



**NEW  
RAIL**

OUR 52ND YEAR OF PUBLICATION

**JULY 1956**

# The President's Page

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**A**S THE time for the annual Erie Veterans' Picnic approaches, we look forward to the opportunity to again meet many old friends who are retired from active service. We want these men and women, who have given long years of service to Erie, to know they are still considered as an important part of the railroad organization.

I hope that you in active service will encourage them to attend Erie social gatherings and let them know they are always welcome to visit us "on the job".

As you in active service plan your trip to the annual picnic of Erie Veterans at Conneaut Lake this month, why not arrange to bring a retired Erie employee with you as your guest?

*P. W. Johnston*



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

## **RAIL ENDS**

At some point in the Far North this summer the United States Army will place in operation a one-man train to provide transportation through and over the deep Arctic snows. The vehicle is 174 feet in length and operates across country without tracks or runners.

Trainmen on a Canadian railroad qualified for a bounty of \$50 when their train plowed into a wolf pack, killing two of the critters.

This year marks the centennial of wood preservation processing in the railway industry. The first tie-treating plant in the United States was put in operation by the Vermont Central Railroad in 1856. In this plant ties were impregnated with chloride of zinc.

In Western Alaska, a 45-mile narrow gauge railroad between Nome and Shelton uses dogs as motive power.

In Egypt, camels are almost as common as people aboard some passenger trains. These animals are considered as baggage and each second class coach has a compartment at one end reserved for the exclusive use of camels, sheep, goats, cattle or anything else the Egyptian traveler may decide to take along.

Vol. 52, No. 5

July 1956

## **OUR OBJECTIVE**

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

**THE COVER**—With the help of a locomotive crane, members of an Erie gang installing new rail are shown placing one length of rail just west of Ashland, Ohio. For more pictures showing how the gang gets the job done and a brief article about the operation, please turn to Pages 6 and 7 in this issue.



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 employees. 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.





**JIM HANSON**, industrial development, Cleveland—"I can't find a girl with enough money."



**BOB GOULD**, 14th St. freight house, Chicago—"Whenever any of the girls I date become too serious, I tell them that I am not a very thrifty man, and they soon lose interest."

# Oh, Gir-r-rls, It's Half Past 1956!



**QUESTION:** How do you manage to avoid being trapped by these desperate females?

Alarmed by the large numbers of resourceful bachelor Eriemen who have been able to escape matrimony and to continue happy, carefree lives, a male editor, apparently overcome by the depressing summer heat, of the **ERIE MAGAZINE**, decided to try to help the panting females who seem to be losing ground in their determined pursuit of the gay unmarried males in this waning leap year.

The method of help was to publicly expose some of the guilty culprits who, though extremely eligible, seem to have found the secret which other males did not discover until it was too late and the dreaded sentence of wedded life had been pronounced. So, we asked the question at the start of this article of some of our bachelors.

On these two pages are the faces of a few of the worst offenders and their answers. Of course, there are many others, and we hope this article will point the finger at them. Girls, after them and good luck to you!

P. S. The editors appreciate very much the cheerful cooperation which these fearless Eriemen exhibited in going along with our idea for this bit of fun.

**GEORGE LANGE**, commercial agent, Seattle—"I just hate washing dishes and mowing the lawn." Editor's note—We are sad to report that George's luck ran out. He was married on June 24 to pretty Muriel Feddersen.





**GEORGE HEILSHORN**, freight claim department, Cleveland—"By keeping busy with extra curricular activities, I manage to keep from being ambushed."



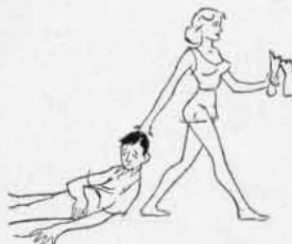
**JOHN DEWAAL**, passenger department, Chicago—"I like to be foot-loose and fancy-free. I don't want to be dragging an anchor everywhere I roam."



**WALTER HOUSE**, photostat operator, Cleveland—"Any man can get married. To stay single is a big achievement."



**ED SPITZER**, 14th St. freight house, Chicago—"Being rather fleet of foot, I have always managed to stay one step ahead of them."



**FRANK BUCK** interline, Cleveland—"Women are a puzzle, and I hate puzzles, especially one that's good for a lifetime."



1. Using a mechanical spike puller, members of the crew which is installing the new rail remove the spikes from the old rail.

# Old Rail Out, New Rail In

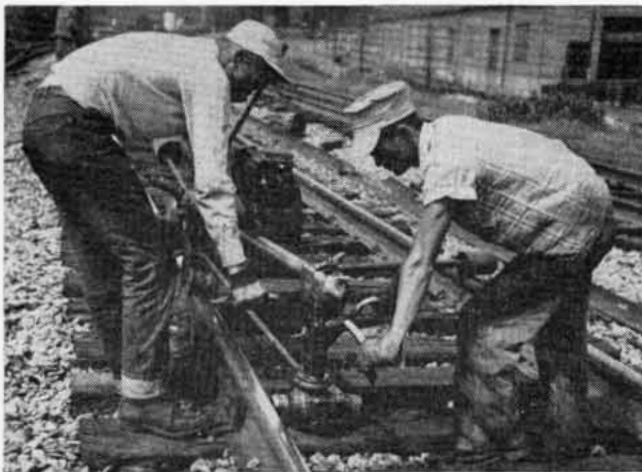
These days with the sun shining down warmly, there are a number of groups of brawny, sun-tanned Eriemen who are replacing old rail with new at several points on our main line.

The group in these pictures and on the front cover was located just west of Ashland, Ohio, when the pictures were taken.

Fifty miles of shining new rail will be laid on the Erie this summer. The job starts usually in April and continues into August. The life of rail is determined by its location on the railroad, depending on curvature, grade, tonnage carried, damage by rolling stock, derailments, etc.

Removed rail is disposed of in three ways. It can be used again in branch lines, side or yard tracks. If worn only at the ends, it can be made useful for main or main branch tracks by cutting off 18 inches at each end and redrilling bolt holes at our reclamation plant at Meadville, Pa. It is also sold to industry for side and yard tracks. The used rail often is sold for scrap to steel mills which can reshape it for other use.

The Erie uses 140-pound rail at such points as curves, single track and at other locations where traffic is extra heavy. For ordinary heavy traffic, we use 132-pound rail and in some places 115-pound. The weight is measured by number of pounds per yard of rail.



2. Following the spike pullers these men loosen and remove the bolts which hold the joint bars to the rails.

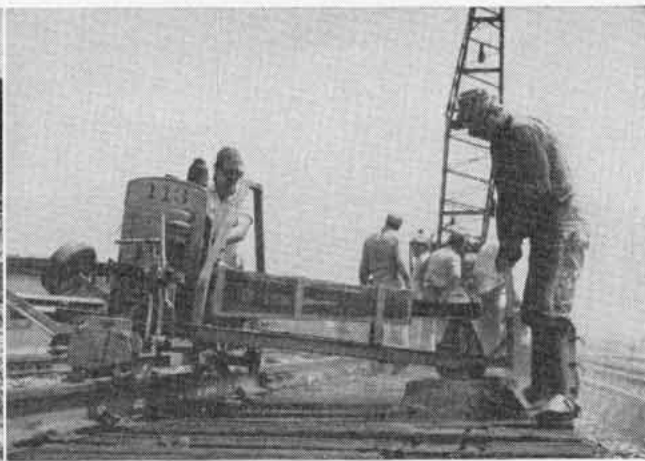


3. Two men with special tools roll out the old rail to make room for brand new rail.





4. Wooden tie plugs are inserted into the holes left by removed spikes.



5. The plugs are sheared off and a bed cut for the tie plates by an adzer, a machine with a rotating plate with knives.



6. The tie plates are put in place next, then the rail is put in place by the locomotive crane (front cover).



7. The new rail is gaged for exact width between rails to insure exact width.

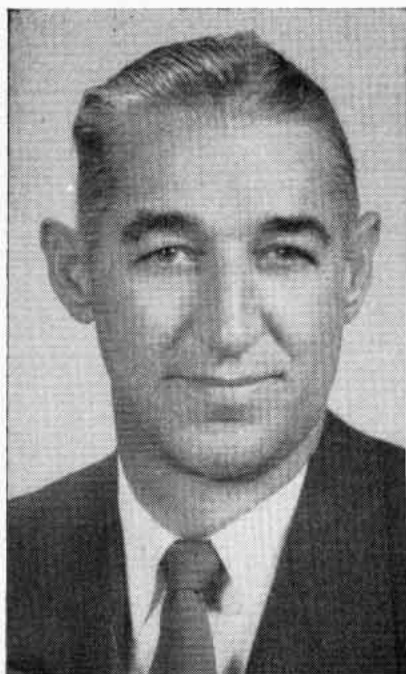


8. One spike on each side of the rail is driven manually every fourth tie and the rails are gaged for width again.



9. The mechanical spike driver comes along to drive the remainder of the spikes. The new rail now is ready for use.

# Navin Appointed Superintendent



E. J. Robisch



F. E. Navin

started as a clerk in 1928. After military service he was appointed inspector of operations at Cleveland in 1946. He was advanced to trainmaster at Jersey City later that year and to passenger trainmaster in 1948.

The passenger trainmaster's duties at Jersey City now are being handled by Wilbur J. Betz who was promoted from trainmaster of the New York Division. Mr. Betz started as a fireman on the Erie in Meadville in 1942 and was in military service from 1944 to 1946. He resumed as a fireman in 1947 and was promoted to engineer in 1949. In 1951 he was appointed inspector of operations in Cleveland and then in Jersey City the following year. He became trainmaster there in 1953.

The new trainmaster of the New York Division is James W. Connor who was trainmaster at Port Jervis. A native of Hornell and a transportation graduate of the University of Michigan, Mr. Connor started as a trackman under his father, Charles L. Connor, who was track supervisor, in 1938 at Avon, N. Y. He returned to the Erie from military service as a brakeman in 1946 and transferred to levelman in the engineering department in Cleveland a year later. He was promoted to trainmaster at Kent in 1950, Meadville in 1953 and Port Jervis Dec. 1, 1955.

Mr. Connor's place at Port Jervis has been taken by Howard B. Hart who was road foreman of engines at Jersey City and whose title now is trainmaster-road foreman of engines. He started as a fireman at Meadville in 1942 and was in military service from 1944 to 1946. He had been road foreman of engines for the New York Division since 1953.

In addition, a number of other promotions in the Operating Department have been announced.

Clyde E. Wogan, transportation assistant in the research department, Cleveland, has been promoted to inspector of operations, Youngstown. He started as a trackman on the Marion Division in 1944. In military service from 1946 to 1948, he returned as a brakeman on the Kent Division. At Purdue University from 1949

## *Promotions Announced For 25 Other Employes*

Promotions in the Operating Department which resulted in the advancement of a superintendent to a busier division and an assistant superintendent to superintendent precipitated a string of other promotions for a number of employes on June 1.

To start the welcome chain reaction, E. J. Robisch, superintendent of the Marion Division with headquarters at Huntington, Ind., was moved up to the superintendent's post for the Kent Division at Marion, Ohio. He succeeds Robert H. Lewis who has been granted a leave of absence on account of illness.

Supt. Robisch started with the Erie as a clerk on Nov. 18, 1928, at Jersey City. On Dec. 1, 1953, he was appointed superintendent at Salamanca, N. Y., and was transferred to Huntington on April 24, 1955.

The new superintendent at Hunt-

ington is Francis E. Navin, assistant superintendent at Youngstown. A native of Marion, Supt. Navin started with the Erie in 1919 and became a yardmaster in 1929. Mr. Navin became trainmaster at Youngstown in 1944 and in Meadville, Pa., in 1947. He advanced to assistant superintendent at Youngstown in 1951.

Mr. Navin's place as assistant superintendent has been taken by Ward F. Wilson who was trainmaster at Buffalo. Mr. Wilson started with the Erie as a messenger at Binghamton, N. Y., in 1918. In 1950 he was promoted to inspector of operations in Jersey City and then to trainmaster there in 1951, transferring to Buffalo in 1952.

### **Conway At Buffalo**

Succeeding Mr. Wilson at Buffalo is James W. Conway, passenger trainmaster at Jersey City and a native of Marion where he



to 1952, he returned as a freight conductor in 1954 and then came to Cleveland the next year.

At Sharon, Pa., Thomas M. Gibbons has been promoted to general yardmaster. He started as a yard clerk at Ferrona yard in 1923 and had various clerical jobs at Youngstown and Warren before promotion in 1951 to yardmaster at Ferrona.

Harold C. Green has been appointed chief AAR inspector in the car department. He started as a laborer at Port Jervis in 1921 and became an AAR inspector at Cleveland in 1943.

John L. Leonard has been appointed temporary assistant to the engineer of maintenance of way, Western District. A native of Blossburg, Pa., he started there with the Erie as a trackman in 1920 and has been a foreman, general foreman, supervisor and general roadmaster.

\* \* \*

## OTHER PROMOTIONS

Seven promotions have been announced in the communications and signal department.

R. G. Zvara has been advanced to assistant communications engineer, Cleveland. He began with the Erie in 1949 as an assistant maintainer and on Dec. 1, 1952, was promoted to communications equipment supervisor.

An Erie employee since 1925, Oliver G. Carey has been promoted to general signal inspector—communications, Cleveland. He was signal maintenance foreman at Lima, Ohio, and signal supervisor at Marion and Hornell before becoming supervisor of communications and signals at Hornell.

Succeeding Mr. Carey as supervisor of communications and signals at Hornell is George I. Molusky who has had the same job at Salamanca since 1953. He started as a signal helper at Corning, N. Y., in 1941.

William F. Caden has been appointed supervisor of communications and signals at Huntington. A native of Hancock, N. Y., Mr. Caden has been with the Erie since 1936 with military service overseas.

The new supervisor of communications and signals at Salamanca is Robert H. Dean who has been with the Erie since September 1941 when he started as a signal helper on the Mahoning Division.

Paul M. Miller has been ap-

pointed assistant signal supervisor at Paterson, N. J. He has been with the Erie since May 1944.

Eugene J. Gaughan has been named assistant signal supervisor at Binghamton. He started as a signal helper in Paterson, N. J., his home town, in 1944.

Promoted to acting track supervisor at Susquehanna, Pa., is Anthony P. Buono who started as a trackman on Nov. 7, 1928.

Jesse H. Smith has been appointed general foreman at Hornell. He began with the Erie as a trackman on April 1, 1946.

The general foreman at Dunmore, Pa., is Edward J. Kelly who began work with the Erie as a rodman on the Wyoming Division on May 21, 1942.

\* \* \*

## TRAFFIC DEPARTMENT

In the Traffic Department five promotions have been announced.

Taking over the general agent's duties in New Orleans is Edward

F. McHugh who has been with the Erie 20 years. In 1938 he worked as a clerk-stenographer in the agency which he now heads. He was transferred back to Chicago in 1940 and was promoted to commercial agent at Seattle in 1942.

Three new commercial agents have been appointed as follows:

Paul A. Talkington, jr., at Atlanta. A native of Columbus, Ind., Mr. Talkington went to work for the Erie as a steno at Akron, Ohio. He worked in clerical positions in Cleveland, Pittsburgh and Kansas City before being named commercial agent in the latter city in 1951.

