

The President's Page

HE ERIE's scholarship awards for 1955 were made at a recent luncheon for the successful candidates and their parents. It was a thrilling experience to witness the obvious pride of these Erie parents in the achievements of their children. It again reminds us that our children have the power to bring us our greatest happiness or our greatest sorrow.

Similarly, employes of any company have it within themselves to bring to that company either good repute or disrepute in the communities where they work or live.

We believe that the Erie scholarship program has been a great success. The fine boys and girls, who have been recipients, have brought much credit not only to their parents but also to Erie. We share their pride.

P.W. Johnston



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



June 1955

Our Objective

Primarily the Erie Railroad Magazine is published for Erie employes and their families, secondarily for Erie shippers, suppliers, shareholders and others interested in the railroad. The editors try to tell objectively and completely about the progress of the Erie by discussing day-by-day management's policies, 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 Erls, part of each issue is devoted to i dual aspirations and achievements of Erie employes on and off the job.

George C. Frank ... Asst. to President

Jim Alan Ross ... Associate Editor

Mabel I. Ross ... Secretary

John F. Long ... Photographer-Reporter

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RAIL ENDS

A "bridge line" in railroad terminology is a railroad whose principal traffic does not originate or terminate on the railroad itself. Thus the railroad forms a "bridge" between connecting railroads which originate or terminate the traffic.

The term "pool train" is applied to a passenger or freight train operated under a joint agreement between two or more railroads providing for a division of revenues on a mutually satisfactory basis, approved by the Interstate Commerce Commission.

Piggyback—carrying truck trailers on railroad flatcars—is not new. Almost 100 years ago railroads provided that type of service for covered wagons.

A water boy was an important and popular member of some train crews before the introduction of water coolers in cars. He went through the train carrying a tray of glasses and a pitcher of ice water, with instructions to show great courtesy to passengers and made sure that they got "a plentiful supply of good cold water."



OUR COVER—On our cover this month, Howard Hobson, yard conductor, stands on one of our switchers which in turn is standing on the steel arch railroad bridge over the Niagara River gorge at Niagara Falls, N. Y., and looks almost 250 feet straight down into the spectacular chasm. In the picture Canada is on the left, the United States on the right. Just around the bend of the river at the top of the picture are the famed Whirlpool Rapids. For more about the Erie's operations at Niagara Falls turn to Page 10.



President Paul W. Johnston presents a letter to Leonard R. Daley which tells the high school student that he is one of five children of Erie employes who have been awarded one of Erie's five annual \$4000 college scholarships. With them are Leonard's mother and father. The five winners were notified at a luncheon in Cleveland.

1955 Scholarships Awarded

For five children of five pairs of Erie parents the occasion definitely was a happy one May 20 when the shy youngsters smiled with joy and the parents beamed proudly as President Paul W. Johnston announced officially at a luncheon in Cleveland that they were winners for 1955 of the Erie's five annual \$4000 college scholarships.

The winners, all high school seniors, are:

Joan Foley, daughter of J. L. Foley, interchange demurrage and ticket clerk, Hammond, Ind.;

Elizabeth Haughn, daughter of Chester A. Haughn, supervisor in the car accountant's office, Cleveland;

Leonard R. Daley, son of L. J. Daley, special assistant to the auditor of revenues, Cleveland;

James R. O'Neil, son of J. W. O'Neil, retired work equipment repairman, Susquehanna, Pa.;

James M. Sullivan, son of John B. Sullivan, claim clerk, Binghamton, N. Y.

Third Group of Winners

This was the third group of five Erie children to receive the annual scholarship awards. Ten children already are in college, and the 1955 winners will enter next fall. Each winner receives \$1000 annually for four years while attending any college of his or her choice.

The winners are selected on the basis of competitive examination, citizenship, high school achievements, leadership qualities and seriousness of purpose. A total of 132 applicants took the required test.

The selection committee this year consisted of Dr. Louis T. Benezet, president of Allegheny College, Meadville, Pa.; Dr. Robert E. Wilson, superintendent of schools,

Mansfield, Ohio, and Frank Anter, editor of Modern Railroads Magazine. The judges know the applicants only by code number. Names are unknown until after the winners are selected.

Joan Foley graduates from Thornton Fractional High School, Calumet City, Ill., this year and is planning a career in engineering. She expects to enter the University of Idaho next fall. In high school she served as a delegate to the Student Congress for two years, was vice president of the dramatics club, attained a degree of excellence in the National Forensic League, was on the speech team four years and three years on the debate squad of which she is president this year. She also won honors and was an outstanding pupil even in her pre-high school years.

James Sullivan is interested in medical science and expects to en-





At left, above, is John Foley, scholarship winner from Calumet City, Ill., and Mr. and Mrs. Foley. Right. above, is the John B. Sullivan family of Binghamton,

N. Y., with the scholarship winner, James, standing second from left. Congratulating him are his twin brothers, Joe (left) and John.

at the University of Buffalo in the fall. In addition to his Erie scholarship he has won two other high school scholarships. He has served as vice president of the National Honor Society and the Key Club and has won a varsity volleyball award.

Enlivening the understandably solemn occasion were James' 16-year-old twin brothers, John and Joe. The uninhibited youngsters with the inevitable crew-cuts attended the luncheon with their parents.

Music Student

Elizabeth Haughn expects to continue music studies at the University of Michigan this fall. During the past five years she placed first or second in the Greater Clevesolo and ensemble music contests for school children. For three years she has been a member of the student council, played in the band and served as student conductor of the high school orchestra. She is serving as vice president of the National Honor Society and the French National Honor Society and has won awards for outstanding work in English, science, math and history. In outside activities she is serving as an officer of the Rainbow Girls and as chairman of the Methodist Youth Foundation.

James O'Neil is the first child of a retired Erie employe to receive one of the scholarships. His father retired for health reasons but had completed at least 10 years of service with the Erie, one of the service record requirements for parents whether retired or not.

James expects to enroll in the University of Scranton to study pharmacy. He first participated in high school activities at Meadville, Pa., where Mr. O'Neil worked and then continued in the activities in high school in Susquehanna. He served as vice president of his junior class, played on the varsity basketball team and had the male lead in the senior class play.

Leonard Daley's goal is to be a certified public accountant, and he plans to study at Dartmouth College. In high school he was active in dramatics, football, basketball and track and served as president of the student council this year. After school hours he participated in Boy Scout, church, YMCA and

(Please turn to Page 15)

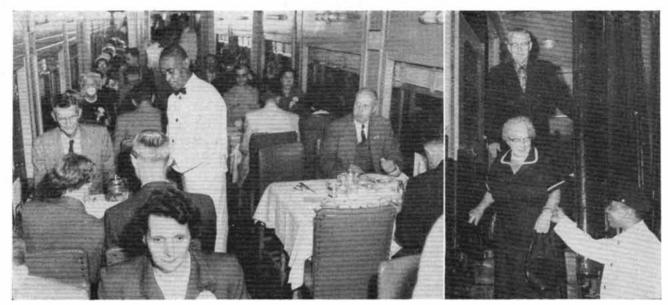
Left, below, Chester A. Haughn, supervisor in the car accountant's office, speaks at the luncheon in Cleveland at which winners of Erie's 1955 college scholarships were announced by President Paul W. Johnston.

With Mr. Haughn are his daughter, Elizabeth, who won a scholarship, and Mrs. Haughn. At right is another winner with his parents, James O'Neil, and his parents, Mr. and Mrs. J. W. O'Neil.





June, 1955



Above left some of the delegates eat dinner on "The Lake Cities" enroute to their convention. At right, Mr.

and Mrs. Arthur W. Lindquist of St. Paul, Minn., are helped by Porter Ted Sheppherd.



Paul Clark, division passenger agent, Akron, Ohio, pins a corsage for Mrs. Anthony D. Baxter, Oklahoma City, Okla., as wives of other delegates look on.

BRC Delegates Ride Erie

Many delegates from the West and Midwest to the Boston convention of the Brotherhood of Railway and Steamship Clerks early in May rode the Erie part way and received a hearty welcome on our railroad. Wives of the delegates received corsages, and everybody received folders of literature about the Erie to help them enjoy their ride on "The Scenic Route of the East." Most of the guests rode Train No. 2, "The Erie Limited," and Train No. 6, "The Lake Cities," from Chicago to New York. Shown on this page are informal pictures of some of the delegates during their ride on No. 6.





At left, above, Norman Kelberman, dining car inspector assists Mrs. Norman Petri (center) Bloomington, Ill., and Mrs. Hilary Ruff, St. Cloud, Minn., with dinner



menu in the diner of "The Lake Cities." At right Waiter John Ramey serves Mr. and Mrs. John F. Brady, Virginia, Minn.

Nice Work, Redcap Bell

If you've ever been at our station in Elmira, N. Y., you no doubt have had a sample of his broad smile and cheerful welcome. He's the "official" greeter for Elmira. He's just the kind of redcap you hope you'll find at all railroad stations.

That's William Edward Bell, Erie's redcap at Elmira, He's always got a jolly smile for you and some pleasant chatter, and you can't believe how he manages to be everywhere at the same time, helping anybody who needs a hand, toting bags, herding kids, shining shoes and just generally being a big asset to the Erie.

And don't think passengers don't appreciate this. Some time ago, Redcap Bell received proof of this in the form of a letter. It was quite a while ago, but it was such a thoughtful gesture that we decided to mention it in the magazine even if it did happen a while ago.

The letter to Mr. Bell said, "Dear Redcap, I never did know your name, but I shall always remember you as one of the kindest men I ever met. I'll always be grateful for how helpful you were to me whenever I visited my son in Elmira. He is home now, and he is doing just fine. You were right when you said he would be all right when he got home. He has a fine job and is working



Redcap Bell

real hard to make something of his life. Thank you again for being so nice, and God bless you and your family." It was signed by a Mrs. Lois Urizzo (from Brooklyn, of all places).

That's quite a letter for anybody to receive, and knowing Mr. Bell, we imagine there have been other letters like it that we haven't heard about.

Redcap Bell started with the Erie as a waiter in the dining car department. He has tried other jobs several times but has always returned to the Erie. He has been on his present job since May 1947.

Faster Service Started To Boston

Our railroad and connecting lines have inaugurated a new fast freight train schedule which will cut 24 hours from the running time between Chicago and Boston. The new schedule, now effective, provides second morning delivery of freight into New England.

The new Erie freight, Advance 74, operates on the new schedule to give faster movement to important freight commodities from Chicago and points west, destined for Boston and surrounding areas.

Advance 74 will depart Hammond, Ind., at 10:30 a.m. (CST) and arrive in Boston at 3:30 a.m. (EST) the second morning. The Erie handles New England traffic through rail connections with the Delaware and Hudson and Boston and Maine Railroads at Binghamton, N. Y., and the New Haven Railroad via Maybrook, N. Y.

Wages Climb

The average compensation of rail-way employes has more than doubled since 1940 and has more than trebled since 1918. In the latter year, rail-road employes received an average of \$1,486. In 1940 the figure had increased to \$1,913. It passed the \$2,000 mark in 1941, the \$3,000 mark in 1946, the \$4,000 mark in 1951, and in 1954 it soared to an all-time high of \$4,560.

tle Disposition

Brady, the railroad superintendent, insisted on detailed reports on all livestock killed by trains on his division. A rule of the company required the section foreman to report all such accidents promptly. One day Brady received a report from section foreman Pat Dugan that a cow was killed near Milepost 20 the day before. Details were meager. Brady wired Dugan: "Wire disposition of cow killed near Milepost 20." Dugan replied: "The disposition of the cow was very gentle."

The judge was remonstrating with Jonathan Twist over an arrearage in his alimony payments.

"Well, jedge," said Jonathan, "I reckon I am behind on the payments, but you see, jedge, my new wife didn't turn out to be the worker I thought sure she was going to be."

Railroads Help Hammond Schools



Recently when Hammond, Ind., school authorities found they did not have enough money to pay their school teachers, the railroads in the area came to their rescue by paying their spring tax bills three weeks early. Representatives of the railroads are shown here presenting their railroads' checks to the county treasurer, Michael Truchan (seated). Erie's representative, Assistant Superintendent J. M. Moonshower, Chicago, is third from the right.

Modern 'Whistler's Mother'

The wife of a retired Erie section foreman was recently picked to pose by a photographic studio for a modern day picture of the famed painting, "Whistler's Mother."

The model is Mrs. Lilly Foraker, 86, wife of former Section Foreman Willis Foraker of Bippus, Ind. The Forakers are the parents of seven children.

Mrs. Foraker is an amateur painter and posed seated in a rocking chair with one of her own paintings hanging on the wall. The photographers were William and Robert Rickert of the Rickert Studio of Huntington, Ind., who had planned such a photograph for 15 years and selected Mrs. Foraker as the ideal subject.

The Forakers were childhood sweethearts and have been married 65 years, one of the longest marriages in Huntington County. They have lived in their present home for 51 years.

Mr. Foraker retired from Erie service in 1938 at the age of 71.

Mrs. Foraker has been painting for 65 years and has been especially busy with it the past 14 years. She received an art "education" for \$3.75 from a neighbor who taught her art for the value of a cabinet repair job by her mother.

She has sold her pictures in both Canada and the United States. She is proudest of a portrait of a great-grandchild who was chosen the most beautiful baby from 1000 baby pictures on one of Bob Hope's shows.

ALCO Official Now

The name of the American Locomotive Company has been changed to Alco Products, Inc. The change was announced by the company's board of directors after its annual meeting April 19. One of the major operations of the company will continue to be building new locomotives and parts and rebuilding used locomotives. The new name was adopted to more accurately cover the company's expanded business activities.



Above is the picture which was taken showing Mrs. Lilly Foraker as the modern "Whistler's Mother." Below is a picture of Mrs. Foraker and her husband, Willis, former section foreman, as they are at their home today.



Erie Railroad Magazine

Atomic Railroad Engine Possible

Although it is not just around the bend, a nuclear-powered locomotive now has begun to look feasible enough to embolden two big American companies into undertaking intensive joint studies to determine the practicability of building such an engine and developing it for widespread use by the nation's railroads.

The new studies, which will have the co-operation of the Atomic Energy Commission, will be conducted and wholly financed by the Baldwin-Lima-Hamilton Corp. of Philadelphia and the Denver & Rio Grande Western Railroad. Based on encouranging leads resulting from an earlier inquiry into the problem, the project will give special consideration to a of nuclear engine that could be for purposes other than just pulling trains. And the present outlook, according to the project's leaders, is sufficiently promising to suggest that there may be breakthroughs of a kind that could well open the way to a new era in American railroading.

Of course, the theoretical feasibility of atomic railroads has long been generally recognized. Indeed, early last year, Dr. Lyle B. Borst, a Utah University physicist once associated with the AEC, revealed a specific plan for a steam-generating nuclear reactor designed to develop four times the power of a modern diesel engine. As explained at the time by Dr. Borst, this reactor-which would be only two feet wide, three feet high and feet long-would be capable friving a locomotive for a full year on 11 pounds of uranium fuel. Further, although it would require a 200-ton shielding against radiation, it apparently would pose no serious weight problem for the country's present roadbeds.

What still is problematical, however, is whether a nuclear locomotive—of the Borst or any other kind of design—can compete economically with the diesel. The projected two-company studies will be aimed at finding, among other things, a sure answer to that question. If the answer is "yes"—as many expect it to be—then the atom will almost certainly be working on the railroads in the not-too-distant future.

Lumber used for railroad crossties now represents about 2 per cent of total lumber consumption for all uses.

STEP IN THE RIGHT DIRECTION



LATEST PROMOTIONS

Location	Promotion	Date Started With Erie
Hornell, N. Y.	Diesel Maint. Instr.	3- 8-26
New York, N. Y.	Freight Traf. Mgr.	5- 5-12
New York, N. Y.	Foreign Fght. Agt.	10-16-17
Philadelphia, Pa.	General Agent	10-22-26
New Haven, Conn.	General Agent	4- 1-25
Scranton, Pa.	Div. Freight Agt.	3-10-24
	Asst. Gen. Fght. Agt.	7- 2-23
	Div. Freight Agt.	2- 5-41
EN 7 (TOTO TOTO TOTO SEE EN 1991)	Commercial Agt.	10-16-41
Boston, Mass.	Commercial Agt.	7- 1-48
	Hornell, N. Y. New York, N. Y. New York, N. Y. Philadelphia, Pa. New Haven. Conn. Scranton. Pa. New York, N. Y. Rochester, N. Y. Rochester, N. Y.	Hornell. N. Y. New York, N. Y. New York, N. Y. Philadelphia, Pa. New Haven. Conn. Scranton. Pa. New York, N. Y. Rochester, N. Y. Rochester, N. Y. Niew York, N. Y. Rochester, N. Y. Commercial Agt.

"How do you like your new boss, Ann?"

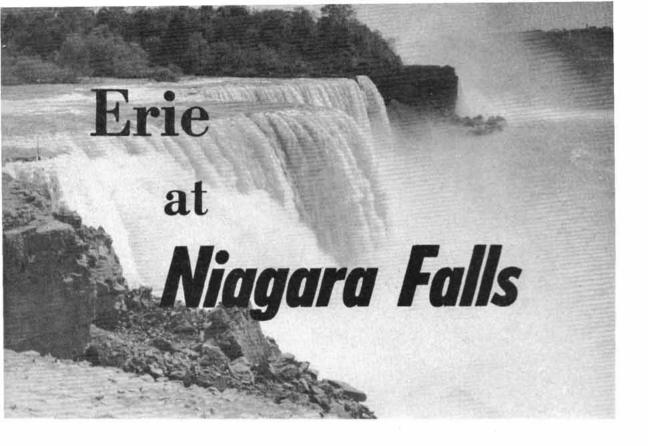
"Oh, he ain't so bad, Marge, only he's kind of bigoted."

"What do you mean, bigoted?"

"Well, he thinks words can be spelled only one way."

\$2.05 Average

In 1954—for the first time in railway history—average straight time earnings of railway employes exceeded \$2 an hour. The new high of \$2.05 compares with \$1.99 an hour in 1953 and 77 cents an hour in 1940.



To millions all over the globe, Niagara Falls, N. Y., means one of the most breath-taking sights in the world . . .

but millions who annually join the pilgrimage to this mecca for sightseers and newly-weds do not realize that the city is the heart of one of the most highly industrialized areas in the world. . .

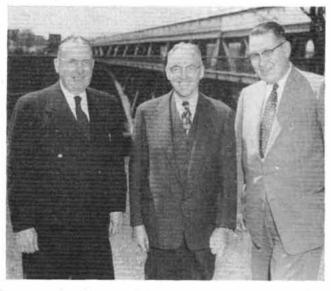
and the Erie Railroad is a vital factor in the thriving economy of this bustling community.

So near to the magnificent falls is our Niagara Falls yard and other operations that billowy mist from the rumbling cataract occasionally dampens our crews at work when the wind is right.

At Niagara Falls the Erie becomes an international railroad. It is the only point at which we operate in a foreign country. Members of our engine and train crews crossing the bridge into Canada can look down into sheer space at the seemingly bottomless gorge. The river is 250 feet below the rails. Down the gorge a half mile or so are the fascinating Whirlpool Rapids, boiling and erupting in an awesome frenzy bordering on the supernatural.

In Our Buffalo Area

Only about 25 miles from Buffalo, our Niagara Falls operations are supervised from our Buffalo of-



These three men should receive bylines for this article on our Niagara Falls operations. Without their help, members of the magazine could not have obtained the necessary information or pictures. From the left, they are Martin F. Gannon, freight agent at Niagara Falls, N. Y.; Clarence C. Tower of C. J. Tower & Sons, customs brokers, Niagara Falls, and L. E. Newman, assistant general freight agent, Buffalo. In the background is the Whirlpool Rapids railroad bridge spanning the Niagara River gorge in Niagara Falls.

fices by Carl S. Kinback, superintendent, and L. E. Newman, assistant general freight agent. The on-the-scene boss at Niagara Falls is Martin F. (Marty) Gannon, freight agent. Quick with a quip and a grin, the genial Irishman nevertheless is a down-to-earth

railroader and efficiently looks after one of the extremely busy points on our railroad. A native of Buffalo, he started with the Erie as a clerk at Hamburg, N. Y., in 1916 and has been agent at Niagara Falls since 1942.

Of course, the key to the con-

centration of industry in the Niagara Falls area is the enormous supply of water power. Here nature has been harnessed as a continuous and dependable source of electrical energy for the benefit of mankind.

Other advantages of the area for industry include the moderate climate, freedom from floods, convenient supply of raw materials and the nearby coal fields. Seventy per cent of the population of the United States and Canada is located within 500 miles of Niagara Falls as well as that percentage of the industries which use the area's products.

A large share of the work done by the Erie in the area consists of interchange of cars with Canadian railroads across the border. The good neighbor relationship is very evident. Both American and Caran crews cross the bridges over the border while on duty with a minimum of red-tape. In contrast, in other parts of the world iron curtains block international boundaries, and down through the years of history border incidents have flared into bloodshed.

Cars Across the Border

The Erie interchanges cars with Canada at two points in the Buffalo area. One point is right in Niagara Falls hardly a mile from the grandeur of the falls. We use the Canadian National Railways bridge over the yawning majesty of the gorge where it is about 250 feet deep. This is the only point at which our crews and

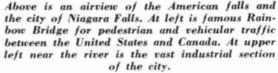
equipment actually cross into Canada. Only cars originating or destined for our tracks in Niagara Falls are interchanged here.

The other point at which we interchange cars with Canada is at Black Rock, a section of the city of Buffalo. The cars are pulled over International Bridge where the Niagara River is comparatively placid. Our crews or equipment do not cross the bridge at this point. We pick up and deliver cars at a freight yard adjacent to the bridge.

The present steel arch bridge, built in 1897, which we use over the chasm at Niagara Falls is on the site of one of the most celebrated bridges in eastern America. The famed Niagara Suspension Bridge, the first to span the swirling torrent, was opened at this point in 1855. It was built by John A. Roebling who took four years to complete it. In 1939 the late King George VI and the present Queen Mother crossed this bridge to visit the United States.

The busier of the two bridges is International Bridge at Black Rock with trains crossing it almost continuously, especially when produc-

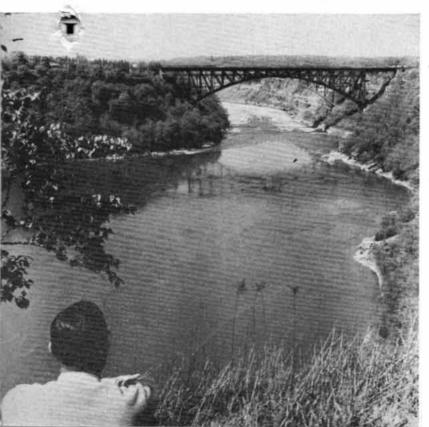




tion of automobiles is at a peak as during the postwar years. An average of 2200 cars daily are pulled over the bridge. The Erie averages about 125 cars each day. Six railroads use this bridge.

Most of the work of Erie employes in the Niagara Falls area

This view of the Niagara River gorge is from the American side looking away from the falls toward the two railroad bridges in the city. The first bridge is the Whirlpool Rapids bridge. Only the foundation on the American side of the other bridge, used by Erie trains, is discernible. Not more than five feet in front of the sightseer is a sheer drop of almost 200 feet to the surface of the river. There is a train on one of the bridges, and you will have a better idea of distance and depth if you will look at it to see how it is dwarfed. The camera has flattened out the entire scene.



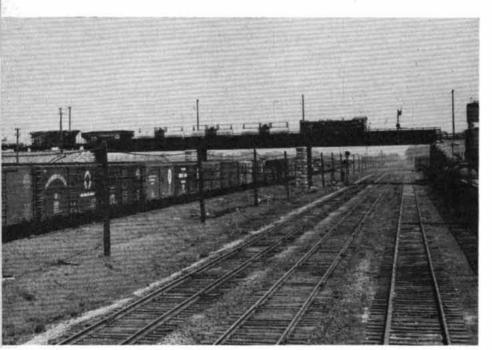
involves interchange with the Niagara Junction Railroad. Many of the large plants are located on this line. The Erie is one of three railroads which owns the Niagara Junction Railroad.

Niagara Falls Operations

Our trains for Niagara Falls are made up and classified in our East Buffalo yards. Cars for the Niagara Junction Railroad at Niagara Falls are delivered directly to the Niagara Junction Railroad at Junction Yard. Balance of cars in train for Suspension Bridge and North Shore connections are handled at Suspension Bridge Yard. Eastbound trains in turn are made up at the Junction and Suspension Bridge Yards and taken by road crews to East Buffalo, a distance of about 23 miles. Billing and all



This is International Bridge across the Niagara River from Buffalo to Fort Erie, Ont. Erie cars going to and coming from Canada cross over this bridge. The middle of the river is the boundary line between the United States and Canada. Our Black Rock yards for switching Canadian cars are located about a mile away.



Here is the junction of the Erie's Niagara Falls Branch and the Niagara Junction Railroad in Niagara Falls. The lower level is our railroad. We are part owners of the Niagara Junction.

station work for Niagara Falls is handled at Agent Gannon's office at the Suspension Bridge Yard.

The commercial assets of the city of Niagara Falls need not take a back seat to its natural wonders. Nearly one-eighth of the United States' water power is developed at Niagara Falls. This accounts for the predominance of electrochemical plants in the area. Thirty to 40 per cent of the cost of producing basic chemicals is for electricity. The main street from the South along the Niagara River is lined with these mammoth plants owned by some of the largest cor-

porations in the United States.

Among the important customers of the Erie are Dupont, Olin-Mathieson Chemical Corp., Oldbury Electro-Chemical Co., Niagara Alkali Co., Carborundum Co., International Paper Co., Auto-Lite Battery Corp., Kimberly-Clark Corp., International Graphite and Electrode Co., Great Lakes Carbon Corp., Electro Metallurgical Co., National Carbon Co., Certain-teed Products Corp., Hooker Electrochemical Co., Stauffer Chemical Co., the National Biscuit Co. and the Niacet Plant of the Carbide and Carbon Chemicals Co.

These companies make everything from carborundum, and abrasive (sand-paper and grinding wheels, for example), to shredded wheat. Other products include storage batteries, asphalt roofing, ammonia, chloroform, magnesium, acetylene, many alloys, paper products and hundreds of chemicals with unpronouncable names.

"The Power City of the World" also is rich in historic lore, adventure and tragedy.

The war of 1812 was fought in this area. The first settlement in the area was built in 1750 and was known as Fort Little Niagara and was the center of Indian activity for many years.

Actually the city did not flourish until its tremendous power esources were tapped. In 1892 on the city was granted a charter it had a population of 10,000. Today its population is 100,000.

Stage For Daredevils

Of course, the falls and the river have been the stage for many daredevil stunts. Death beckoned many of the innocent as well as the foolhardy.

In 1883 a Capt. Matthew Webb lost his life when he attempted to swim the Whirlpool Rapids.

In 1859 Blondin, the great tightrope walker, crossed the gorge on a rope in 17 minutes, carrying a cookstove and frying an omelet enroute on one occasion and toting his manager on his back on another trip.

Several persons have gone over the falls in barrels and have lived to describe the experience. The first person to do so, and the only woman, was Anna Edson Taylor who plunged over the falls in an oak barrel on Oct. 4, 1901. At least two other persons have lived through such a trip.

Another woman, Martha Wagenfuhrer, dashed through the treacherous waters of the Whirlpool Rapids in a wooden barrel on Sept. 6, 1901.

One of the most serious tragedies was the famous "ice bridge" accident of Sunday, Feb. 4, 1912. About 50 sightseers were on an ice flow that choked the lower gorge between the falls and the bridge used by the Erie. At noon the great masses of ice began to break up with a rumble and a roar. Three of the sightseers did not reach shore in time.

The fabled Niagara Gorge Railroad for sightseers also was the vectim of a tragedy. The railroad ied visitors along the bottom of the gorge. On Jan. 1, 1917, one car of the line plunged into the river after a washout, drowning 12 persons. A 5,000-ton rock slide covered part of the tracks on Sept. 17, 1935, and ended the life of the scenic little railroad.

Editors of the Erie Magazine hope that this background story of another world-renowned section of America in which the Erie is represented will help readers who visit Niagara Falls to enjoy it more.

Salamanca Vets To Tutor Scouts

The Salamanca Chapter of the Erie Railroad Veterans' Association, assisted by local officials of the railroad, have announced that they will conduct a training course for Boy Scouts to qualify them for the merit badge in railroading. The course will be offered to the Scouts in the westerly half of the Seneca Council of the Boy Scouts of America. It will

feature safety on and about railroads, identification of the different railroads, their engines and equipment, the history and development of the railroads, organization and job opportunities on the railroads, shipping and travel routes and schedules as well as their relation to community development and welfare. It is expected that more than 100 Scouts will register for the course.

Sonny: Pop, what's an optimist? Pop: An optimist is a man who thinks his wife has quit smoking cigarettes when he finds cigar stubs in the house.

Railroad Invests \$26,700 Per Job

Behind every railroad job is an investment of \$26,700.

This is as much as the value of two average farms in such great agricultural states as Oklahoma and Wisconsin.

It is double the investment behind the average job of American industrial workers generally, according to a study made by the United States Chamber of Commerce.

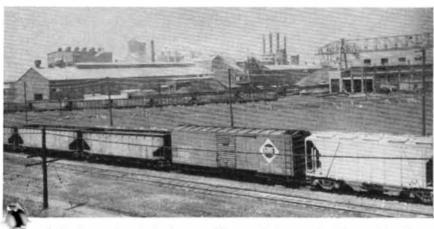
The Chamber's study was based on the returns from 88 important American manufacturing industries, where it was found the investment per employe ranged from \$10,305 in the electrical machine industry to as high as \$38,117 in the chemical industry. The average for 88 manufacturing enterprises, including those mentioned, was \$13,281.

Without their large investments in roadway, bridges, trestles, tunnels, stations, yards, shops, signal and communication systems, locomotives, cars and other equipment and facilities, the railroads could not function as transportation agencies.

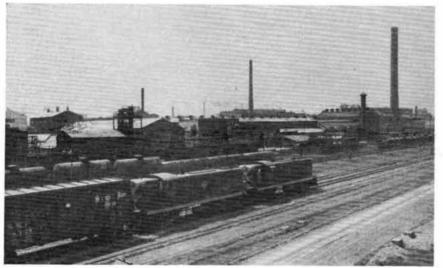
It is the investment of more than \$32 billion that enables the railroads to perform their great transportation service and to provide employment to more than a million workers.

In a study entitled "Investment For Jobs," the United States Chamber of Commerce says:

"Every job requires a full complement of job-making facilities. Without tools, machinery, equipment and a structure to house them, there cannot be jobs. Jobs require raw materials, inventories, replacement parts and cash-in-hand. . . It is only as someone converts dollars into these profitable job-making facilities that continuing jobs come into being."



Two of the large chemical plants in Niagara Falls are the Electro Metallurgical Co. (above) and the Hooker Electrochemical Co. The plants are located at the junction of our Niagara Falls branch and the Niagara Junction Railroad. Electro Metallurgical is directly on our tracks, being served by a spur from our railroad.



June, 1955

Erie Purchasing Agents 'Convention'



A luncheon for Frank Loughlin, retiring purchasing agent, in Cleveland recently looked like a convention of present and past Erie purchasing agents. Above, Jack Duffy, the new manager of purchases and stores, seems to be getting some sound advice, although probably it's barbed misinformation, from three retired Erie purchasing agents, from the left (seated), Tom Savage, Mr. Loughlin and Frank Driscoll.

Orders Placed

For Boxcars, Barges

Our railroad has placed orders for 500 box cars and five all-steel barges at a total cost of approximately \$4,-700,000.

The box car purchase was divided into two types, with Greenville Steel Car Co., of Greenville, Pa., getting the order for 300 regular 50-foot cars and the General American Transportation Corp. of East Chicago, Ind., 200 box cars equipped with "damage free" stowing devices for shipping automobile parts and other freight.

Deliveries from Greenville are expected to start July 15 and General American indicated first cars will arrive during September.

The order for barges went to Wiley Mfg. Co. of Port Deposit, Md., on a bid of \$213,750. The first two barges are to be delivered to our docks at Jersey City in July, with two more in August and the final barge in September.

CUSTOMERS DOLLARS	D D J	DOLLARS THE		
	Ma	reh	Three months	
	1955	1954	1955	1954
· 是 · 表 表 表 為		1001	1000	155%
Received from Customers	\$13,423,936	\$13,222,747	\$37,577,358	\$38,361,822
Paid out in Wages	\$ 6,510,945 48,5	\$ 6,592,191 49.9	\$18,892,800 50.3	\$19,144,282 49.9
		AND DESCRIPTION OF THE PARTY.		TANK DEPARTMENT
All other Payments	\$6,457,448 48.1	\$ 6,214,940 47.0	\$17,876,758 47.6	\$17,997,053 46.9
Left over				en a
before Dividends	\$ 455,543 3.4 (Based on figur	\$ 415,616 3.1 ses reported to the 1	\$ 807,800 2.1 Interstate Commerc	\$ 1,220,487 3.2 e Commission)
14			Erie Rails	road Magazine

Americans Built Famed Railroad In South America

Down in Ecuador there is a narrow-gauge railroad which has attracted the attention of railroad engineers throughout the world. A trip over the road is a breathtaking experience because of the rugged character of the region through which it operates.

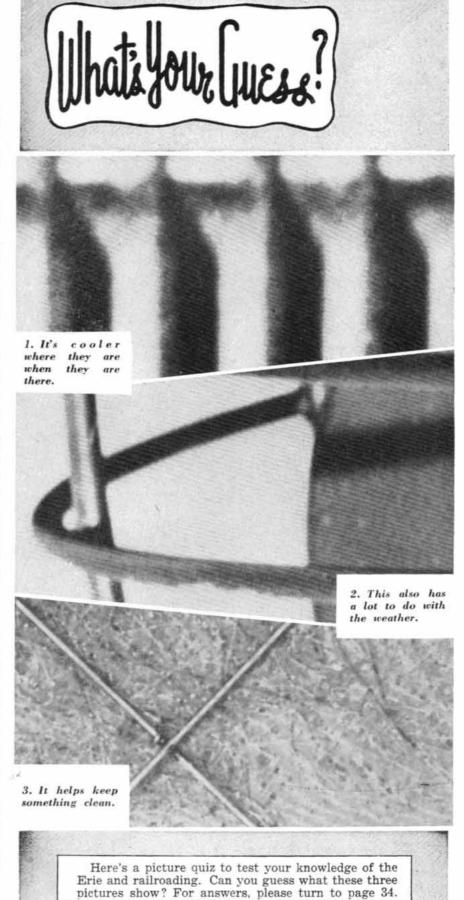
The railroad—known as the Guayaquil & Quito—connects the port city of Guayaquil with Quito, the capital of Ecuador, 288 miles distant.

Starting at sea level, the train in its first 100 miles climbs to a height of 11,841 feet. Then the elevation rises and falls between 8,000 and 11,000 feet above sea level before it thes Quito, situated on a plateau in the Andes Mountains.

Ecuador was one of the last countries in South America to introduce railroads. Attempt after attempt to build a railroad from the capital city to the seacoast ended in failure. Finally in 1897, at the invitation of President Alfaro of Ecuador, Archer Harman, builder of narrow-gauge railroads in Colorado, visited Ecuador with a group of Americans to study the feasibility of the proposed railroad. Harman was convinced that it not only could be done but could be developed into a profitable enterprise. As a result, a contract was entered into between Harman's financial backers and the Ecuadorian Government that called for the construction of the Mroad and the rehabilitation of the try's foreign credit.

Curiously, the railroad was organized under the laws of the State of New Jersey, and actual work was begun in 1899. One of the most difficult problems faced by the builders was that of labor supply. Indians from the plateau a mile and a half to two miles above sea level sickened and died in the torrid heat of the jungle. Vampire bats, which abounded in some areas, as well as jaguars, had a special liking for mule blood. Engineers and workmen had to keep on constant guard against poisonous snakes. The heaviest rainfall ever known in Ecuador washed away the results of two years' work. At one time 10,000 men were employed on the project. Although work never ceased for a day, nine years were required to complete the project.

A heavy toll in human life was exacted in building the Guayaquil & (Please turn to Page 16)





After 38 years of service with the Erie, Gus Crandall, wheel shop foreman at Meadville, Pa., has retired and was honored at a luncheon attended by 68 Erie officials recently in Meadville. Mr. Crandall (right) here receives a framed certificate from W. G. Carlson, assistant superintendent of motive power, at the luncheon

SCHOLARSHIPS continued

amateur baseball activities.

All of the winners earned part of their spending money with parttime jobs after school and during vacations.

Announcement for submitting applications for the 1956 scholar-ships will appear in a later issue of the *Erie Magazine* and on company bulletin boards, and supervisors also will notify employes at the appropriate time.

More Picture Data

Coming to our assistance, Sylvester J. Sommer, 243 Gorton St., Buffalo, was kind enough to write and give us additional information about the picture of the building in Buffalo which housed our offices back before the turn of the century. We ran the picture in our May issue and asked for information about it.

Mr. Sommer says that the picture was taken about 1880 and that the building was located at Main and Exchange Streets. It was on the site of the former house and garden of Louis LeCouteulx, a wealthy property owner of the time. At the time that the picture was taken this was known as the LeCouteulx Block. The building was taken down in 1889 and was replaced by the building now in that location.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

William James was one of the greatest men America has ever known. Doctor, anatomist, teacher, psychologist, philosopher—he was all these, and the reference books tell us that his "fascinating style and his broad culture and cosmopolitan outlook made him the most influential American thinker of his day."

This brilliant Harvard professor died 45 years ago, but one of his many discoveries about human nature is important to all of us today. Everyone knows that there is both fatigue of the mind and fatigue of the soul. We meet them as we struggle with the difficulties of life and they seem to throw up a block beyond which we cannot go, so we become discouraged and give up. This experience is what James called meeting the first conscious barrier of fatigue.

But, William James also said that if we will project our faith and our energy beyond this first conscious barrier of fatigue we come into an area where our fatigue drops away and we have what he calls "a second wind, or a new birth of power." He tells us that we can push beyond this first barrier of fatigue when we practice extra faith. And he goes on to say that there are even second and third barriers of fatigue and that the people who do the great things in life are those who pass beyond these barriers.

The great opera star, Enrico Caruso, was an example of this. One day he was so sick he just didn't know how he would manage to get out of bed for a performance that night. He lay in bed until half past seven when they came to him and said, "Signor Caruso, you must go to the opera house."

He pulled himself up from his bed, in agony and almost blinded by pain. They took him to the opera house and dressed him as he reclined on his couch in the dressing room there. At eight-fifteen, the caller came and announced, "Signor Caruso, you must go on stage."

As he stood in the wings, awaiting his cue, he pulled himself together, and by an act of will and faith plunged his mind and his soul past those barriers of fatigue, rushed onto the stage and gave one of the greatest singing performances of his career. He had found the strength within himself to overcome his difficulties.

And another great man, Charles A. Lindbergh, writes in his book, "The Spirit of St. Louis," about his desperate fight against sleep as he crossed the Atlantic on his history-making flight. He longed for just one delicious moment in which he might close his eyes and relax. But he knew that, if he gave way to sleep, this would mean certain death. So he drove himself past these fatigue barriers and, he reports, he seemed to sense the presence of another self, a new personality.

General Lindbergh, like Caruso and James, learned that resident in each of us there is a glorious undefeated personality which we can bring into play when we drive yound these earlier barriers of tigue.

When you're tired, discouraged, defeated and about to say, "I'm licked," that's the time to really pray and believe inner power will be released to bring you through that barrier beyond which you can find reserve assets of strength to overcome all your difficulties.

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ECUADOR continued

Quito Railway. No one will ever know how many workmen were killed or died of disease. The three principal engineers lost their lives on the job. Nor did the key figures in this gigantic undertaking survive. Archer Harman was killed five months after he had returned to the United States in 1911, and President Alfaro, the "father" of the project, fighting his thirteenth revolution, was captured and put to death by a mob.

But before these events occurred. the railroad was an accomplished fact. Before the road was built, a journey from Guayaquil to Quito by mule-power took about 15 days. After the road was built, the trip was made in 17 hours.

The railroad is now operated by the Ecuadorian Government.



RETIREMENTS

You did your Job Well You are True Railroaders

Sir:

We think we would be remiss if we did not express to you our appreciation for the fine service your personnel gave us when we took a group of 84 of our people to Chicago last weekend.

Mr. Gettig [ticket agent], who made the arrangements, was most cooperative, as he always is, and had handled every detail so carefully that there was not one hitch.

We also want to say a special word hanks to Norman Kelberman [aving car inspector] for the friendly and efficient service we received in the dining car.

> Walter H. Paulo, Gen. Mgr. Isaly Dairy Co. Youngstown, Ohio

Sir:

We have long been appreciative of the excellent service which your office has given us, but we feel impelled to comment upon one instance in particular.

shipment destined for Toronto. Your Mr. Murray [Joseph P. Murray, assistant rate clerk] handled the shipment so well that our consignee took sion to notify us when the shipment was received that the rail time-in-transit was less than the truck time-in-transit has been in over a year.

E. J. Looges, Traf. Mgr. Wilbur B, Driver Co. Newark 4, N. J.

Sir:

I have had called to my attention . . . a matter which you handled for us which I feel is worthy of recognition and commendation.

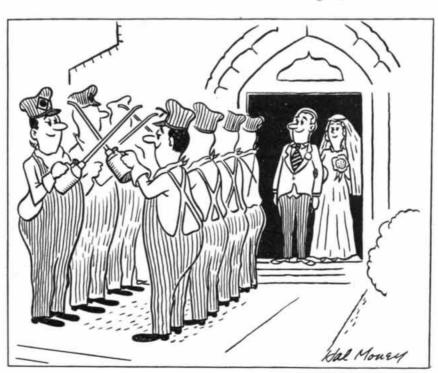
packing . . . our production lines would stop if we did not receive these cartons by 7 a.m., March 22. . . You called Bolivar at 5 p.m., March 21, and ascertained that this car of cartons would not arrive at Bolivar until 5:30 or 6 p.m. that day. You then checked with your people and had this car placed in a local. It was

NAME
Adolph Becker
Harry W. Benson
Clayton D. Beyea
Augustus J. Brennan
Henry P. Buckley
Herman E. Burns
Joseph A. Cashman
Joseph Ciu
Doyle Coigan
Fred W. Cortright
McClellan Davis
William F. Eisenhut
Harry E. Ellerman
John M. Erskin
Alexander Fell
Percy R. Fink
William Frenz
Herman Watter Furler
Blanche Haughton
Charles H. Hyland
Peter H. Kelly
Michael J. Lynch
Charles B. Marvin
Thomas J. McGrane
John H. Mix
Frank M. Offenbacker
Louis M. Petacka
Clarence L. Reed
Nelson B. Roberts
Archibald E. Rowe
Patrick M. Searson
John P. Shelton
Mark V. Stone
Carl Elton Stronl
Thomas A. White
Gideon C. Williams
Idamae P. Williams
Idamae P. Williams
Idamae P. Williams
Irank J. Wolverton
Gregory Yanni

POSITION Mill Hand Passenger Carpenter Crane Operator Train Dispatcher Machinist Roundhouse Foreman Engineer Machinist Helper Shop Hostler Telegraph Operator Operator-Clerk Claim Clerk Wreckmaster Laborer Agent-Operator Yardman Laborer Warehouse Foreman Clerk-Typist Yardmaster Passenger Conductor Ticket Agent Freight Engineer Gateman Carpenter Helper Trackman Tugboat Deckhand Section Foreman Agent Yard Conductor Yard Brakeman Freight Conductor Engine Dispatcher Trackman Conductor Marine Engineer Agent-Operator Engineer Machinist Helper

YEARS SERVICE LOCATION DATE Dunmore, Pa. 3-31-55 Susquehanna, Pa. Hornell, N. Y. Hornell, N. Y. Jersey City, N. J. Hornell, N. Y. 4- 8-55 33 5-31-55 Leavittsburg, Ohio Port Jervis, N. Y. Meadville, Pa. Brockway, Pa. 4-30-55 35 39 28 3-24-55 Hawley, Pa. Chicago, Ill. Buffalo, N. Y 3-23-55 52 4-20-55 Buffalo, N. Y.
Huntington, Ind.
Hornell, N. Y.
Piermont, N. Y.
Chicago, Ill.
Salamanca, N. Y.
Barberton, Ohio 5-31-55 33 4-29-55 4-30-55 4-25-55 35 4-22-55 3-30-55 Warren, Ohio Jersey City, N. J Port Jervis, N. Y 3-31-55 34 3-31-55 4- 7-55 5-31-55 Port Jervis, N. Y. Jersey City, N. J. Carbondale-Susq., New York, N. Y. Salumanca, N. Y. Urbana, Ohio Jersey City, N. J. Martel, Ohio Blasdell, N. Y. Olean, N. Y. Jersey City, N. J. Avon, N. Y. Youngstown, Ohio Spencerville, Ohio 48 4- 4-55 4-15-55 46 3-21-55 3- 9-55 4-15-55 29 31 4-30-55 4- 5-55 43 3-31-55 3-31-55 42 43 3- 8-55 4-30-55 4- 7-55 Spencerville, Ohio Buffalo, N. Y. Jersey City, N Highland, Ind. 4-22-55 35 N. J. 4-20-55 25 A- 9- 4 4-18-55 Huntington, Ind. Hornell, N. Y. 48

on our siding at 7 a.m. March 22 so we had no interruption in our production. . . A. H. Schenkel, Pres.-G. M. Caswell-Runyan Co. Huntington, Ind.





Perched on a ladder, Clarence Johnson, storeroom custodian, checks his shelves for some records needed for correspondence.



The gals with personality never make a move without freshening up a bit. Above, Helen Hefferan, stenographer, checks her make-up after a busy day.



When you have some 70 miles of harbor and thousands of piers in New York harbor to look after, it can become quite a job, even for these three veteran boat dispatchers in the Lighterage Department. From the left are Charley McGowan, boat dispatcher, Charley King, chief boat dispatcher, and Frank McGorrity, boat dispatcher.

Cruising & AN ** Camera Man

Our "Cruising Cameraman" this month takes us into the heart of Manhattan Island at 25 Broadway near Battery Park where Eriemen and women in the Lighterage Department handle the complex task of moving the many units of our New York harbor "navy."

In the harbor, of course, we have tugs which move floats of freight cars and barges of freight from our terminals in Jersey City and Weehawken to ship-side and to piers all along the vast New York waterfront.

The employes in the Lighterage Department arrange for delivery and pickup of the barges, floats and lighters.

Below, left, Lillian Skupin, lighterage order clerk, works at a teletype machine, while at right, Loretta Londregan, assistant boat dispatcher, tries to locate an Erie barge by telephone.





Two heads are better than one so Regina Frey, chief lighterage clerk, and Tom McGowan, clerk, put their heads together to clarify some figures on lighter orders.



Consulting a map of New York harbor, Tony Catanzaro, messenger, and Joe Piegari, chief messenger, try to determine the shortest route to a pier. Caught in the draft, Joe may be looking at this picture in service garb.



Preparing statements for our shippers is an important job in the Lighterage Department, and above, Al Posochowicz, typist, prepares bills on one of the office's IBM machines.



At the end of another day on the job, Edith Petrone, assistant chief lighterage clerk, leaves for home and some relaxation.

Below, Cashier Neal Ardres prepares to lock up office valuables in the company safe before leaving for the night.



RAILROAD SAFETY



PUZZLER

Railroaders are faced with some pretty tough problems from time to time. Here's an odd one which was quite a braintwister. It's true, too.

A circus train was delayed for a short time because of the problem of getting a giraffe under a low bridge. How do you think the problem was solved?

A carrot was dropped on the floor of the open-top cage. Then the train was hustled under the bridge while the giraffe's head was down.

Lucky that giraffe had someone to look out for him. You don't have when you're riding on the top or side of moving equipment. It's squarely up to you to watch clearances. Keep your eyes open. Be alert. And face the direction of movement.

It's Hot

That hot summer is bearing down. And it can cause plenty of trouble for the guy who disregards these health and safety rules for hot weather.

- · Avoid over-exposure to the sun.
- Steer clear of heat cramps and fatigue by taking an occasional salt tablet or pinch of salt.
- Drink cool water and citrus fruit drinks, such as lemonade.
- Eat vegetables and light foods.
- See a doctor if your stomach or bowels feel out of order,
- Know what to do to help someone who is a victim of heat exhaustion or sunstroke.

Based on the safety record of the railroads for the last five calendar years (1950-54), a passenger, by the law of averages, could take a 500mile journey every day for 2,466 years without meeting death in a train accident.

The average treated crosstie laid in track replacements last year cost the railroads \$3.35, compared with \$1.70 in 1943, and \$1.22 in 1933.

All Over?

If you've been injured, don't close the book on the experience until you've tried to make sure you won't fall into the same sort of trap again.

Naturally, you're relieved when you've recovered from the injury, and it's all over. But it isn't all over until you've reported any hazard that might have been a factor in the injury. And it isn't all over until you've checked into your fewer ings and actions in connection withe mishap to see if you've been careless, and recolved that it won't happen again.

TIE RENEWAL MACHINE

A machine which removes and replaces crossties in one operation is being produced by a Pittsburgh manufacturer. The machine is capable of removing an old tie and replacing it with a new one in approximately one minute.

Because of improvements in safety, a railroad employe's risk of being fatally injured while at work is now only about one-fourth as great as it was in 1925.

HIGHWAY ZOO



The JACKASS

This is the showoff who risks his own neck and everybody else's by speeding and weaving. Or he may turn up as the stupid oaf who just doesn't savvy modern driving. In fact he is most any driver on the highway except you and me!

NATIONAL SAFETY COUNCIL

Yardmaster Retires



When B. L. Stinedurf, general yardmaster at Ferrona, Pa., retired recently he was honored at a testimonial dinner in Sharon, Pa., and is shown here receiving a retirement certificate from T. E. Mc-Ginnis, assistant general manager, Western District. Mr. Stinedurf was with the Erie 40 years.

RAILROAD OUIZ

- 1. What is an "O.S." report-a car report, a wheel report, or a train report?
- 2. What does the letter s against the name of a railroad station in a railroad working timetable indicate-regular stop, special stop, or siding?
- 3. How much did the railroads receive last year-on the averagefor hauling a ton of freight one mile-about 11/2 cents, 21/2 cents, or 3% cents?
- 4. What is a "Barney" in railway operations - a switch tender's shanty, a mechanical mule, or a ection tool house?
 - Which of these men invented the first successful automatic air brake-Andrew Carnegie, George Westinghouse, or George M. Pullman?
- 6. If a railroad receives a foreign car and delivers it to a connecting railroad on the same day, does it pay per diem on the car?
- 7. In railway operations, is an extra train superior or inferior to a regular train?
- 8. Where was the world's first mountain-climbing railroad - in France, Switzerland, Colorado, or New Hampshire?
- 9. In the construction of a mile of railroad, which of these four items will usually cost the most -joint bars, tie plates, bolts, or spikes?
- 10. Does a treated crosstie cost less than double or more than double the cost of an untreated tie? (Answers on Page 34)



	M	

Ashley, Mark Victor
"Baker, Jesse Oscar
Benton, Arthur Robert
Boehm, Vincent Walter
Braber, John Austin
"Brew, Joseph Francis
"Brink, Elmer Judson
"Carhuff, Roe Elmer
"Clpriano, Raffaele
"Clegg, George Herbert
Collins, Virginia Mary
Conkey, James Waish
"Craig, George Robert
"Crump, Charles Henry
"DeRitter, Peter Ashley, Mark Victor Baker, Jesse Oscar *Crang. George Robert

*Crump, Charles Henry

DeRitter, Peter

DeSanto, Frank

Dubies, Gustav

Dunn, Fred Norman

Fargo, Warren Ralph

*Farley, Truman Beverage

*French, Harry Charles

'Gillner, John Albert

Helt, Alfred

Hickey, Thomas Frederick

Horey, Florence Agnes

*Hughes, Ordie Bialne

Hundley, Addison

Johnson, Harry

Kolb, George Jacob

Lallo, Jacob

Magura, Michael

*Markwell, Benjamin Jeffries

McAninch, Glenn Anthony

*McLaughlin, Patrick John

*Medde, Francis Earl

*Mules

*Wark North Markey

*Mules

*Markey

*Markey

*Medden

*Markey

*Medden

*Markey

*Medden

*Markey

*Medden

*Markey

*Medden

*Medde "McIAughlin, Patrick John
"Mead, Francis Earl
"Miller, Noah Henry
"Munley, Patrick Joseph
"Murphy, Nellie Ligouri
"Nardo, Tindaro
"Nesley, William Thomas
"O'Hara, Patrick Aloysius
"O'Neill, Thomas Vincent
"Pecora, Dominick
"Petri, Harry Lewis Pecora, Dominick Petri, Harry Lewis Piacentino, Antonio Rau, Jacob Placentino, Antonio

Rau, Jacob
Rooney, James Edward
Rose, George Allen
Schram, Irwin Herbert
Schram, Irwin Harbert
Sexton, Martin Rafferty
Shndy, Paul Joseph
Simons, Frederic Edward
Smith, Henry
Sokolof, George
Soop, Harry Valentine
Staley, Leona Maud
Stefano, Allen Anthony
Styles, Walter Emory
Tuskey, Henry Vincent
Tynan, Francis Victor
Van Hine, Richard
Williams, Raiph Raymond
Woodford, Harrison Atwood
Young, Cornelius Francis
Aberhorn, Reinold August
Ranta Young, Cornelius Francis
Aberhorn, Reinold August
Banta, Thomas Edwin
Betts, Charles A,
Bliassis, William
Bossard, Charles Wilson
Bouston, Paul Camillie
*Caidbeck, Samuel
*Chance, Frank Steinberger
*Clark, Clinton Adison
*Corwin, Roy Coleman
*Corssman, George
*Crissman, George

Shop Hostler Engineer Road Conductor Car Repairer Helper

Engineer

Fireman

*Crissman, George *Duttweiler, William Chas, *Dwyer, William *Evanoff, James K.

*Evanoff, James K.
*Falkenburg, Charles Brower
*Force, Rolla Jay
*Frederick, Cecil Weldon
Fructill, Michael
"Geary, Robert Joseph
"Getman, Duane Carl
"Gould, Merton Elverton

*Retired Employes

OCCUPATION

Freight Conductor Machinist Machinist Watchman Clerk Engineer Matron Derrick Engineer Brakeman Engineer Trackman Machinist Helper Engineer

Operator Conductor Machinist Signal Helper General Foreman Ext. Agent-Opr. Road Brakeman Checker Engineer Boilermaker Trackman Car Inspector Chief Clerk Trackmap Carpenter Engineer Yard Brakeman Engineer Steno.-Clerk Track Foreman Upholsterer Trackman Engineer Car Repairer Conductor

Shop Hostler Engineer Road Conductor Bollermaker Chief Engineer Fireman Blacksmith Boilermaker Caller Laborer Crossing Watchman Machinist

Matron Yard Brakeman Interline Clerk Machinist Chf. Fuel Accountant Crossing Watchman Trackman Carpenter Gen. Foreman M. of W.

Machinist Brakeman Gang Foreman (Loco.) Car Repairer Telegraph Operator Brakeman Crossing Watchman

Agent Car Repairer Helper Engineer Laborer Locomotive Engineer Air Brake Repairer

Trackman Carpenter Engineer Toolroom Attendant

Trackman Bollermaker Crossing Watchman Trackman

LOCATION

DATE OF DEATH

3- 3-55

Marion Division
Marion Shop
Salamanca Shop
Marine Department
Cleveland (Aud. Rev.)
Port Jervis Shop
New York Division
New York Division
Dunmore Car Shop
New York Division
Jersey City, N. J.
Avoca Car Shop
Buffalo Division
Wyoming Division 2. 9.5 2-20-55 3- 2-55 2-24-55 3-29-55 2-21-55 12-17-54 1-25-55 3- 7-55 1-25-55 Wyoming Division New York Division New York Division 1-19-55 -13-55 1 - 25 - 55Port Jervis Roundhouse New York Division 3- 6-55 1- 6-55 3- 5-55 Meadville Division Kent Division Susquehanna Shop 1-13-55 1-20-55 Susquenama Shop Buffalo Division New York Division Salamanca Shop Susquenama Division Mahoning Division New York, N. Y. New York Division 1- 9-55 2-20-55 3-13-55 1-29-55 2-11-55 12-24-54 New York Division Buffalo Machine Shop Bradford Division Elmira, N. Y. Cleveland (Aud. Rev.) Bradford Division Buffalo Division 12-16-54 3- 2-55 1-17-55 2-27-55 2-10-55 Buffalo Division
Mahoning Division
Marion, Ohio
Jefferson Division
Dunmore Car Shop
New York Division
Susquehanna Coach Shop
Susquehanna Division
New York Division
Salamanca Car Shop
Kent Division 1 - 28 - 55-25-55 -28-55 2-14-55 2-21-55 3-13-55 1-20-55 1- 1-55 3- 8-55 Kent Division 1-30-55 Kent Division Marion Shop New York Division New York Division Hornell Shop Cleveland, Ohlo Wyoming Division Susquehanna Shop Cleveland Shop Kent Division 3-11-55 12- 2-54 3-16-55 2-23-55 1-28-55 2-27-55 3-20-55 Kent Division Kent Division
Port Jervis (Locomotive)
New York Division
Susquenanna Roundhouse
Cleveland, Ohio
Jersey City, N. J.
Cleveland (Aud. Rev.) 2-19-55 1-18-55 1-22-55 2-21-55 1-18-55 Susquehanna Shop Cleveland (Aud. Disb.) New York Division 2-28-55 2- 1-55 3-17-55 New York Division Mahoning Division Delaware Division Buffalo Division Buffalo N. Y. New York Division Kent, Ohio Cleveland, Ohio Mahoning Division New York Division New York Division Kent Division 2-17-55 3- 8-55 4- 4-55 4-13-55 12-18-54 2-21-55 2-16-55 New York Division
Kent Division
Kent Division
Hornell, N. Y.
New York Division
Port Jervis Stores
Buffalo Division
Cleveland, Ohio
Marion Division
Jersey City Shop
Mahoning Division
Port Jervis Stores
New York Termi, Div.
Hornell Roundhouse
Buffalo Division
B & S. W. Division
B & S. W. Division 2-28-55 2-11-55 3-25-55 4-22-55 4-14-55 12-14-54 2-22-55 2-25-55 4- 8-55 4-18-55

3-26-55

3-15-55

& S. W. Division

ERIE VETERANS

Diesel Training Instructor Honored



An employe with the Erie since 1921, Francis P. Lawler, diesel training instructor since 1950, was honored at a retirement luncheon recently in Marion, Ohio, and is shown here, second from left, receiving his retirement certificate from C. K. James (standing), superintendent of motive power. In the picture, from the left, are Mr. James, Mr. Lawler, E. E. Seise, assistant to the president; W. G. Carlson, assistant superintendent of motive power, and Frank Jones, supervisor of locomotive operations. Mr. Lawler had spent the past five years on the training car traveling on the railroad.

Fellow Veterans:

Officers have made every effort possible to reach every veteran, to see that he has been furnished with an election ballot. When you receive this issue of the Erie Magazine, and for a reminder of your obligation, I would request that, if you have not already done so, you mark your ballot for the candidates you wish to represent you in 1956 and drop the card in the mail box, addressed to the chairman of the election committee.

We want to get back as many complete ballots as possible. I suggest that the chapter chairmen check their respective chapters to see if this can be accomplished.

> Fraternally Edward McCue President.

Akron

By Besse Westbrook

Sixty-five members and guests attended the chapter's annual dinnerdance April 16 at the Sons of Herman Club. The reception committee conoffice; L. V. Yoder, agent, Barberton; R. G. Johns, captain of police, and C. O. Ritter, trucker.

President J. P. Clark [division pas-senger agent] spoke briefly. Then he introduced Edward McCue of Sharon, president of the system association, and Mrs. McCue. Later Mr. McCue installed the new officers, president, E. G. Tonge, chief clerk; first vice-

president, M. E. Evans, checker; second vice-president, F. D. Bott; secretary-treasurer, Besse Westbrook, transit clerk; trustees, W. L. Hertle, chief clerk, Barberton, O. E. Blair, ticket agent, and F. K. Corlett, general agent. C. D. Carnes, freight agent, acted as teller for the ballots. Mr. Tonge acted as secretary-treasurer and read the minutes of the previous meeting, which were approved.

Mr. Yoder spoke in honor of Her-man Furler, warehouse foreman at Barberton, who has retired on account of his health. Mr. Yoder made the presentation of a gift purse from employes in Akron, Barberton and

Odette Herz, general clerk and chairman of the entertainment committee, assisted in awarding the door prizes with F. M. Smith, claim clerk: N. A. Brockett, car inspector, and Olive Ritter, wife of F. O. Ritter, checker.

Youngstown

By R. P. Reebel

The chapter's 15th annual family picnic will be Sunday, June 19, at Slippery Rock Pavilion in Mill Creek Festivities will start at o'clock DST with games, contests and prizes. Pack a picnic basket and get there early. As usual, the chapter will furnish ice cream and soft drinks and the Ladies Auxiliary will furnish coffee and cream. The ladies ask that each family bring a coffee pot and

cream pitcher so it will not be necessary for some of the ladies to be filling coffee cups constantly. Get a potful and we can all eat at once.

There always are some old friends at this picnic that we never see anywhere else. It is a grand chance for a get-together even if you do feel too old for foot races or baseball.

Meadville

By R. C. Miller

Members of the chapter and auxiliary met April 28. Mrs. L. R. Houghtling was dinner chairman and assistants were Mrs. Harry Seybolt, Mrs. Carl Harmon, Mrs. Mildred Cutshall. Mrs. Lloyd Rynd, Mrs. Cora Whitesell, Mrs. Frank Ebel and Mrs. Laura

Eleven members of the Huntington Auxiliary and 17 from Youngstown were guests at a luncheon given by Mrs. Louis Kebort, Mrs. