~~ and Mary Skelly, 38 years each; Robert Doyle, 19; Charlotte Schall, 12; John Sliwicki, four: Dan Dugan, three, and L. G. Obermeyer, manager, 45.

Roll out the carpet and strike up the band. It's Happy Birthday to Nick ~~Passarelli~~ and Helen Wysienski.

While some go gathering nuts in May, Dom Auletto and Al Moscati go fishing. It can be summed up in three little words: Fishing, wishing, wishing.

There surely will be some changes made. Loretta Hughes, Charlotte Schall and Margaret Cull now are studying interior decorating. A little paper, a little paint make the old place look like something it ain't. No apology for the English, folks. Will Rogers once said, "The people who don't say ain't just ain't eating."

A new mouth to feed at Bill and Phil Carraghers. It's a collie, I'm told. The kiddies won their point.

Marge and John Wilson returned from a Florida vacation, John still pitching for the Yankees on TV.

With suitcase in hand and sporting a southern tan, John Vitrone arrived home from Florida.

John Roach, master of the bowling alleys, spent a weekend at the Palisades Park swimming pool. Kiddies teaching you to swim, John?

Baseball season is well on the march and soon our knights of the diamond will head west to play ball with the Accounting boys in Cleveland. Win or lose, it will be just swell being with our Cleveland buddies again. Understand Buck Rogers is pushing Bob Walker for third base position.

A party was given by Bill Massey on the occasion of his daughter's (Mary) first communion. How time does fly!

Welcome back, Dan Dugan and John Sliwicki. Uncle Sam had you fellows

long enough. Both look fit.

No marriages to report this month—not one dart from Cupid. Bachelors' pay checks remain intact.

Tom and Jack Collins' hobby is painting. When two heads get together the result is just one painting; subject, Little Boy Blue. Wonder if Tom has the correct title. Never did see a barefoot Boy Blue. Perhaps this was before he was old enough to wear shoes.

Dan and Rita Moffit spend Dan's days off sailing down the river with the kiddies.

Understand George Wehrenberg finds himself on the end of the lawn-mower these fine days. Is it really music to your ears, George, or is Jim Whalen fibbing just a little?

Did you know Charles O'Neill does his own recording? Indeed he does, a la Webster tape.

Saw Fred Zazella counting the bank-roll the day after payday. Balancing the budget, I guess.

"Had a little trouble with the bones," says Bill Schneider. You mean dice, Bill? "No, arthritis."

We hope that by the time this column appears we will have good news from Jim Denny who is on sick leave. Why not send Jim a card now and then? A cheery word from our Erie family I am sure would be most welcome.

Henry Kaegi, take note. Just learned that a "joint rate" doesn't mean "one joint to another."

65th Anniversary




Sixty-five years of marriage were celebrated recently by Mr. and Mrs. H. B. Storms of Rutherford, N. J. Mr. Storms was with the Erie 49 years before retiring in 1937.

The family includes three children, eight grandchildren and four great-grandchildren





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