Robert E. Johnson at Kansas City. Born in Cleveland, he started as a clerk-steno at Columbus, Ohio, in 1948 and two years later had the same job at Cincinnati before going to St. Louis in 1951 as chief clerk.

George E. Lange at Seattle. A native of Chicago he has been an Erieman there since 1946 with time  
(Please turn to Page 16)

## Greek Labor Leaders On Visit



*This group is composed of Greek labor leaders on a tour of the United States and their Erie hosts. While in Cleveland they were squired by John Schreur, Erie general chairman of the Brotherhood of Railway and Steamship Clerks (center). The picture was taken beside our Hulett ore unloaders on our ore dock on Lake Erie. The group also took a look at our business machine operations in the Columbia Building in Cleveland. Other Eriemen in the picture who were hosts are Chris Schlegel, freight agent; Vic Neumann, commercial agent, and Charley Parker, general agent.*

Spitting sparks and creeping along at a snail's pace, it's no wonder many people are asking if "IT" is not a monster dragon from outer space using the Erie's right-of-way for a highway.

Really, "IT" is nothing to be afraid of. "IT" is the Speno Rail Grinding train which has been grinding away to remove corrugations and other minor imperfections in Erie rails. This helps to give passengers a smoother and quieter ride and at the same time cuts track maintenance costs.

The rail grinding train started on our railroad on May 14 and was scheduled to cover portions of our main line between Jersey City and Chicago and also the line to Cleveland by July.

The train consists of eight grinder cars, an EMD power car similar to a B-unit diesel, a camp car, a caboose and a locomotive. Each of the grinder cars has 12 grinding units, six on each rail, or a total of 96 in the train.

Erie maintenance of way officials feel that results of the grinding have been more than satisfactory. The grinding eliminates imperfections which cause vibration in locomotives and cars.

The grinding also will reduce rail and joint maintenance costs, and the reduction in vibration means less track maintenance. In addition, it is expected that regularly scheduled rail-grinding will prolong the service life of rail because rail surface imperfections will be cor-



*The rail grinding train slowly moves along smoothing our main line rails between Leavittsburg and Akron, Ohio, on the Kent Division.*

## We've Lost Our Bumps

rected, checking wear and damage.

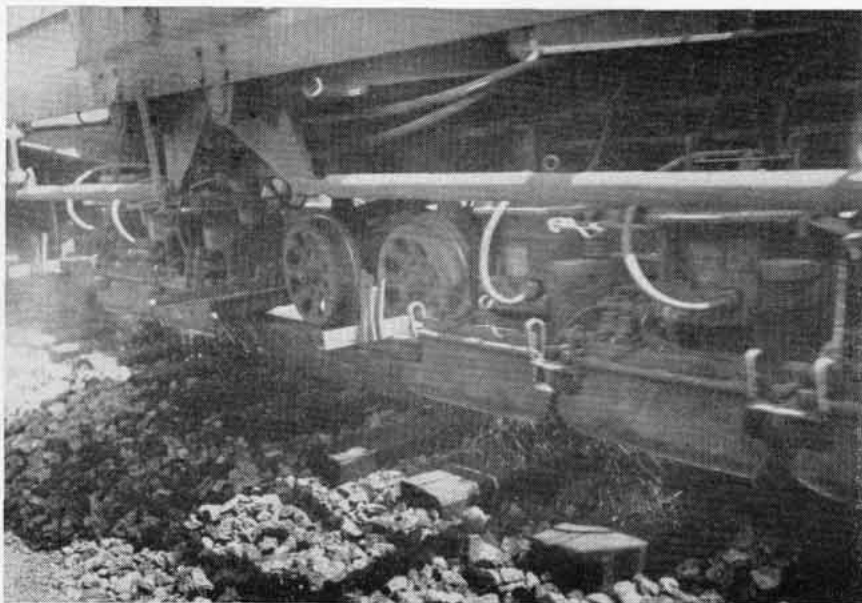
This is the second time "IT" has been on our railroad. Last year the train worked on our Eastern District. Cost of construction of the train was about \$500,000.

Rental on the train is \$125 per hour. Average cost per mile since the Erie has used the train has been \$110.59, with \$96.93 for rental and \$13.66 for work train costs. It is expected that the rail-grinding operation will be scheduled for certain parts of the railroad each year.

The train, while grinding, is operated at a speed of 1.8 to 2.2 miles per hour. When not grinding, the train runs at from 40 to 50 miles per hour. The grinding portion of the train is about 400 feet long. The Speno employees consist of one foreman, four operators, one mechanic and one cook. In addition, of course, there is the regular railroad train crew.

The entire train, including the engine and caboose, is equipped with a loud-speaker system. All train members are in constant communication with each other, and instructions and warnings of approaching trains and obstructions can be passed along instantly. For night operations, adjustable floodlights have been mounted on the ends of the cabs which are located on alternate grinder cars. The cabs are glass enclosed on all sides and are equipped with air conditioners and heaters. Operators in these cabs adjust the grinding wheels.

So, if you have taken a ride on an Erie train since the middle of May and noticed the smoother and quieter ride, "IT" is the answer.



*Here is a close-up view of the grinding units on one of the grinder cars. The grindstones are concealed by heavy plates of metal to protect anybody nearby from the sparks and stones which sometimes are thrown during the grinding.*



## MORE HONORS

One of Erie's scholarship winners has won another honor, this time in college. Joel Roth, son of Louis Roth, auditor of revenues office, Cleveland, winner of an Erie scholarship in 1954, has been announced as winner of a Jerry Telleen scholarship at Case Institute of Technology, Cleveland, where Joel has just completed his freshman year. The scholarship amounts to \$100 for the fall semester and \$100 for the spring semester next year.

Even the morticians are in the credit business. There is one in Los Angeles who advertises: "Use our lay-away plan. Pay now. Go later."

## Room For All In Golf Tourney

If you haven't sent in your entry application for the Erie system golf tournament at Hornell, N. Y., Saturday and Sunday, July 28 and 29, you still have time.

Entries will be accepted until July 16. The entry fee is five bucks, and you're bound to have fun even if you don't win the championship or break par.

Just send your applications or just write, to Donald Brunswick, 6 Linwood Ave., Hornell, N. Y. Tell him whether you'll want a hotel room, for how many nights and about what time on either of the two days you want to play.

## Erie Folk Mourn Spot's Passing

His loyal friends, the Erie employees, did all they could for him.

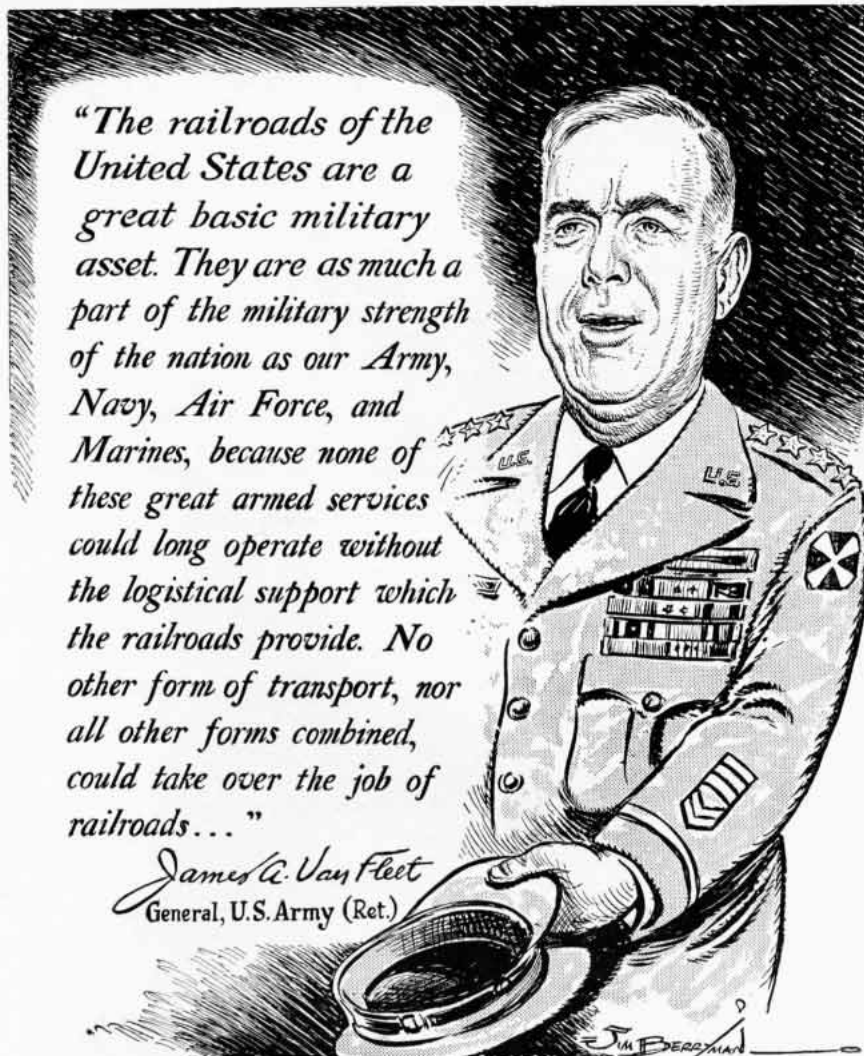
They footed all his hospital bills, and they were ready to contribute more if only it would help him to get well.

During the past 15 years he had earned the respect and friendship of



Spot and friend, Ed Austgen, ticket clerk at Lima.

July, 1956



*"The railroads of the United States are a great basic military asset. They are as much a part of the military strength of the nation as our Army, Navy, Air Force, and Marines, because none of these great armed services could long operate without the logistical support which the railroads provide. No other form of transport, nor all other forms combined, could take over the job of railroads..."*

*James A. Van Fleet*  
General, U.S. Army (Ret.)

everybody around the station by doing his job consciously and capably.

He went under the surgeon's knife, however, and he never made it back to his beloved railroaders.

He was another victim of cancer.

Spot, "mostly fox terrier," reported to be 19 years old, was buried in a quiet funeral in the burial ground of the veterinarian who tried to save his life.

For 15 years he had worked the dog watch at our freight and passenger stations at Lima, Ohio. Guardian of our freight, U.S. mail and official greeter of our passengers, Spot ruled supreme in Lima as far as Erie operations were concerned.

One day when the Lima station was being shined up for a visit from top "brass," somebody suggested to the superintendent that Spot ought to be "absent" during the visit.

"I can't do that," said the super. "He's got seniority over me." Spot will be missed.

## NO 2 ALIKE

There are nearly a billion cross ties in the railway structure of the United States, and from the viewpoint of the tie experts, no two of them are exactly alike.

Writing in *Railway Purchase and Stores*, L. C. Hazlett, chief tie and timber inspector, Missouri-Kansas-Texas Railroad, says "The whimsies and vagaries of the capricious elements endow the growing tree with individual characteristics as different as fingerprints. Fertility of soil, wind velocity, lack or presence of moisture, and many, many similar factors all contribute to the texture, density, strength and durability of wood. These qualities, in turn, affect time required for proper seasoning, retention of treating materials and a myriad of other characteristics of individual cross ties, even of the same species.

Obey safety rules and live to cross many crossings!





H. H. Clark

## Superintendents Elect H. H. Clark As President

Members of the American Association of Superintendents elected H. Hale Clark, Erie's superintendent of transportation, their president for the next year at their eastern convention the first week in June in Chicago.

The association is a fraternity of railroad operating men which was organized in 1896 to study railroad operating problems and to exchange ideas among themselves through committee reports and discussions at two meetings each year, one in the East and one on the West Coast.

A graduate of Cornell University, Mr. Clark has been with the Erie since April 15, 1928, starting as a levelman in his home town, Buffalo, N. Y. On Sept. 7, 1944, he was named superintendent of the Kent Division, then was transferred to Cleveland as assistant to the vice president for operations on Oct. 1, 1948. He was appointed superintendent of transportation on Dec. 1, 1949.

## QUAINT RULES

When railroads were young each superintendent formulated train rules to suit his ideas of how a railroad should be run and to fit his particular operating requirements. In the light of present day operations, some of these rules appear quaint indeed. For instance, in 1858 the following rules governed operations on the Pensacola & Georgia Railroad, now a part of the Seaboard Air Line System in Florida.

**Rule 8:**—As a general rule when

# CONFIDENT LIVING

By Dr. Norman Vincent Peale

Some weeks ago, I saw the story of the actress, Marjorie Rambeau, on Ralph Edwards' "This Is Your Life" television program. Miss Rambeau, who seemed to be a charming and delightful person, told of an automobile accident in which she had been severely injured.

The doctors told her that she would never walk again. When she was well enough to work, she managed to get some parts in television plays in which she could act her parts sitting down. Eventually, her condition improved enough so that she could also work standing up. But she couldn't walk; She couldn't move her legs.

Then she was cast in a motion picture, "A Man Called Peter," the life of Dr. Peter Marshall, who had been chaplain of the U.S. Senate and pastor of the New York Avenue Presbyterian Church in Washington. In one scene in the picture, she was to be shown in the front pew in the church, first sitting and later standing. Then the camera was to focus on the congregation walking out of church and, during this time, stagehands could carry her out.

When they played the scene, she was in the front pew listening to another actor, in the part of Peter Marshall, delivering one of Dr. Marshall's famous sermons on faith. Marshall's point was that, if you really believe and it is a right thing and it is God's will, trusting to faith, you can do anything. Sitting there listening Miss Rambeau forgot that both she and the man in the pulpit were merely actors. She listened to the message of the sermon and, when

the congregation of actors stood and then walked to the exits, she automatically moved out of her pew and started down the aisle. It literally stopped the show. Every person connected with that production felt the presence of God as this woman, a little shaky but filled with certainty, made her way down that aisle.

When I saw Miss Rambeau on television she stood and she walked. For she had discovered that, if you have faith, you can accomplish anything.

I have tried to formulate this as the law of creative accomplishment. Suppose you want to accomplish something? How do you go about doing it?

First, you must pray about it. Why pray? To be sure it's a right thing you want, because if it isn't right it must necessarily be wrong. And a wrong thing can never turn out right. Then, too, prayer is necessary to give you insight and wisdom that you do not ordinarily possess.

Second, you paint in your conscious mind a picture of yourself as accomplishing the thing you want. Then you hold it and repeat it until it sinks deep into your subconscious. Picture what you want as coming to pass, not in the future, but soon, *now*.

Third, do all you can to bring what you want to pass, constantly checking with God and asking His help.

And, fourth, leave the rest in the hands of God, in full confidence that He will not let you down.

Pray, visualize, work and have faith—and, with God's help, you can accomplish anything.

(Copyright 1956, The Hall Syndicate, Inc.)

trains meet between stations, the train nearest the turnout will run back. Any dispute as to which train shall retire is to be determined at once by the conductors, without any interference on the part of the enginemen. This rule is required to be varied in favor of the heaviest loaded engine or worst grades if they meet near the center.

**Rule 13:**—Should a train run off or from any cause be stopped on the track at night, the red light must be instantly sent back to a safe distance to stop a train approaching in the rear, and the green light will in like manner be sent forward to stop a train approaching in the front. A half mile either way from where the

train is stopped will be a safe distance, and at that point a fire must be built in the middle of the track, and a train hand stationed there who shall keep up the fire and keep the red or green light burning.

**Rule 16:**—If the spark catcher or chimney of an engine gets out of order, so as to endanger the safety of the train, the conductor must put the train on the first turnout and return his engine to Tallahassee for repairs.

**Rule 17:**—The fireman will in all cases assist in putting in and taking out baggage and all other work which may be required by the conductor in charge.

## LETTERS FROM YOU

Sir:

Last Saturday morning, March 17, J. L. Mauthe, president of the Youngstown Sheet and Tube Co., and his wife, together with my wife and I, arrived in Chicago on the Super Chief; and we were met at the train by your representative, Phil Morgan.

I want to take this means of expressing our thanks to your organization for the courteous and special treatment we received. I congratulate you upon having as your representative a man with such genial personality and understanding of the little needs of the traveling public.

F. B. Thacher, Chairman  
Carbon Limestone Co.  
Lowellville, Ohio

Sir:

I would like to take this opportunity to tell you it is a real pleasure to do business with your company.

It is our job to file claims against many carriers, both rail and motor, but nowhere do we find the type of efficiency, promptness of reply, acknowledgment and payment that your company renders...

J. C. Schriner, Traf. Repr.  
Cleveland Freight Service  
Cleveland 15, Ohio

Sir:

... The Conco crane was unloaded at 7 a.m. Sunday at the South Norwalk freight yard and after working all day Sunday and Sunday night, it was ready for operation Monday morning at 7. We know you used every effort possible to help us accomplish this and we appreciate it.

William W. Wolfe  
(Plant Engineer)  
Nash Engineering Co.  
South Norwalk, Conn.

Sir:

... I was en route from New York to Port Jervis April 7 on No. 5. In the car where I was seated was a large group of displaced persons en route to Chicago. Not one spoke English and all were mixed nationalities. The porter in our car, Dorsey Dunbar, was as pleasant and helpful

## 40 Years Of Commuting Ends



The smiling man in the center is just about to take his last ride on the Erie as a regular commuter after 40 years. The man, Grover Warner, Closter, N. J., said just before embarking on this outstanding occasion for him that Erie commuter trains had never failed him in his 40 years of going to his job and returning home daily. He was nice enough also to say that the commuter service had been continuously improving. Congratulating Mr. Warner is Jim Betz, passenger trainmaster at Jersey City. In the passenger car door is Edwin Roser, a fellow commuter.

as he could be. He didn't speak their languages but by signs, indications and pointing, he helped them get drinks, directed them to correct washrooms, saw to it that each had his ticket at his seat and accounted for, collected baggage and checks and even helped some get food in the dining car.

When we mentioned it to him he said it was all in the line of duty. But all of us who spoke with him felt that he went beyond his duty. He said he wanted their first impression of America to be good. He certainly was a fine ambassador—for both the Erie and America.

Betty Spangenberg  
Horseheads, N. Y.

There were 221,098 miles of railroad and 392,735 miles of all track in the United States at the beginning of 1955.

## They're Tops

Colorado outclasses all other states in railway altitudes. The highest railway tunnel in the United States is the Moffat Tunnel, on the Denver & Rio Grande Western, tracks at one point being 9,239 feet above sea level.

The Denver & Rio Grande Western Railroad reaches an elevation of 10,331 ft. at Rowe Mill, Colo.

The highest point in this country reached by a railroad using adhesion or smooth rails, rather than cog rails, is on the Colorado & Southern Railway at Climax, Colorado, where the elevation is 11,319 feet above sea level.

The Manitou & Pike's Peak (cog) Railway scales Pike's Peak to an elevation of 14,110 feet above sea level—the highest point reached by a railroad on the North American continent.



**UNION CITY**—From the left, seated, J. S. Parsons, assistant chief engineer, maintenance of way; R. L. Mitchell, section foreman, Union City; standing, O. N. Babcock, L. H. Mitchell and T. J. Kamppi, members of Mr. Mitchell's gang which won the award.



**WARREN**—From the left, George Vasilou and George Higby, members of the winning gang, their foreman, George Fatsos, and Mr. Parsons.



**SUSQUEHANNA**—From the left, G. T. Caffrey, stores department foreman, Susquehanna; J. J. Enright, division storekeeper, Susquehanna, and M. G. McInnes, vice president for operations.

# Enemies Of Accidents

The Eriemen shown in the pictures on this page are proof that accidents need not happen.

These men are leaders and members of some of the groups of employees who have not had accidents on the job during the past 25 years. Those are truly remarkable records which should be the goal of all groups of Erie employees.

These men and their groups were honored for their splendid achievements at a series of dinners recently in their home towns.



**JERSEY CITY**—Shaking hands, Mr. McInnes and Anthony Cesaro, leading stock-keeper, Jersey City; center Dominick Friscino, section foreman; top, Samuel Scavera, section foreman, and Charles Dilger, Jr., leading stock-keeper, Paterson, N. J.



# RAILROAD SAFETY

## VACATION SAFETY

Sure, vacations are wonderful. Nothing like them to relax and refresh you, and give you a happier, healthier outlook on life. That is, if you take a little common sense along with you on your vacation.

Every year, people come back from vacations with raw, sunburned backs. Others come back limping from twisted ankles or busted legs. *Take it easy those first days in the sun, and don't try to play like a teenager if you're not one.*

Then there are the guys who get careless at the beach or in a boat and get into serious trouble. *Have a healthy respect for water if you can't swim.*

One of the biggest dangers of all is the travel by car. Thousands of vacation trips have ended with a traffic mishap, that brought injury and death. *Put some courtesy, caution and common sense into your driving.*

Enjoy yourself on your vacation, but take it easy. Apply safe thinking in your leisure time just as you do on the job.

## Keep 'Em Tied

Mention Bermuda shorts for men and you'll get some violent reactions for and against. Some think they're just the thing for leisure wear; others wouldn't be caught dead in them.

Here's one fashion note about which there can be no argument. Loose, floppy pants legs are definitely not the style for the well-dressed railroader. They can catch in machinery, on materials, on bolts, etc., cause serious injury in many ways. Don't lose to a personal injury because of loose pants legs. Keep 'em tied securely.

## Couple Of Hazards

In coupling (and uncoupling) a charged air hose there are two main hazards.

One, of course is the danger of getting your teeth kicked in, and the other is getting yourself run over.

To protect against that first hazard, it's just a matter of closing the angle cocks before you break 'em—then grabbing hold and holding tight

when you pull the couplings apart.

And to keep from getting run over, the answer is absolute protection before you go between the cars. Always remember the blue flag in situations where it's required.

## Good Fishing

Going fishing this month? Hubert Hammers went fishing May 25, 1952, in Lake Superior and caught a lake trout that weighed 63 lbs. 2 oz. And the following year, on May 7, L. Marron caught a 1,182 lb. swordfish at Iquique, Chile, with a rod and reel.

Are you fishing for trouble by throwing switches without any regard for safety? If you're not on balance, with your feet planted solidly, and clear of where you're dropping the switch ball, you may be hooked by a personal injury.

## Practice Makes Perfect

So says an old proverb. And we say it about almost anything from learning to sing to earning the do-re-mi. But do we say, "practice makes perfect," and do we fully understand its meaning, about some very important phases of living—SAFE HABITS, for instance?

*Do we PRACTICE safe practices on our jobs, at home, and when driving and walking? Do we PRACTICE safe living?*

## 2 LOCOMOTIVE SHOPS WIN SAFETY AWARDS

Two Erie diesel shops in New Jersey have set splendid safety records for other Erie employee groups to shoot at.

The shops at Jersey City and Secaucus were awarded certificates for perfect records in the interplant safety contest sponsored by the Department of Labor and Industry of New Jersey during the first three months of 1956.

All the employees at the shop deserve a pat on the back for cooperating to establish this perfect record.

Contribute ideas to improve safety.



From National Safety News  
Published by  
The National Safety Council



For his outstanding work as a Boy Scout leader, Murat A. Keith, grain door loader at Akron, Ohio, recently received a commendation. He has been in scouting since 1941. In 1948 he received a Scouters Award and this year a Scouters Key.

## PROMOTIONS continued

off for military service from 1950 to 1952.

A veteran of 19 years with the Erie, with service in the Army from 1942 to 1945, Arthur W. Meinke has been promoted to manager of mail, baggage and express, Jersey City. A Cleveland, he has been in the passenger department throughout his Erie career.

## Vice President

Vic Neumann, commercial agent, Cleveland, has been elected vice president of the Cleveland Transportation Club.

A native of Cleveland, he has been with the Erie since April 5, 1937. He was appointed a commercial agent on Jan. 1, 1955.

On May 1, 1956, the Pullman Company operated a fleet of 4,255 cars, some owned by the company, others leased.



| NAME                         | OCCUPATION            | LOCATION               | DATE OF DEATH |
|------------------------------|-----------------------|------------------------|---------------|
| *Accadia, Michele            | Trackman              | New York Division      | 3-14-56       |
| *Andes, William Charles      | Crossing Watchman     | New York Division      | 2- 7-56       |
| *Arduini, Felice             | Crossing Watchman     | Susquehanna Division   | 3-25-56       |
| *Babbony, Harold James       | Yard Brakeman         | Youngstown, Ohio       | 5-12-56       |
| *Beams, Chester Newton       | Road Brakeman         | New York Division      | 12-15-55      |
| *Belser, William             | Yard Conductor        | Marion, Ohio           | 3- 9-56       |
| *Brush, Robert Russell       | Road Conductor        | New York Division      | 5-20-56       |
| *Cashman, Joseph Aloysius    | Engineer              | Delaware Division      | 5-20-56       |
| *Cheney, Walter Clyde        | Engineer              | Meadville Division     | 5- 8-56       |
| *Collegio, Angelo            | Plumber Helper        | Delaware Division      | 3- 4-56       |
| *Cregan, Patrick Joseph      | Air Brake Repairman   | Hornell Car Shop       | 3-24-56       |
| *Denver, James Edward        | Pile Driver Engineer  | New York Term. Div.    | 4-28-56       |
| *DeValue, Abram              | Baggage-Mail Handler  | Jersey City, N. J.     | 2-12-56       |
| *Doll, Charles Lester        | Yard Conductor        | Marion, Ohio           | 4-27-56       |
| *Evans, Joseph Sumner        | Machinist             | Marion Roundhouse      | 4-25-56       |
| *Gallagher, Mary             | Telephone Operator    | Hornell, N. Y.         | 5-18-56       |
| *Herring, Charles Alfred     | Trackman              | New York Division      | 5-16-56       |
| *Hohensee, Charles Christian | Yard Brakeman         | East Buffalo, N. Y.    | 5- 1-56       |
| *Holchook, Anthony           | Clerk (28th St.)      | New York, N. Y.        | 4-20-56       |
| *Karlich, Henry              | Switchtender          | New York Division      | 2-22-56       |
| *Kinsella, Peter Joseph      | Barge Captain         | Marine Department      | 4-26-56       |
| *Krawczyk, Andrew            | Car Inspector         | Croton, N. J.          | 4- 9-56       |
| *Kreoli, George Joseph       | Baggage-Mail Handler  | New York Division      | 5- 6-56       |
| *Larrissay, Frank Joseph     | Chief AAR Inspector   | Cleveland, Ohio        | 4-29-56       |
| *Magura, Peter               | Car Inspector         | Croton, N. J.          | 4- 2-56       |
| *McCormick, Joseph Raymond   | Train Starter-Opr.    | New York Division      | 5-10-56       |
| *McEwen, Arthur Clair        | Conductor             | B. & S. W. Division    | 5-13-56       |
| *Meehan, Joseph Ignatius     | Pipefitter            | Avoca Shop             | 5- 8-56       |
| *Mooney, Robert Patrick      | Engineer              | Mahoning Division      | 3-17-56       |
| *Moore, Charles Joseph       | Yard Brakeman         | Kent, Ohio             | 3-15-56       |
| *Nagle, Francis Edward       | Carpenter             | New York Division      | 4-19-56       |
| *Novy, Frank Earl            | Gang Foreman          | Brier Hill Car Shop    | 4-28-56       |
| *Oliver, Albert Gardner      | Welder                | Susquehanna, Pa.       | 5- 7-56       |
| *Oppedisano, Pietro          | Asst. Foreman         | New York Division      | 5-12-56       |
| *Pierson, Alfred Kriston     | Crossing Watchman     | Mahoning Division      | 3- 6-56       |
| *Ridlon, George Francis      | Marine Engineer       | Marine Department      | 5-16-56       |
| *Robertson, Robert Macara    | Machinist             | Susquehanna Coach Shop | 4-25-56       |
| *Robinson, Clarence Elford   | Conductor             | Susquehanna Division   | 5- 3-56       |
| *Rubie, Ellis Arlando        | Car Repairer          | Huntington, Ind.       | 3-13-56       |
| *Ruehle, Fred Martin         | Yard Brakeman         | East Buffalo, N. Y.    | 12-16-55      |
| *Ryan, Daniel                | Electrician           | Jersey City Shop       | 5- 2-56       |
| *Santelli, Santo             | Boilermaker Helper    | Cleveland Shop         | 3-29-56       |
| *Sheedy, Michael Joseph      | Watchman              | New York, N. Y.        | 2-16-56       |
| *Smith, Robert Harry         | Yard Conductor        | Meadville Division     | 5-10-56       |
| *Stack, Edward Hoyt          | Conductor             | B. & S. W. Division    | 4- 6-56       |
| *Sweeney, Hugh T.            | Asst. Fht. Traf. Mgr. | Chicago, Ill.          | 5-29-56       |
| *Vaillila, Veto              | Laborer               | Meadville Reclamation  | 5- 9-56       |
| *Virgil, Joseph Edward       | Conductor             | Delaware Division      | 5-12-56       |
| *Whitted, Harley Harrison    | Engineer              | Marion Division        | 5-19-56       |
| *Wilson, Ernest Alfred       | Waiter                | Jersey City, N. J.     | 5-22-56       |
| *Yant, William               | Engineer              | Marion Division        | 3-29-56       |
| *Retired Employees           |                       |                        |               |

## Yes, Indeed; Times Change

The following item concerning the cost of locomotives is from the *Railroad Gazette* for Aug. 18, 1876.

Prices of locomotives are given by the Chicago *Inter-Ocean* in answer to a correspondent who asks the price of a standard-gauge locomotive at "from \$10,000 to \$15,000, according to weight and finish." Locomotive builders would be very well pleased if these figures were correct, but the fact is, we believe that if the *Inter-Ocean* correspondent is willing to pay from \$8,000 to \$8,500 for a first-class passenger or freight engine, with

16 by 24 in. cylinders—and more of that size are in use than of any other on Northern and Western roads—he can get all he wants at those figures. Smaller and lighter engines he can buy for proportionally smaller figures.

In striking contrast to the above locomotive cost figures in 1876 are the following figures, compiled by the Association of American Railroads, for new locomotives installed by Class I railroads in 1954: Diesel-electric locomotive units, for freight service, \$113,000 to \$237,000 each; for passenger service, \$178,000 to \$255,000 each; for both freight and passenger service, \$165,000 to \$240,000 each; for switching service, \$105,000 to \$225,000 each.

## BOOK CORNER

### BOOKS:

*Trains, Tracks and Travel*, by T. W. and R. G. Van Metre. 9th edition. Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. 501 pages. \$4.95. Revised edition of this volume on railroading.

*The Great Burlington Strike of 1888*, by Donald L. McMurtry. Harvard University Press, 44 Francis Ave., Cambridge 38, Mass. 400 pages. \$6. Case study of the Burlington conflict in its historical setting and an evaluation of the results.

*Statistics of Railways in the United States, Year ended Dec. 31, 1953*. Issued by Bureau of Transport Economics and Statistics. 616 pages. \$4.25. Sold by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

*The Official Register of Passenger Train Equipment*. 1956 edition. Railway Equipment and Publication Co., 424 W. 33rd St., New York 1, N. Y. 120 pages. 60 cents. Annual listing of railroads' and private car lines' passenger train equipment, including data on seating capacity, type, length and special features of each car.

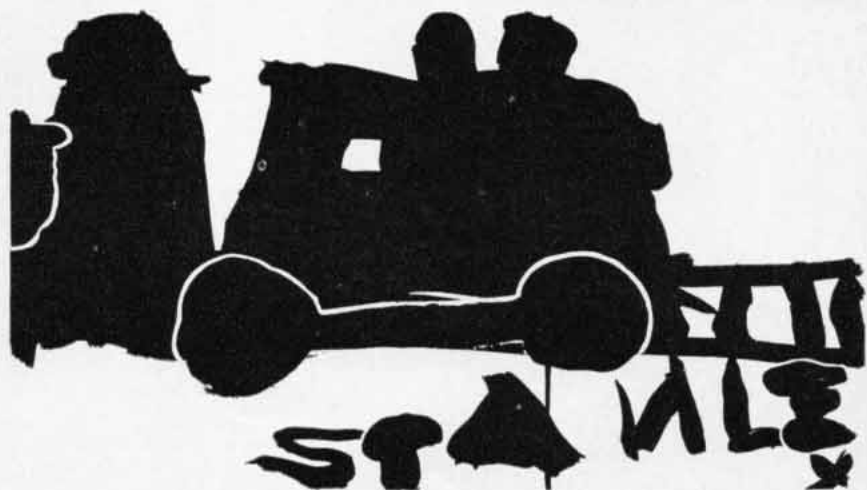
*A Case Study of Balloting Regulation; the Boston and Maine Recapitalizes, 1948-1953*, by Robert Louis Masson. Harvard University Press, Cambridge, Mass. 389 pages. \$4.50. An analysis of the balloting experience of the Boston and Maine Railroad in a voluntary stock modification under a new amendment (section 20b) of the Interstate Commerce Act.

*Working on the Tracks*, by B. H. Moore. Published in May, 1956, by the Accounting Division, Association of American Railroads, Washington 6, D. C. 81 pages. \$1. This well-illustrated manual describes in detail items included in the various material, work and labor reports used in railway accounting in connection with construction and maintenance of roadbed and tracks. Includes data relating to the elements of roadbed and tracks, the differences between replacements and betterments, the distribution of labor time and costs to various accounts, and the reporting of materials used in the material book.

*Night Train to Scotland*, by Sybil E. Burr. The Westminster Press, Witherspoon Building, Philadelphia 7, Pennsylvania. 208 pages. \$2.75. The story of a teen-aged boy and girl's train trip to Scotland where they have an adventurous time tracing

July, 1956

## KINDERGARTEN IMPRESSIONS



South School  
Kent, Ohio  
March 15, 1956

Dear Mr. McInnis

Thank you for the candy.

We were surprised.

We liked the mints.

We like to watch Trains.

Sincerely Yours,  
Kindergarten Class

Mrs. R. M. Shaw, teacher of the kindergarten class at South School, Kent, Ohio, sent these expressions of appreciation from her pupils to M. G. McInnes, vice president for operations, after Erie employees had played host to the children on a tour of our Kent passenger station. Although the last steam engine left Erie tracks long ago, apparently the children haven't forgotten them.

family history in the Scottish highlands. Published in March 1956.

*Mexican Travel Guide*, by Arthur Gordon Melvin. I. & M. Ottenheimer, 25 S. Howard Street, Baltimore 1, Maryland. 254 pages; maps. \$3.95. Includes data on types of transportation, tours and hotel accommodations. Published in April 1956.

*The Great Locomotive Chase*, by MacLennan Roberts. Dell Publishing Company, 261 Fifth Avenue, New York 16, N. Y. 160 pages. 25 cents. New title in Dell paperback series. The story of the capture, chase and recapture of the locomotive "General" during the War Between the States. Published in April 1956.

### BOOKLETS:

*Highway Costs . . . and who should pay them*, by Burton N. Behling, Economist, Association of American Railroads. A 46-page booklet reproducing a statement by Mr. Behling on highway financing made at a hearing of the House Committee on Ways and Means, February 20, 1956. Free. Apply, Association of American Railroads, Transportation Building, Washington 6, D. C.

*Rail Transport and the Winning of Wars*, by General James A. Van

Fleet. A 71-page booklet reviewing and discussing the vital role of railroads in military operations. Free. Apply, Association of American Railroads, Transportation Building, Washington 6, D. C.

*Railroad Planning for Defense . . . A Guide*. A 23-page booklet containing principles and guides for development of security programs within the railway industry. Free. Apply, Association of American Railroads, Transportation Building, Washington 6, D. C.

*A Review of Railway Operations in 1955*. A 43-page booklet containing a comprehensive summary and evaluation of the performance and progress of the American railroads in 1955. Includes statistical tables relating to performance and plant and a review of legislative, judicial and administrative proceedings. Free. Apply, Bureau of Railway Economics, Association of American Railroads, Transportation Building, Washington 6, D. C.

### FORTHCOMING:

*American Railroad Network, 1861-1890*, by George Rogers Taylor and Irene D. Neu. Harvard University Press, Cambridge 38, Mass. 160 pages. \$4. Scheduled for publication on June 25.





**F. M. SMITH** (left), claim clerk—"If I had the time and money, I'd like to go to England to look over their railroads and find out how their operations are different from ours." **JERRY MICKUNAS**, car clerk—"Given the time I would like to go to my brother's place in Fort Lauderdale, Fla., and help him operate his two Everglades excursion boats."

**HOWARD MOORE**, chief rate clerk—"I would take a trip to Hawaii."



**HOWARD HOLCOMB**, comptometer operator — "I would like to return to Germany where I served during the Korean War and enjoy myself as a civilian."



# Kamera Kwiz

**QUESTION: If you could do anything you pleased, how would you spend your vacation this summer?**

Our question this month was tossed at employees in our freight house at Akron, Ohio.

We were surprised by the answers as we think you will be. Nobody wanted a trip to the moon or anything similar. As a matter of fact, many of the employees were going to spend their vacations this summer the same way they would if they were multi-millionaires.



**ANNE KELLER**, switchboard operator—"I would just like to go somewhere and rest and rest and rest." **AL COFFMAN**, timekeeper—"I would like to just go somewhere and take it easy without doing anything."



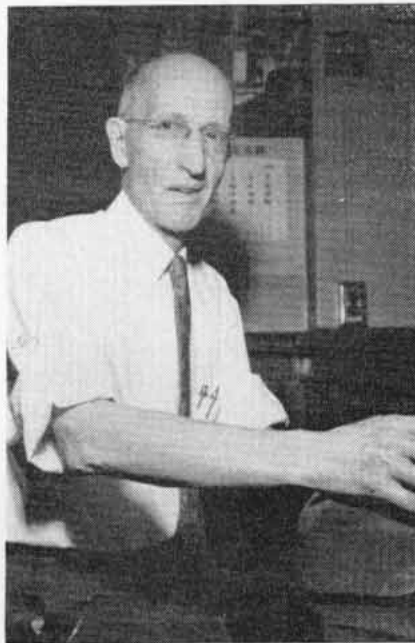


**MAMIE SHULTZ** (right), stenographer—"I would like to go to Acapulco, Mexico, because I have heard it's so wonderful." **ODETTE HERZ**, O., S. & D. clerk—"I would go to California to see my son in Sherman Oaks, and that's where I am going in the fall."



**WAYNE WHITE** (left), rate revision clerk—"I've heard so much about it that I'd like to take a trip through the West, especially to see the Grand Canyon." **ROY SNYDER**, rate revision clerk—"I'm a fisherman, so I would like to go fishing in Florida where it's warm and where there's a variety of fishing."

**C. L. LODS**, chief waybill clerk—"Well, my mother's folks come from England, and I would like to spend some time there. I'd like to take an ocean voyage, too, and maybe fly back."



**A. B. CUSHING**, typist-mail clerk—"If I could, I would like to go back over the battlefields in France, Belgium and Germany where I was in combat as a paratrooper in World War II."



**BESSE WESTBROOK**, transit rate clerk—"I just want to go to my home town of Maren-go, Ohio, to the farm I own with my brother and to milk the cows, tend the chickens and do all the other things you do on a farm."



**JULIA SUHR**, typist—"Because I have never been there and have heard so much about it, I would like to go to Florida."

# ERIE VETERANS



*This picture was taken recently at a get-together of the Meadville, Pa., chapter and auxiliary of Erie veterans. Standing, from the left, are Rev. Fr. Stephen Kotyuk, Karl Smallenberger, William Hadden, R. J. Unger and L. L. Hoffman. Seated are Mrs. T. F. Gorman, Mrs. W. W. Thomas, Mrs. Hadden, Mrs. Unger and Mrs. Hoffman.*

## Salamanca

Veterans poured in from all points of the compass for our fourth annual May party, held May 26 at the Holy Cross Athletic Club with an attendance of 276.

It began with the arrival of the Jersey City delegation of 30 and Port Jervis officers on Train 7 and scattered groups from the west on Train 8.

A luncheon for visiting chapter members was held at one o'clock at the Myers Hotel with 64 present. The business meeting of local and system officers followed. A tour of the Fancher Furniture plants was under the direction of I. O. Vaaler of the Fancher Co. and then a trip through Allegany State Park.

The Buffalo delegation of 40 arrived by chartered bus, 28 from Hornell on Train 1 and smaller groups from the majority of our chapters. System veteran officers present were E. H. Stocker, president; W. W. Turner, first vice-president; L. E. Rodgers, second vice-president; F. P. Belling, director of social activities, and R. G. Lewis, treasurer. Past presidents present were Edward McCue, J. F. Muchler, M. A. Redding and M. J. Ricciardi. Chapter chairmen were Peter Sigretto, Port Jervis; R. E. Symington, Buffalo, H. C. Travis, Hornell; vice chairmen, G. E. Sisco, Jersey City, and F. J. Tyson, Hornell; chapter secretaries, George Kalle, Jersey City, H. I. Moyer, Buf-

falo, and J. R. Fero, Youngstown.

Invocation was by the Rev. Ronald S. Morrissey of St. Mary's Episcopal Church.

The program follows: Remarks by Toastmaster L. R. Smith, Jamestown; introduction of executive officers, visiting veterans and guests by J. L. Murray, Salamanca Chapter chairman; remarks by J. J. Crowley, mayor of Salamanca, system officers Stocker, Turner and Rodgers; address by Director of Social Activities Belling on the activities and purposes of veterans' associations and pending legislation regarding beneficial changes in the Railroad Retirement Act; remarks by J. G. Ainey, May party chairman, and presentation of gifts to his committee members.

Entertainment consisted of tap and novelty dancing numbers by the Dolecki sisters, Barbara and Carol; modern dancing numbers by Patricia and Donald Burley, children of A. C. Burley, chief clerk to division engineer; round and square dancing to Parky's Orchestra with vocal accompaniment by A. F. Rojek.

This was one of our finest veterans' parties and the committee is to be commended for an excellent and efficient job. J. G. Ainey, general chairman, Louis Rossman and S. G. Williams, co-chairmen, P. W. Scribner, C. K. Scott, L. R. Smith, A. C. Burley, H. M. Bunker, D. S. Fordham, Charles Benson, George Goodford and J. F. Zaproski; entertain-

## Fellow Veterans:

It was most encouraging to see such large delegations from Jersey City, Port Jervis, Hornell, Buffalo and Youngstown at the Salamanca Chapter May party where I was an honor guest. The growing interest in veteranism on our railroad was manifested by this large attendance. The officers and members of the party committee of the Salamanca Chapter have shown us what can be accomplished by team-work and co-operation, and I feel highly pleased that this spirit is prevailing on the entire system. Likewise, it is very encouraging to note the progress being made in our membership drive led by our capable vice-president, L. E. Rodgers of Salamanca. I shall be more than delighted to present all chapters with their rewards at the close of the campaign.

Your president and officers then journeyed to Conneaut Lake Park where we completed arrangements for our 1956 annual outing July 21. I am delighted to inform you that many pleasant surprises are in store for all of you who attend. Take a tip from your president, contact your chapter chairman and make arrangements for your train reservation and dinner. Also, remember that there will be valuable prizes presented by the railroad management to the youngest and oldest veteran. So, look about for possible candidates for these honors and fill out the entry forms.

Sincerely,  
E. H. Stocker  
President

\* \* \*

ment, C. R. Fralick, Harry Sloan and Louis Howard; publicity and reservations, S. Durston, C. T. Arend, Robert Crouse, O. C. Barnard, J. W. Childs, L. A. Snyder, Joseph Rupp, R. B. Gardner, J. M. Letro, John Lindner, LeRoy Cobb, C. R. Kauffman, Raymond Tapp, Donald Ward and Walter Palen; decoration, Mrs. H. M. Bunker, chairman; Mrs. Charles Stein, Mrs. W. T. Bartle, Mrs. Rossman, Mrs. J. R. Kennedy and Mrs. Scott.

Sick members are Hildred Caldwell, Francis Letro and Coyle DeLisle.

## Meadville

By R. C. Miller

Three couples were honor guests Thursday evening, May 24, having had golden weddings this year. They were Mr. and Mrs. R. J. Unger, Mr. and Mrs. L. L. Hoffman, Meadville; Mr. and Mrs. William Hadden, Conneaut Lake. Each 50-year bride was presented with a corsage and each couple was given a three-tiered decorated anniversary cake.

The 22d anniversary of the auxiliary was observed also. Its first presi-

*Erie Railroad Magazine*



dent, **Mrs. T. F. Gorman**, presided over the program and told about early days of the organization.

Those on our sick list are **Ross Owens** and **James Urquhart**.

Sympathy is extended to **J. E. Hauser** and sons, **Harry**, Phoenix, Ariz., **Merle**, Cochran, and daughter, **Ann Chandler**, Meadville, on the death of **Mrs. Hauser**.

## Buffalo-Rochester

By Ruth Nise Munger

Thirty-three members traveled to Salamanca for that chapter's annual spring dinner and dance on May 26. All enjoyed the hospitality of the Salamanca veterans, the delicious roast beef dinner and entertainment, and the reunion with veterans from the system.

The next annual gathering is at Conneaut Lake, Pa., July 20-21.

Our Ladies Auxiliary is busily adding new members to its roll. . . On May 14, 30 attended the **Jack Eno** broadcast and luncheon at the Hotel Westbrook. **Mrs. William Streaton**, president, and the correspondent had the pleasure of going on the air. **Mrs. Streaton** was presented with an orchid corsage.

At the spring luncheon at McDoel's, 75 were seated at tables tastefully decorated with candles and tulips. The window sills also held flowers. Credit goes to **Mrs. Fred Kern** and the committee, **Mrs. Streaton**, **Mrs. Schultz**, **Mrs. Cunio**, **Mrs. Lanza**, **Mrs. J. Duane**, chairman.

We extend our sympathy to Agent **Felix Droit** and daughter, **Joan**, on the death of **Mrs. Droit** May 11, and to **Harry Joyce** whose brother, **William**, died in Portageville May 25.

Chairman **Robert Symington** and his son traveled to Philadelphia to at-

tend the wedding of his niece.

Our best wishes for continued success go with **Ward Wilson** in his new assignment as assistant superintendent at Youngstown, and greetings to his successor, **James Conway**.

Reminder: The United Association of Railroad Veterans will meet Oct. 12-14 at the William Penn Hotel in Pittsburgh.

## Jersey City

By G. C. Kalle

Sincere sympathy is extended to the families of our late departed brothers, **George F. Ridlon** and **John F. Taylor**.

It was gratifying to see such a large attendance at our last meeting at which time we honored two 50-year men. President **E. H. Stocker** presented 50-year buttons to brothers **John J. Regan** and **Charles S. Symonds**.

Thirty-two officers and members journeyed to Salamanca to attend that chapter's fourth annual party on May 26. The committee and members of the Salamanca chapter are to be commended upon their efforts.

Membership Drive Chairman **R. O. Leverton** reported 66 new and reinstated members as of May 9. Brother **Leverton** is doing a good job and with a little more help from our members will succeed in surpassing our goal of 120 new or reinstated members.

Past President **A. B. Cohen** is vacationing with his son, **Dr. Mark R. Cohen**, in Springfield, Mo. Judging from the reports received, he is enjoying himself.

Applications for the system picnic are in the hands of your various dues collectors. If you are planning to attend, please get your application, fill

# Veterans Ready With Big Plans For Annual Outing

Special trains with sleeping accommodations will depart from various terminals on the Erie beginning Friday, July 20, for the Annual Outing of the Erie Veterans Association at Conneaut Lake Park, Saturday, July 21. The numerous preparations and arrangements made by the outing committee promise everybody the best outing in history, **F. P. Belling**, activities director, says.

Beautiful Conneaut Lake Park has added a number of new attractions as well as new eating and refreshment stands. The Erie-Huntington Band will give a number of concerts throughout the day. The annual system softball game for the Veterans Cup will start at 10 a.m., and all park amusements will be open to veterans and children all day at a special rate.

The noon dinner will be served in the main dining room of the hotel at 12:05 p.m. The lake boat ride is a must for newcomers to see the beautiful Conneaut Lake shore line. At 2 p.m. everybody will gather at the Crystal Ballroom for the drawing and distributing of prizes. Also, the results of the election of officers and awarding of prizes to the oldest and youngest veterans will take place at that time. The outdoor stage presentation begins at 3 p.m. and will be followed by the outdoor field events.

\* \* \*

it in and forward it to your secretary for processing. You will note we are putting the date forward one month to July 21, hoping to jinx our weather misfortunes of the past few picnics.

The ladies assembled on May 9 and instituted the Ladies Auxiliary, Jersey City chapter. There were 21 ladies present for the first meeting and the following officers were elected temporarily: **Mrs. E. H. Stocker**, president; **Mrs. William Brazel**, vice president; **Mrs. John J. Callahan**, secretary; **Mrs. Frank P. Belling**, treasurer, and **Mrs. B. S. Reed**, **Mrs. John J. McCoy**, **Mrs. George C. Kalle**, trustees. The auxiliary is planning to meet independently of the chapter but at the same time and place. All wives and daughters of our veterans are invited to attend and join.

Your chapter picnic committee has completed arrangements for the picnic at Werner's Grove, North Haledon, Sept. 23. Why not plan to come out and join us in an afternoon and evening of games, dancing, good food and pleasant companionship?

Brothers **M. B. Roderick**, **P. F.**  
(Please turn to Page 34)

## 2 Employees End Careers



Two Jersey City employees with a combined total of 94 years of service with the Erie retired recently. They are **E. H. Stocker** (left), air brake foreman, and **Daniel Tierson** (right), engine dispatcher. They are shown here with their framed retirement certificates which were presented at a party for the two men by **C. F. Schwartz**, general master mechanic, shown here with them. **Mr. Stocker** is president this year of the Erie Veterans Association. He was with the Erie 48 years and **Mr. Tierson** 46 years.



One of the most popular Eriemen in Port Jervis, N. Y., G. E. Sheets, road foreman of engines, has retired. Friends from all over the Erie were present for a retirement party for him at Port Jervis on June 7.



| NAME                  | POSITION             | LOCATION           | DATE     | YEARS SERVICE |
|-----------------------|----------------------|--------------------|----------|---------------|
| Frank A. Alloy        | Carman               | Dunmore, Pa.       | 4-23-56  | 41            |
| Clemens H. Beck       | Shop Hostler         | Huntington, Ind.   | 5- 8-56  | 40            |
| Philip W. Bernard     | Section Foreman      | Conewango, N. Y.   | 4-23-56  | 30            |
| Frank P. Blum         | Bridgeman            | Jersey City, N. J. | 4-30-56  | 42            |
| Charles L. Bloomfield | Engineer             | Meadville, Pa.     | 4-25-56  | 46            |
| Harold L. Bogardus    | Engineer             | Jersey City, N. J. | 4-19-56  | 39            |
| Eugene W. Burnett     | General Agent        | New Orleans, La.   | 5-31-56  | 34            |
| Michael J. Cannon     | Captain of Police    | Dunmore, Pa.       | 5-31-56  | 35            |
| Nicola Damico         | Trackman             | Meadville, Pa.     | 4-11-56  | 34            |
| Anna M. Douglass      | Ticket Seller        | New York, N. Y.    | 5-10-56  | 41            |
| Joseph M. Gettings    | Road Brakeman        | Dunmore, Pa.       | 4-19-56  | 40            |
| George J. Kreoll      | Baggage & Mail Hldr. | Jersey City, N. J. | 4-11-56  | 32            |
| Thomas J. Lahey, Sr.  | Yard Conductor       | Port Jervis, N. Y. | 5-16-56  | 43            |
| John A. Marshall      | Chief Clerk          | Cleveland, Ohio    | 6-30-56  | 44            |
| Ernest A. C. Muller   | Agent                | Closter, N. J.     | 4-25-56  | 39            |
| Alice G. O'Donnell    | Chief Telephone Opr. | Jersey City, N. J. | 5-28-56  | 49            |
| Frank W. Oswalt       | Car Inspector        | Huntington, Ind.   | 11-29-54 | 32            |
| Stanley V. Pawloski   | Car Inspector        | Croton, N. J.      | 5- 4-56  | 29            |
| Antonio Romano        | Coach Cleaner        | Jersey City, N. J. | 5-24-56  | 37            |
| Ernest J. Rudt        | Shop Hostler         | Secaucus, N. J.    | 4-30-56  | 30            |
| Grover Smith          | Trackman             | Delong, Ind.       | 4-10-56  | 28            |
| Joseph M. Viets       | Agent                | Greenville, Pa.    | 5-14-56  | 38            |
| Frederick W. Wagner   | Signal Maintainer    | Jersey City, N. J. | 4-11-56  | 43            |
| Joseph C. Yusko       | Signal Maintainer    | Olean, N. Y.       | 5- 8-56  | 33            |

Junior: Daddy, do you keep on growing taller all the time?

Father: No, son, why do you ask?

Junior: Because the top of your head is poking up through your hair.

"Are you a good little boy?"

"Nope, I'm the kind of a boy my ma doesn't want me to play with."

## RAILROAD SPIES

Before the telegraph came into use, many railroad men responsible for train operations were required to keep and use spyglasses, or telescopes.

The earliest signal used in railway operations was the ball signal, or "highball," as it came to be called by railroad men. A ball about 20 or 25 inches in diameter was raised to an elevation of 25 to 35 feet, sometimes even higher, by means of a rope operated through a pulley attached to a pole.

Ball signals were located at each railway station and sometimes placed at intervals between stations. If a train departed on time, the station hoisted a white ball. If the train was late, a black ball was hoisted.

By means of the spy-glass, the agent or some other railway employee at the next station was able to observe the signal and hoist a ball of the same color for the information of the next station. By repeating this procedure from station to station a train's progress was known many miles ahead.

## Big One Heads For Oklahoma



The Erie started this huge transformer on a trip from the Westinghouse Corp. plant at Sharon, Pa., to Tulsa, Okla. We carried it to Huntington, Ind. Gross weight was 472,620 pounds, net 323,740 pounds. In the train crew, from the left, are George Terchilla, brakeman; J. E. O'Malley, engineer; J. D. Baker, brakeman, and F. L. Skruck, conductor.

## RAILROAD QUIZ

1. Which is correct: waybill (one word), way-bill (hyphenated), or way bill (two words)?
2. Does *tonnage rating* apply to weight of a locomotive, horsepower of a locomotive, or load pulled?
3. Was the first completely air-conditioned passenger train placed in service in the United States 15 years, 25 years, or 35 years ago?
4. Which are more widely used on American railroads, hewed cross-ties or sawed cross-ties?
5. Do the initials "OH" on a steel rail refer to the process of manufacture, the place of manufacture, or the name of the manufacturer?
6. In what time zone is Atlanta, Georgia—Eastern or Central?
7. Does the original waybill for an interline shipment remain with the originating carrier or accompany the shipment to destination?
8. Out of the 3.4 cents which the Post Office Department receives—on the average—for handling a piece of domestic non-local first-class mail, how much do the railroads receive—about 2 cents, 1 cent,  $\frac{1}{2}$  of a cent, or  $\frac{1}{8}$  of a cent?
9. Does the term *scheduled meet* relate to court procedure, accounting procedure, or train operations?
10. Does the term *contraband baggage* refer to smuggled articles, to articles improperly represented as baggage, or to lost baggage?  
(Please turn to page 34)

### PLUSH LIFE

Enginemen and firemen who operate diesel-electric locomotives enjoy comforts and conveniences which were unknown to railroaders a generation ago. Engineers and firemen sit in upholstered swivel armchairs, with easily accessible controls. Air entering the cab is filtered and changed several times a minute at proper temperatures. Excess heat is removed through ducts and blowers. Both engineer and fireman have clear vision and an unobstructed view on either side of the right-of-way. They also have such helpful aids as automatic windshield wipers, defrosters, sun visors, and adjustable windows.

What's Your Guess?

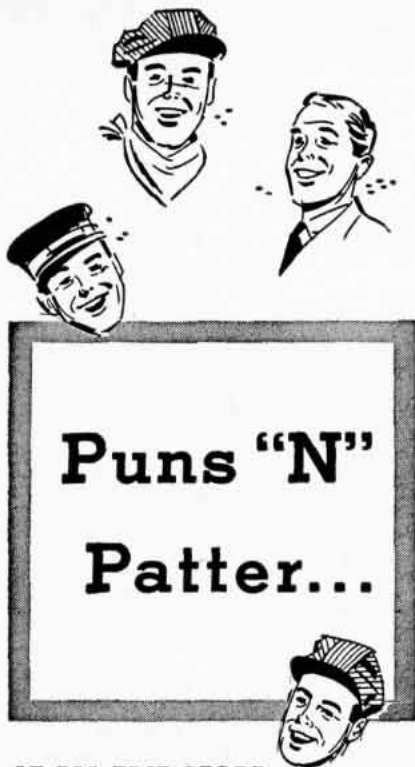
1. It's a fine place to hang around.

2. It makes a good cushion.

3. Bigger than the ones used around the house.

Here's a picture quiz which very likely will give your imagination a test. Can you guess what these three pictures show? For answers, please turn to Page 34.





AT ALL ERIE STOPS

## MARION DIVISION

### MAINTENANCE OF WAY

By Maralene Trainer

We extend our best wishes to Crossing Watchmen **E. D. Young** of Hammond and **C. D. Craver** of Lima for many happy years of retirement. . . Our congratulations to Equipment Operator **Shedrick Fletcher** and wife on the arrival of a daughter, **Martha**. . . Sorry to learn of the injury recently suffered by the small daughter of Inspection Motor Car Operator **A. E. Peggs** when she was struck by a car. . . Clerk-Stenographer **Lois Snover** has been elected president of the Delta Theta Tau Sorority at Huntington. . . One hundred fifty friends enjoyed a full evening of fellowship at the testimonial dinner held recently at the Hotel LaFontaine in honor of **E. F. Champlin**, supervisor of communications and signals, who completed more than 40 years of continuous service with our railroad. Division Engineer **R. H. Jordan** presided as toastmaster and a certificate of retirement was presented by **Frank Youngwerth**, asst. genl. supt. of communications and signals, of Cleveland. Other speakers were Supt. **E. J. Robisch** of Huntington (now Marion), Division Engineer **J. P. Morrissey** of Marion and General Chairman **W. D. Wilson** of the B. R. S. of A. Music was furnished by a group headed by **Mrs. John Michael**, wife of the chief dispatcher, and the invocation and closing prayer was by the **Rev. Wayne Paulen** of the Methodist Church. Preparations were in charge of Assistant Division Engineer **J. K. Weikal**, Telephone Supervisor **H. A. Kelly**, Foreman of Maintainers **H. M. Hammel** and Foreman of Maintainers **T. Jacobson** with **Mr. Jacobson** making the gift presentation. Also in at-

tendance at the dinner were **W. F. Caden**, formerly of the New York Division, who replaces **Mr. Champlin** at Huntington, and **James Graeber**, son of Maintainer **R. S. Graeber** and wife of Rochester, who recently had been presented with one of the Erie scholarships.

## TRANSPORTATION

By C. R. Swank

Our deepest sympathies are with the family of Engineer **Kenneth Herzog** who passed away May 15. **Mr. Herzog** had been with the Erie since 1918.

Our best wishes go with our superintendent, **E. J. Robisch**, who has been transferred to Marion, Ohio, and we welcome our new superintendent, **F. E. Navin**, from Youngstown.

Conductors **Charlie Yarger** and **John Ross** spent their vacations in Canada.

The Huntington Erie Band, under the direction of **E. H. Rahn**, played for the Memorial Day exercises at Lancaster and Huntington in preparation for their summer concerts and also the veterans' picnic. This is the 41st year for the band since it was organized by **F. D. Underwood**, then president of the Erie.

## 14TH ST., CHICAGO

By Chris Hardt

**Chester Prondzinski**, our new messenger-clerk, joined his family and relatives at Stevens Point, Wis., for the funeral and burial of his maternal grandfather, **Frank Wiernik**, aged 78 years.

**Ella Shults** of the rate desk made an emergency trip to her home town, Toronto, Canada, where she joined her family, due to the illness of her younger sister. **Ella** is back at her desk and we are happy to learn that her sister made a wonderful recovery.

We miss very much our senior comptometer operator, **Lena Savage**, who is recuperating from an operation

at Kenner Hospital.

We appreciate very much the untiring efforts of **John Novotny**, chief tracing clerk, and **Robert Gould** and **Leonard Kleban**, general clerks, who did much to eliminate fire hazards in office corners during their spring clean-up campaign. They did a fine job.

**Floyth Barth**, freight house teller, cashier's department, always is ready with a great big smile; but during May he was unusually happy because he celebrated his 60th birthday, his 40th year with the Erie at 14th St., and his 35th year of wedded bliss. We are grateful to **Floyd** for his recent treat of a cake and a box of chocolates, which was our share in celebrating with him and his family, including his grandchildren.

We congratulate **Bert Pintoy** and his wife, **Frances**, on the birth of their first child, **Paula Marie**, May 1.

**Edward Fulcher**, of Amherst, Va., retired lieutenant of our local Erie police department, was a visitor here. Being a member of the Chicago-Hammond Erie Railroad Veterans' Association, "**Captain**" **Fulcher** always is glad to meet Erie friends and former associates.

## 51ST ST. YARD, CHICAGO

Engineer **Frank Parker's** constant alertness once again has served mankind by saving a burning home on the near west side of Chicago. **Mr. Parker** was taking some cars from 51st St. to the C. & E. I. Railroad when he saw smoke rising from this home. He immediately picked up his engine radio and called **George Stalf**, chief clerk, who in turn called the city fire department.

**Charles Dempsey**, conductor, has returned to work after two weeks in Florida.

**John Kelley**, conductor, was bed-ridden a few days but is back again; but we are sorry to hear about **Herb Gibson** who met with an automobile accident.

**George Franklin** and family en-

## Transfer Party At Hoboken



When **Jim Conway** (head table, in dark suit and glasses), trainmaster at Jersey City, was transferred as trainmaster to Buffalo, fellow employees at Jersey City gathered on June 13 at a luncheon in Hoboken, N. J., to bid **Jim** farewell.

joyed a vacation in the hills of Kentucky.

#### CHICAGO GENERAL OFFICE

By Denise J. Alkim

George E. Lange pleasantly surprised us when he submerged into the sea of matrimony June 24 with Muriel Feddersen. The Langes are making their home in Seattle where George recently was promoted to commercial agent. We'll miss George and his humorous antics and wish him much success in his new venture.

Recent visitors in the office were Marie Evans, Dale Moren and K. L. Evans.

Blanche Lewan diseled to Buffalo for a weekend and reported that she enjoyed shredded wheat much more in that port town than she does in Chicago.

We've added another link to the chain—Dan Rogovich, tariff mail room clerk.

Walter Myrer visited the French Quarter in New Orleans and enjoyed it again this year.

Birthday congratulations are extended to Frank Nolan, Len Schukei, Ed Burton and Phil Bateman.

#### HAMMOND CONSOLIDATED

By Grace Connoles

Bob Settlemaier, yard clerk, left us April 30 to be the guest of Uncle Sam for three years. Fort Leonard Wood, Mo., was the first stop and he is now at Fort Ord, Cal.

Conductor Ernest Wartena is making a good recovery after undergoing surgery at St. Margaret's Hospital.

We are sorry to learn that Fireman E. E. Stahl will be absent from duty for quite some time due to illness. Rest and relaxation is what the doctor ordered, so Mr. Stahl is going to try to obey those orders. We hope to have him back with us at the earliest possible moment.

May seemed to be the month for mishaps to Erie employees or members of their families. Most recent was Joan Foley, daughter of Ticket Clerk John L. Foley, who received a head injury while attending a skating party at school. It was necessary to resort to surgery in order to relieve pressure which had formed as a result of the accident. Billy Witwer, son of Agent W. G. Witwer, who deemed it necessary to prove to Pop that he was a growing boy, subject to the joys and woes that go with that period of life, proceeded to break his left arm in a particularly painful way. Billy returned to school with a nice white cast and a few important signatures thereon.

Mr. and Mrs. Porter E. Sibert (operator) announced the marriage of their daughter, Barbara, to Joseph D. Richardson, son of Dr. and Mrs. Charles Richardson of Rochester, Ind., June 17 at Rochester. Barbara is a graduate of Hammond High School and attended Indiana University. Her fiancé is a junior at Indiana U. and will enter Indiana's School of Medicine in the fall.

Janet Claire Liesenfelt, daughter of Report Clerk Helen Liesenfelt, and John R. Bednar were married May 5 at St. Joseph's Church, Hammond. Mr. Bednar, the son of Mrs. Cath-

erine Bednar of Whiting, Ind., is a graduate of Whiting High School and an Army veteran of two years. He is employed at Standard Oil Co. Janet is a graduate of Bishop Noll High School, studied at the College of St. Francis in Joliet, Ill., and at Indiana University, Calumet Center. She is employed by the Indiana Harbor Belt Railroad. A breakfast was held immediately following the ceremony at a Whiting restaurant and in the evening the young couple and their parents received at open house at the Liesenfelt residence, after which Janet and Johnnie left for a honeymoon trip to the big Smoky mountains.

Another wedding of interest was that of Yard Clerk Robert M. Sertie and Alice Marie Schmall May 19 at St. Victor's Church, Calumet City, Ill. After an evening reception at the American Legion Hall in that city for a large group of friends and relatives, the young couple departed by plane for Florida.

We regret to report the following

deaths of Erie employees or members of their families: John Brady, retired C. & O. engineer and father of E. W. Brady, assistant inside yard clerk, passed away April 26 at his home in Peru, Ind.; Roy Horton, father of Switchmen F. F. and H. P. Horton, who passed away late in April at his home in Cedar Lake, Ind.; Engineer Kenneth Herzog and retired Engineer Harley H. Whitted, who died suddenly following heart attacks on May 15 and 19 respectively.

#### ALLEGANY DIVISION SALAMANCA, N. Y.

By S. Minneci

Congratulations to Victor and Mrs. Wojtowicz on the arrival of a baby boy May 22 (7 lb. 15½ oz.).

Mr. and Mrs. Fred Cull of Huntington, Ind., spent a recent week-end with his parents, Mr. and Mrs. C. D. Cull (road foreman of engines).

We wish speedy recovery for Mrs.

## HELP PREVENT CRIPPLING!



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**L. E. Rodgers**, wife of the track supervisor, who is convalescing at home following surgery; also, **John Droney**, carpenter foreman, is recovering from a recent illness. **C. C. DeLisle**, retired yard clerk, was in St. Francis Hospital at Olean, due to illness.

**Edith Moffat**, retired file clerk, was a recent caller. She is proud of the big pansies she is raising.

Sympathy is extended to the family of **Robert R. Hickes**, former trainman, who died May 30 in Buffalo; also to **Harold Groat** and family on the death of his father May 31.

Yard brakeman **William H. Rettberg** and wife visited her sister and brother-in-law in Richmond, Va., over Memorial Day. **Bill** did a little golfing.

## STORES

### MEADVILLE SCRAP & RECLAM.

*By George Smith*

Birthday greetings to **Forest Greathouse**, **Harold Harvey**, **Cecil Schumacher**, **Tony Perricone**, **Frank Varella** and **Lawrence Grove**.

The **Frank Leslies** (hosefitter) celebrated their 44th wedding anniversary on May 23. They have a daughter, married and living in Canton, Ohio.

Our sympathy goes to the family of **Vito Varella**, retired laborer, who died May 9. He was a grand man and worked with us for 18 years. One of his many sons, **Frank**, and two nephews, **Ralph** and **Nick Galle**, are employed here.

Our sympathy also is extended to Laborer **John Rogers** and family whose father died May 29.

**Mrs. Roosevelt McClure** presented her husband, who is cranespotter, with a baby boy on May 7. They now have

## New Steno



*Pretty Sandra Viland is the 17-year old daughter of Milton Viland, car inspector, Hammond, Ind. Sandra just graduated from Hammond Technical Vocational High School after completing a stenographic course.*

four boys and a girl.

Blacksmith Helper **Lawrence Osten** is a grandpa for the second time. On May 13 a son was born to his daughter, **Sherry**, and husband, **George Mix**, at Portville, N. Y. The baby has been named **Ronald Wayne**.

**Pfc. Wilbur Greathouse** and wife,

visited his parents, **Leading Dismantler Forest Greathouse** and wife, **Bernice**, while on a brief furlough from Fort Knox, Ky. **Wilbur** is studying engineering and electric welding in an armored tank division.

Conductor **William S. Allen** and wife spent four weeks' vacation motoring to California, New Mexico, Arizona and Texas. They visited their daughter, **Mrs. K. B. Mattson**, and husband, a jet pilot at Moffet Field, Mountain View, Cal. They also visited his brother, **George S.**, who is a retired lieutenant colonel, at San Antonio, Texas. On arriving back home, they had as dinner guests our supervisor, **Francis Forbes** and his wife, **Lena**, and related everything that happened on their trip.

All of our employees had a safe Memorial Day holiday.

**Forest Greathouse** and wife were called to Grantsville, Md., for the funeral of her aunt, **Mrs. Minnie Butler**, June 2.

## MAHONING DIVISION

### M. OF W., YOUNGSTOWN

*By Catherine Holzbach*

Third Class Specialist **W. L. Van Lenten**, Fort Bragg, N. C., visited his parents, Chief Clerk **W. H. Van Lenten** and wife, in their new home in Boardman.

Sympathy is extended to the family of **Lewis B. Diamond**, crossing watchman, retired, New Castle, who died recently.

We wish speedy recovery for **E. H. Vernon**, signal maintainer, and **Clarence Sydney**, maintainer, who are ill.

**Carl Briggs** has been working as time and material checker in place of **E. T. Mulhall** who is recovering from an operation.

Best of luck to **John Dudoic**, levelman, who left the Erie last month and is working for a Youngstown construction company.

**T. W. Switala**, chief of corps, has returned from a vacation in Scranton, Pa., and Union, N. J.

### CLEVELAND POLICE

Patrolman **Andy Herrick** was confined at home following a minor operation.

Patrolman **Bob Hamilton** has taken an interest in baseball since son, **Robert L.**, 11, has been signed by the Faultless Rubber Co. of Ashland as a catcher in the Little League.

We welcome **Ronald Aaron**, a new patrolman.

### YOUNGSTOWN FREIGHT

*By Dorothy Danks*

The girls in the office held a dinner at the Mural Room on May 16 in honor of bride-to-be **Antonina Cancilla**. **Nina** was presented with a gift on behalf of the girls and everyone had a pleasant time.

The **Bowsers** spent a vacation in California and visited Disneyland.

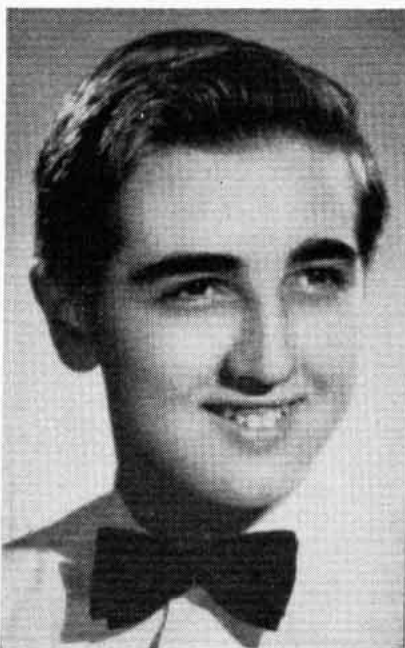
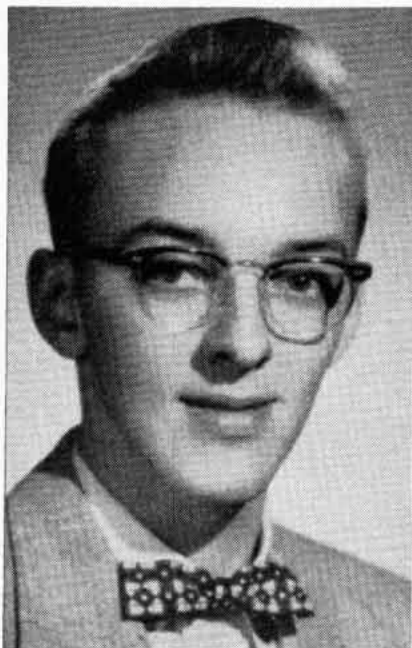
Birthday congratulations to **Rose Marie Patrick**, **Jack Carney** and **Leo Richards**. **Jack** was pleasantly surprised on receiving a singing telegram.

Our deep sympathy is extended to **Jimmy Bowser** on the death of his mother-in-law.

The office force joins in wishing

*Eric Railroad Magazine*

## June High School Graduates



*These two young men graduated this year from Hammond, Ind., High School. At left is Kenneth Cutler, son of Raymond E. Cutler, bill clerk, Hammond. He plans to attend Wabash College next fall to study business administration. At right is Richard J. Moscatello, son of James Moscatello, leverman, Hammond. He plans to attend Indiana University.*



## 2 Signal Maintainers Retire



Seated are L. D. Southworth (left), signal man, and Glen S. Hotelling, signal maintainer, Jamestown, N. Y., who retired recently and were honored by fellow employees at a dinner at Jamestown. Standing, from the left, are James Mahoney, now foreman of maintainers, Huntington, Ind.; Vere Bennett, signal maintainer; Joe Corey, Erie police lieutenant, Jamestown, and toast-master at the dinner, and J. D. Clancy, signal maintainer.

Jane Perrin speedy recovery. We hope she will be back real soon.

## OPERATING

### VICE PRESIDENT'S OFFICE

Deep sympathy is extended to C. F. McKinney, retired supervisor of tools and machinery, in the recent loss of his wife.

Congratulations to Charles D. Becker, draftsman, on his marriage June 9.

Dolores Scott recently motored to Kentucky with her daughter, Dian. Dian will spend the summer with her grandparents in the Blue Grass State.

John Straut made two short visits to the office after his recent illness. He is feeling fine and no doubt will be back at his desk before this column appears.

Harry Frank and daughter, Audrey, from California, flew to New York City on vacation. Audrey came in from the west coast to be bridesmaid for her niece.

Chris Hoffman's son, Mike, was graduated from Chagrin Falls High School and will enter Swarthmore College in the fall.

## FREIGHT CLAIM

CLEVELAND, OHIO

By Joe Revana

George Hellshorn spent two weeks in California. He would have no trouble getting a job with the chamber of commerce. . . Joe and Margo Chwan of our Jersey City office paid us an overdue visit. . . We extend our sympathy to Jim Tischler on the passing of his wife. . . It is good to report that Dick Supelak, a member of the Jaco Co. in the Junior Achievement program sponsored by the Erie, won the Indians' batboy contest. Ed Bren-

neis and Mike Kurt were the adult advisors in the Jaco Co. . . Alice Oprazadek has resigned from the railroad and assumed the duties of a homemaker.

## KENT DIVISION

AKRON, OHIO

R. E. Snyder, rate clerk in the Revision Bureau, and Mrs. Snyder are enjoying their new sport model 14-foot outboard motor boat, fishing and motoring on the lakes.

Adele Sproat, general clerk, spent her vacation in Florida with her son and family.

Mr. and Mrs. Roland Lott have announced the engagement of their daughter, Darlene, to Paul Hadley, typist with the Erie. Darlene is secretary to the president of the First Akron Loan Corp. An early spring (1957) wedding is anticipated.

## MARION, OHIO

Sympathy is extended to the family of Engineer C. L. Spiggle on the death of Mrs. Spiggle.

H. A. Connors, retired telephone maintainer, was a recent caller.

James E. Fletcher, retired assistant engineer, who was hospitalized due to a broken hip, is convalescing at his home, 361 East Beaumont Road, Columbus, Ohio.

## MARION MECHANICAL

By Ruth D. Hanning

Birthday congratulations are extended to Joseph Amato, Clyde Brookover, William Brown, Albert Cicero, Gerald Davidson, Eugene Davis, Larry Davis, John Draper, Frank Eise-man, Ralph Emmons, Eldon Goldsmith, Ellis Goldsmith, James Grounds, Paul Hammon, Merrill Hen-

del, Delbert Huntsman, Robert Hurley, Leslie Irey, Vern Kinsler, Jr., Carl Knell, Frank Lares, Tony Lazza, John Little, Charles Lust, John McClure, William McFarland, Frank Ringle, John Simmons and David Thompson.

Our good wishes go with Francis Russell, Elmer Opicka and James Petry, who recently severed their connection with the Erie.

Our deepest sympathies go to Robert Stout, electrician helper, whose son, Clifford, was fatally injured in an automobile accident on Decoration Day.

On April 30, General Electric diesel engines Nos. 1800 and 1801 arrived at Marion to be used on the Kent and Marion Divisions for test purposes during May. After completing their test run period on June 4, both were taken out of Erie service and prepared for export to Mexico.

During the test period, the diesel shop was host to Donald F. Ward, John C. Butler, W. G. Fortune, M. D. Gunselman, Richard Crotty, W. B. Robertson, R. E. Custer, Walter Werme, Antonio Algeria, George F. Bevan, Martin Simon, John M. Downie, A. B. Creveling, E. K. Erzer, E. E. Martin, Jr., Robert M. Coultas and Frank Moeller, General Electric representatives, also Robert Brown and W. H. McGinniss, representatives of the Cooper-Bessemer Co.

Other diesel shop visitors welcomed during May were Luciano M. Massaglia, from Italy, and Arturo Hill of Argentina who observed equipment and general operations.



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|--|--|
| <input type="checkbox"/> Railroad Administration     | <input type="checkbox"/> Machinist and Toolmaker   |
| <input type="checkbox"/> Accounting                  | <input type="checkbox"/> Mechanical Engineering    |
| <input type="checkbox"/> Boilermaking                | <input type="checkbox"/> Radio                     |
| <input type="checkbox"/> Bridge & Building Foreman   | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Car Repairer        |
| <input type="checkbox"/> Commercial                  | <input type="checkbox"/> R. R. Engineering         |
| <input type="checkbox"/> Diesel Electrician          | <input type="checkbox"/> R. R. Rate Clerk          |
| <input type="checkbox"/> Diesel Machinist            | <input type="checkbox"/> Roadmaster                |
| <input type="checkbox"/> Diesel Engineer & Fireman   | <input type="checkbox"/> Section Foreman           |
| <input type="checkbox"/> Drafting                    | <input type="checkbox"/> Steam-Diesel Loco. Eng.   |
| <input type="checkbox"/> Electrical Engineering      | <input type="checkbox"/> Traffic Management        |
| <input type="checkbox"/> Locomotive Engineer         | <input type="checkbox"/> Welding—Gas & Electric    |

Name \_\_\_\_\_ Age \_\_\_\_\_

Home Address \_\_\_\_\_

Occupation \_\_\_\_\_

Erie employees will receive a Special Discount

## TRAFFIC

### VICE-PRESIDENT, COAL, FREIGHT & PASSENGER

By Marilyn Becker & Therese Dilske

Sporting imported suntans are the **Hollis** sisters, **Ruth** and **Elsie**, who acquired their brown tones in the state of sun and fun, better known as Florida. . . . Another traffic representative visiting in Florida was coal traffic's new clerk-steno, **Marlene Coons**. **Mariene** came from the Land and Tax office. . . . An industrial award was received by **Erie-Craft**, a Junior Achievement company, at the annual awards dinner held at the Hotel Carter on May 7. Our hats are off to advisors **John Shipp**, **Art Manasia** and **Tom Smith** who deserve recognition for a job well done. . . . Welcome to **Ron (Barry) Doyle**, vice president's new junior clerk. If you are curious

as to the "Barry" part of his name, **Ron** received it at an unceremonious baptism because of his constant portrayal of **Barry Fitzgerald's** Irish brogue. . . . Have you ever noticed how the sparkle of a diamond puts a sparkle in a girl's eyes? **Betty Di Bartol** has both "sparkles" since her engagement to **Jack Atkinson**. Their big day is scheduled for Sept. 15 at St. Gregory's Church. . . . Congratulations and good luck to **Ginny Higgins** and **Joan Lindsen** on recent promotions. **Ginny** now is keeper of the files in the vice president's office and **Joan** is secretary to **A. G. Oldenquist**, passenger traffic manager.

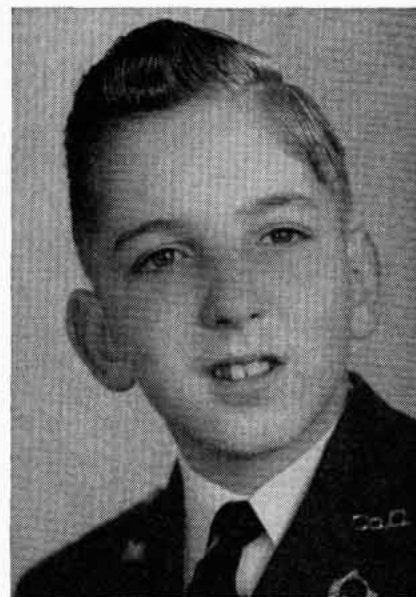
## ACCOUNTING

### OFFICE OF COMPTROLLER

By Bill Harter

After recovering from surgery,

## Early Riser



This handsome young soldier is Cadet Robert E. Wilson, grandson of John Mickulas, assistant to the division car foreman, Hammond, Ind. Robert attends Roosevelt Military Academy at Aledo, Ill., and he always is the first cadet up every morning. You see, he plays a cornet in the school band—and also blows reveille every morning on his bugle.

**Wilma Kanovsky**, file clerk and general clerk, now is back at her old post.

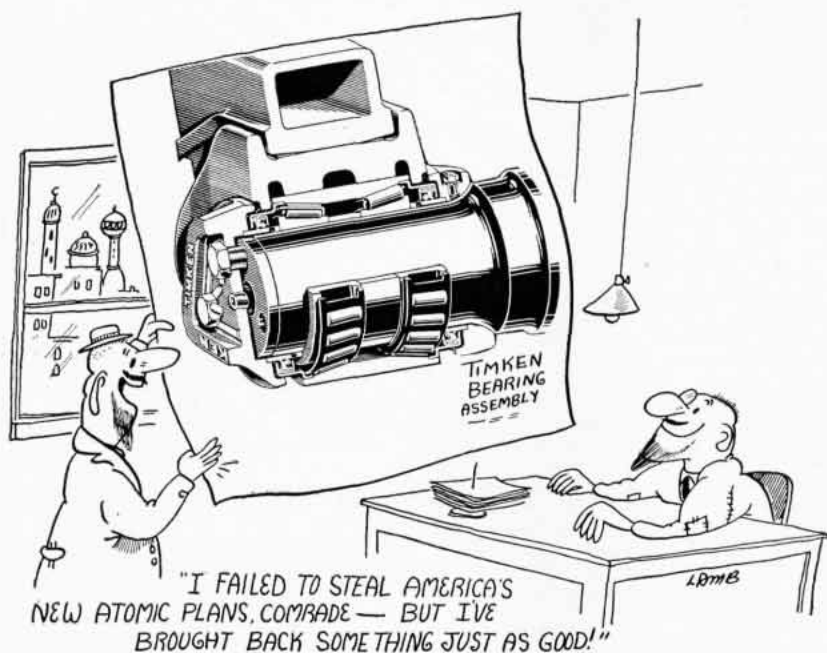
Our office extends sympathy to **C. G. Lehmann**, assistant comptroller, on the death of his sister.

## HORNELL ACCOUNTING BUREAU

By Lynn Lamb

**Howard Pascoe** recently welcomed his eleventh grandchild. . . . **Delores Lindeman** is tagged as the **Annie Oakley** of the bureau. . . . **Ernie Dungan** traded cars. . . . **Bob Argentieri** and **Don Matthews** were a little late getting their glad bulbs in this year. . . . **Pearle** and **Karl Koskie** with **Dot** and **Leo Rixford** journeyed to Buffalo Raceway where they had their usual luck. . . . **Edna Metzger** went to New York City. . . . **Ginnie Argentieri** has resigned and become a full time mother to little **Robert**. . . . Understand **Karl Lindeman** couldn't go fishing until he finished the spring housecleaning. . . . **Ray Clark** and wife chaperoned a dance at Union College at Schenectady. . . . **Mary Recktenwald** attended a Ladies' Day game at Yankee Stadium. . . . **Bobbie Sheridan** and **Olga Nazar** attended Armed Forces Day in Buffalo. . . . **Milt** and **Helen Huff** have bought a house in Canisteo. . . . **Marguerite Whiting** was in and out of the hospital and then recuperated in Richmond, Va. . . . Wonder if **Alfred Hitchcock** is any relation to **John** and **Leo**. . . . **Bob Gregory**, again fed up with his own cooking, went to New York for a good square meal at **Luchow's**. . . . Welcome to our new

Erie Railroad Magazine



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employees, **Ronnie Benson**, **Tom Terry** and **Dick Crowley**. . . **Walter Coston** was in and out of the hospital. . . **Bill Sirianni** and friends made a flying trip to Gettysburg, Pa., on Memorial Day. . . Been trying to find out where the fire sale was where **Mary Recktenwald** and **Delores Lindeman** bought their blouses, shirts or whatever they call them. . . **Don Kendall** purchased a new tractor. . . **Lillian Karl** didn't get the twin antennae on the back fenders of her new Dodge. . . **Coots Congelli** and **Ray Clark** went fishing one afternoon but don't like to talk about it. . . **Mr. and Mrs. Neil Crandall** were seen on Dave Garroway's morning TV show. . . **Jim Barnett**, president of the golf association, has the ball rolling for this year's annual outing. . . While visiting in the East, **Al Morris** spent a day at Belmont Park with much success. . . **Nell Singleton** visited in Cooperstown. . . **Ann** and **Ed Dressler** visited their son and family in New York. . . **Harvey Schneegas** attended the graduation of his daughter, **Darris**, from Buffalo State Teachers College. . . At this writing, I understand that **Charlie Slaght** is expecting company from Japan. . . **Mary Stitt** was in the hospital with a bum ankle. . . **John Young** claims that his peas and lettuce were the first up in this part of the country. . . We knew spring was here when **Bob Kraft** discarded his sweater and got out one of his flashy sport shirts. . . **Barbara Moorehead** and daughter flew up from Miami, Fla., to visit Grandma and Grandpa Schmitt. . . **Ed Bottomley** had a new wall built in front of his house. . . **Jerry Curran** was baby sitting for a whole weekend while wife, **Gracie**, was visiting in Paterson. . . **Mrs. Elizabeth Smith** was a welcome visitor in the office. . . Since **George Hussong** was elected alderman he doesn't see much of his family. . . **Goldie Loghry** and mother did a little touring to Smethport, Pa., in the new Chevy. . . **Carolyn Benson** showed slides and narrated about her trip to Europe to the Canisteo Civic Club. . . **Zip Zannieri** wishes to thank the person who returned his glasses. . . **Bill Siriani** made a trip to New York to buy a pair of glasses and run errands for **Jack Burlingame**. . . **Nipper Trowbridge** visited her sister and family in Jersey. . . **Zip Zannieri** helped his mother with the annual housecleaning. . . Understand **Ed Dressler** makes a mighty fine cake.

#### AUDITOR OF DISBURSEMENTS

By Don Keister & Rita Talbott

The severe windstorm that hit Cleveland's west side the night of May 12 brought extensive damage to some of our employees' property. Those who suffered damage to their homes were **G. W. Thompson**, **L. L. Hopkins, Jr.**, **Renilda Belden** and **Don Keister**. **Frank Troyano's** car was damaged, but not seriously.

**Neva Rook** spent a week's vacation visiting friends in Indianapolis with her sister. . . **Lottie Scholz** spent several days after Memorial Day visiting her family in New Jersey.

**Nelson Potter** felt very good about selling **Tom Geary** the winning ticket in a recent drawing worth \$1,000. Needless to say, **Tom** felt even better

## ENGAGED



It has been announced that **Marjorie Anne Shepherd**, daughter of **L. L. Shepherd**, commercial agent, **Marion, Ohio**, will be married late this summer to **Robert T. Mason, Jr.**, **Marion**.

about it. . . Newest member of our office to receive our "welcome" is **Ray Humble** who succeeds **Dennis Kish** as messenger. . . **Dorothy Hanley** and **Sophie Ambrozi** plan to spend several days at the Edgewater Beach Hotel in Chicago. . . **Georgia Bateson** has taken up residence in California with her family. . . **Mr. and Mrs. George Ernest** made a vacation trip to Florida, stopping at Daytona Beach, Sarasota and Madeira Beach. From the way **George** talks, Florida had better make room for them when the time comes for his retirement.

**Lillian DeCorpo** is the latest addition to the list of new home owners. . . It is suggested that no one volunteer to put an apple on **Nelson Potter's** head. Although **Nelson's** aim may be pretty good with a bow and arrow, it may not be THAT good. . . **Don Bundy** looked like a lobster after spending Decoration Day in his own back yard. The family started the day by making breakfast outside and finishing with a big steak roast in the evening.

If **Dave Murg's** car doesn't come in red and white, he soon paints it that

way. . . The **Fred Talbotts** went to Canisteo over Decoration Day. . . **Dick** and **Rita Talbott** spent a week with friends and relatives in Iowa and Nebraska.

Several girls from the office recently enjoyed a night "on the town" starting with dinner at the Ribs and Roast Room of the Hotel Cleveland. This is becoming a tradition with the girls and something they look forward to for many months.

## CAR ACCOUNTANT

By Ella Carpenter

Attired in a powder blue afternoon frock and matching accessories accented by a corsage of sweet peas, our **Marilyn Maier** made a lovely June bride as she was united in marriage with **Paul Knox** at the Fairmont Presbyterian Church on June 30. After an informal luncheon at Stouffer's Shaker Square, the newlyweds departed on

## For Railroad Men



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- Matched shirt and pants
- Dungarees
- Denim jackets
- Caps and gloves

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

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*Cardwell and Westinghouse Friction Draft Gears*  
to absorb horizontal forces

**CARDWELL WESTINGHOUSE CO., Chicago, Ill.**



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## THE ERIE DOCK COMPANY CLEVELAND, OHIO IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel.  
Storage Capacity at Randall, O., of 1,000,000 Tons.

a motor trip to Canada.

May and June were busy months for **Sandy Boso**. She attended the Delta Upsilon formal at Western Reserve, took a trip to West Virginia where she visited Black Water Falls and Seneca Caverns, and shortly afterwards dazzled us with a beautiful diamond from "that most wonderful guy," **David Zmek**.

**Margaret and Pete Scherr** are justifiably proud of their son, **Tommy**, who was graduated from Shaw High School as president of his class and this fall will enter Rutgers University on a four-year Upson Memorial Scholarship.

**Mr. and Mrs. Roy Sturr** drove east, visiting relatives and friends at various New Jersey points, accompanied by their daughter and son-in-law from Minneapolis.

Those Barbershop Quartet singers, **John Hills** and **John Babli**, participated in a concert at Severance Hall, Cleveland, and later journeyed to Minneapolis to attend the annual convention there.

**Sam and Lillian Buchwald** drove to Columbus May 12 to visit son, **Marvin**, and attend a Mothers Day banquet given by the Phi Epsilon Pi; however, they had quite a problem returning home due to washouts caused by the "big wind" that week end.

**Mr. and Mrs. Joseph Nicholson, Sr.** are settled in their new home on Bayes Avenue in Lakewood.

We wondered what **Marian** did with all that money she won in the baseball pool, then we discovered that that classy new black and white Chevrolet belongs to the **Clifford Palmers**.

**Helen and Grady Ketchum** visited relatives in Nashville and then drove to New Orleans where they toured the city and its famous "Vieux Carre." . . . **Guy Huston** made his first trip to New York, accompanied by his family. They saw "What's My Line?", the Arthur Godfrey shows, also Radio City Music Hall, United Nations, Statue of Liberty and the Planetarium.

We are happy to report that **Bruce Menchke** has recovered following an automobile accident. . . **Loretta Goslin** took a leave of absence June 15

## All Dolled Up



All dressed up and ready to romp is **Cindy Lou Cushing**, 10-month old daughter of **A. B. Cushing**, typist and mail clerk, Akron, Ohio.

to await a blessed event.

Our deep sympathy to **Winifred Minnick** (retired) who lost her sister at Paterson, N. J., and to **Joseph, Sr.** and **Mrs. Nicholson** on the death of her brother at Yonkers, N. Y.

A welcome addition to the department are Key Punch Operators **Stella Smith** and **Lynne Priest**.

## EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

Welcome to **Nancy Jencarelli** who was transferred to this department from the division engineer's office. We also extend to **Nancy** and **Frank Brennan** our congratulations and best wishes on their marriage June 9.

**Jack Burke**, formerly file clerk here and now an electrician's helper, paid us a visit on the occasion of his return from Korea and discharge from the Army.

## LIGHTERAGE

By Regina F. Frey

We hear that **Caesar Seville** is recovering from his recent illness and we are hoping to have him with us soon. . . Congratulations to **Charlie Messineo**, cashier at Pier 19, N.R., who completed 40 years of service on May 3. . . We are all wishing for the speedy recovery of **Edith Petrone** who has been ill. Her position is being filled temporarily by **Tom McGowan**.

**Jack Lewis**, retired demurrage clerk, visited us recently. He looks fit after spending the winter at Lake Worth,

Erie Railroad Magazine



"Now, that's what I call service!"

Fla. . . Congratulations to Joe Di Mitri on the birth of a daughter, Donna Marie. . . We hear that Frank Sees, former messenger, now in the Air Force, has taken unto himself a wife.

All good wishes to those celebrating July birthdays, Loretta Londregan, Bill Evans and Charlie McGowan.

Alice Norton, retired clerk, visited us recently, as full of bounce as ever.

## BUFFALO DIVISION BUFFALO TERMINAL

By Ruth Nise Munger

On May 20, the Buffalo Chapter of the National Railway Historical Society held its spring tour over the Erie from Buffalo and Rochester to Corning, N. Y. There were 14 coaches, six from Rochester and eight from Buffalo. Included in the points of interest was a tour of the Corning Glass Works. Trainmaster Ward Wilson was host for our railroad with Conductor George Heemliel and Conductor J. Moran from Rochester.

Our deep sympathy is extended to the family of Arthur C. McEwen, B. & S. W. Division conductor, who died May 13 as the result of a traffic accident.

## BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to the family of Thomas Polanski who died recently; also to Clifford Shattuck and family on the death of his 94-year-old mother.

## NEW YORK DIVISION SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Sympathy is extended to the family of Joseph McCormick, extra dispatcher, on his sudden death May 10. . . Speedy recovery wishes to Christina McNamara's mother, in St. Vincent's Hospital, New York, and to

Mrs. Daniel Crowley, wife of the car distributor, who is home from Bergen Pines, Paramus. . . Birthday congratulations to Laura Coleman and Ralph Ricciardi. . . We welcome Bob Gallagher as junior clerk, and Mary Malloy as ediphone operator-steno. Bob replaced Theresa Montalto, who was transferred to the marine department as typist-clerk.

Vacations: Harry Close, one week at home; Mr. and Mrs. John Campbell, Miami Beach, Fla.; Mr. and Mrs. Thomas Decker, Hot Springs, Ark.

Best wishes to Alice O'Donnell, chief telephone operator, Jersey City, who retired May 28 after 49 years' service. . . Congratulations to the George Ameers (boy, St. Joseph's Hospital, Paterson, April 30) and to the Charles Mezzys (girl, Paterson General Hospital, May 15). Mrs. Ameers formerly was steno-ediphone operator here and Mrs. Mezzy was a steno in the chief dispatcher's office. . . Wedding anniversary congratulations to the Robert Smiths (May 30).

Mr. and Mrs. Harry R. Coleman celebrated their seventh wedding anniversary on a motor trip in Maryland, West Virginia and Ohio. In Girard, Ohio, they stopped with Mr. Coleman's cousin, Walter Coleman, and wife. On returning home they were entertained at a family dinner at the home of Mr. and Mrs. Edward Keenan, Arlington, N. J. Mr. Keenan is a foreman at Jersey City.

## PASSAIC, N. J.

We welcome Dorothy Taylor as an extra clerk. . . Bob Bashaw enjoyed a week's vacation fishing in Canada, catching frozen fish. . . Myra Glinski spent her vacation touring in Florida. . . Jim Parkinson is at home recuperating from illness. . . Winnie Wanger is over his recent sickness. . . Al Stoebe's wife is convalescing nicely.

Conductor Leo McCauley has furnished a new tuxedo to a member of his train crew. Brakeman H. Kinney

## Meadville's Friendly Bank

serving the folks  
of Crawford County  
since March 9, 1865

**Merchants**  
NATIONAL BANK & TRUST CO.

Established 1865  
Meadville

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Grade "A" Crushed Stone,  
properly prepared and  
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TOLEDO 4, OHIO



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# THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,  
MISSOURI

is waiting for the date to be set so he can use the suit.

## J. C. FREIGHT CAR

By Bill Downes

Douglass D. Horn, car foreman at Penhorn shop, is recuperating from a serious illness.

Among our veterans who attended the Salamanca Chapter's party May 26 were Mr. and Mrs. Stanley T. Boyce (car foreman) and Mr. and Mrs. William A. Brazel (train yard foreman, Croxton). Incidentally, Bill won the door prize.

Nell Olsen, purchasing agent for the Westinghouse Electric Co. and daughter of Jacob Olsen, car repairer at Penhorn shop, died June 2 in the Greenville Hospital, Jersey City, after a brief illness. Burial was from the Kowalchuk Funeral Home, Jersey City, on June 6.

Charles Dilger, stockkeeper at Penhorn Shop, spent a week's vacation

## Artilleryman



Stationed at Fort Sill, Okla., Pfc. Joseph Piegari, former messenger in the Lighterage Department, New York, is with the 6th Armored Field Artillery Battalion.

touring in the Catskills and at Jersey shore points.

## WEEHAWKEN LOCAL & DOCKS

We welcome Vincent Fallon as junior clerk-messenger. . . We are glad to see Leo Hudson, dock clerk, back on the job after an extended illness. Also Eddie Spriggs, stower, is back to work after a brief illness.

Best wishes to Robert Colville, relief clerk, who expected to spend a few days in the hospital.

Congratulations are in order for the H. H. Browns (agent) on their 29th wedding anniversary. We hope their 30th anniversary will find them celebrating at their new home at Lake Hopatcong. We also congratulate Chief Clerk H. J. Gaherin on his 39th year with the Erie. Assistant Agent G. C. Kalle went to Salamanca with the Erie vets.

Vacations are in progress, beginning with James Coughlin, messenger, who visited relatives in Vermont, and J. Chrzanowski, branch clerk, took part of his vacation and is telling about the 46 pounds of fish he caught in Connecticut. General Foreman J. Welsh, Mrs. Marie Hayes and Andy Janssen also are vacationing.

Frank Hans, dock laborer-janitor, is the proud owner of a new trailer home.

The Weehawken Bowling Team in the Industrial League completed the season in the usual manner, winning three games which may act as a stimulus toward considering reentering the league during 1956-57. While it took Brooklyn 65 years to win the World Series, it finally came to pass; so don't get discouraged, boys, you may win the championship yet.

## SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

Wedding anniversary congratula-

Erie Railroad Magazine

# STEUBEN TRUST COMPANY

HORNELL, NEW YORK

## COMPLETE BANKING SERVICE IN THE HORNELL AREA

Member F.D.I.C.

# PROGRESS IN TRANSPORTATION— AND BRAKES

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

Use "AB" for today's freight trains.

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

## The New York Air Brake Company

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## New Jersey Bride



*Ruth Ellen Larivee, secretary at Jersey City, was married June 16 to Frank C. Stephen at Hackensack, N. J. The newly-weds spent their honeymoon in New England and Canada and are living in Maywood, N. J.*

tions to **Homer Clemens** and wife, their 40th, May 31, and to **Ralph Hammond** and wife, their 25th, May 30.

**Clayton Ploss** has a new Ford station wagon. The Terraplane, after 20 years of faithful service, will be put on pedestals for old-time-sake.

**Jerry Parker** had a slight accident with his jalopy and is thinking of having it repainted. The girls refer to it as the old black car.

Anyone interested in trailer hitches for their automobile, see **Mason Brunskill**. . . **Paul Grimes** has been digging his prize horseradish and distributing it among the gang. . . **Leo McCarthy** has his seeing eye dog trained and in use. . . **Jack McInerney** is busy these days with a wedding in Cincinnati, the Moose convention in New York and a trip to Florida.

**Jimmie Watt** reports no damage to his pear orchard during recent frosts. . . . Water will seek its own level. Ask **Bill Lauterborn** and **Ruth Cross**. . . . **Paul Burdick** took one of the prizes in the fourth annual Canny Trucking bowling tournaments at Binghamton recently.

## MARINE

JERSEY CITY, N. J.

*By Jess Baker*

The Rev. **John J. Heaney**, S. J., son of the retired barge captain, **William Heaney**, was ordained to the priesthood June 16 at Fordham University by **Cardinal Spellman**. **Father Heaney** celebrated his first mass June 17 at St. Francis Xavier Church, New York City.

**Edward A. Bielecki**, 17 years old, July, 1956

son of **Chester S. Bielecki**, has won one of the Erie's five \$4000 scholarship awards. These scholarships are awarded to children of Erie Railroad employees. We in the department are as proud as can be, and our hearty congratulations to **Chester**.

**Terry Byrne**, mate on the *Marion*, passed out cigars celebrating the arrival of **Dorreen Teresa Byrne**.

**Edward G. Ashton**, retired barge captain, and **Mrs. Ashton** have celebrated their 50th wedding anniversary. They have seven sons, two daughters, 22 grandchildren and five great-grandchildren. **Ed** is 71 years old. One son is a member of the fire department in Lakeview, Long Island.

**James Shannon**, extra deckhand, reports that there has been an increase in the **Shannon** family. A son, **John Joseph**, arrived April 30.

During May, two of our engineers and the mother of one of our captains passed away. **George F. Ridlon**, engineer on the *Binghamton*, and **Pete Billan**, relief engineer on the ferries, both passed away in the Marine Hospital on Staten Island. **Leo Martini's** mother passed on. **Leo** is an extra tugboat captain. Our sympathies are extended to all.

The three Rs of navigation are red-right-returning. Keep the red buoys on the right or starboard hand returning from sea and there will always be deep water.

## Youngstown Couple



*These newly-weds are Mr. and Mrs. Bud Fares of Youngstown, Ohio. The bride is the former Carlene Gabler, daughter of T. W. Gabler, retired division car foreman, and sister of Agnes L. Gabler, chief clerk, assistant general passenger agent's office, Youngstown.*

## BUCKEYE CAST STEEL PRODUCTS



Truck Side Frames  
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Yokes and Draft Attachments  
Freight Car Castings  
6- and 8- Wheel Trucks  
Buckeye C-R (Cushion-Ride) Package Units

THE BUCKEYE STEEL CASTINGS COMPANY  
New York                      Columbus, Ohio                      Chicago

## W. H. MINER, INC. EFFICIENT RAILWAY APPLIANCES

CERTIFIED FRICTION DRAFT GEARS  
POWER HAND BRAKES  
TRUCK SPRING SNUBBERS

THE ROOKERY

CHICAGO



Theodore Jacobson, foreman of maintainers, Lima, Ohio, is pretty proud of his granddaughter, Arlene Joyce Mandell, who was graduated in June from James Madison High School, Brooklyn, N. Y., and plans to enter the University of Miami in the fall.



"Toot! Toot!"

### Quiz Answers

1. One word without hyphen.
2. Load pulled.
3. Twenty-five years ago (May 1931).
4. Sawed crossties.
5. Process of manufacture (open hearth).
6. Eastern zone.
7. Accompanies shipment to destination.
8. One-eighth of a cent, or less than 3½ per cent of the United States revenue on this class of mail.
9. Train operations.
10. Articles improperly represented as baggage.

### LEVALLEY, McLEOD INC.

*We supply Leading Brands of:*

**MACHINE TOOLS, ELECTRICAL AND MILL SUPPLIES, CONTRACTORS EQUIPMENT, including VALVES, PIPE and FITTINGS, PLUMBING and HEATING SUPPLIES**

ELMIRA, SCHENECTADY, BINGHAMTON, SYRACUSE AND OLEAN, N. Y.

### FRANK SPENO RAILROAD BALLAST CLEANING CO.

Incorporated

306 North Cayuga Street, Ithaca, N. Y.

### Guess What Answers

1. These are grab irons on the back of an Erie caboose.
2. Tie plate.
3. Railroad spike.

### VETERANS continued

Arroyo and Charles Mancino are among the veterans who retired recently.

Brother John W. Zabriskie is reported on the sick list. May he be fully recovered and back to work by our next issue. Brother Frank Mackin has returned to work.

Are you in the clear, brothers? You are not in the clear if your dues are unpaid. Why not see your collector or your secretary and get in the clear? Our meetings are the second Wednesday of each month at 38 Park Ave., Paterson, 8:30 p.m. Refreshments are served at each meeting.

*Erie Railroad Magazine*



**PROVEN FOR  
DEPENDABILITY  
AND LONG LIFE**

**THE P. & M. CO.**

CHICAGO . . . NEW YORK

# If you're not in the book *you're* *a man without*



. . . . . a country  
. . . . . a state  
. . . . . a county  
. . . . . a town  
. . . . . a party  
. . . . . a street  
. . . . . a school  
. . . . . a *vote*

Look at all the things you can lose, if you're not a registered voter.

If you're not in the book, you lock yourself out of the elections. The polls are closed to you. You can't vote on streets, or schools, councilman or mayor (not to mention congressman, senator or president). You don't even have the right to *complain* about your government and the way things are run!

But more than that, you cut yourself apart from your neighbor next door, your friends at

the shop, your fellow members in union or club.

You lose the right to look that boy of yours in the eye when he wants to know if you're doing your part.

And you lose the self-respect that comes from knowing you can walk into the polls on Election Day—the one place in the world where all free men are really equal. Isn't it too much to risk for the little time that registering takes?

Get your name in the book  
—and do it now!

## *Is your name in the book?*





# To make their trip smooth and safe



Excellent service . . . yes! Luxurious accommodations . . . yes! But the unseen maintenance operations help make this trip a pleasure, too. The ballast cleaning machine that

keeps slag clean for good drainage and a smooth roadbed. The diesel shop that keeps Erie's locomotives in top shape. Radio equipment for quicker contact with other trains and stations—

means added safety.

The most modern equipment keeps Erie service at the peak . . . for passenger pleasure and protection.

DEPENDABLE SERVICE BETWEEN NEW YORK AND CHICAGO



## Erie Railroad

Serving the Heart of Industrial America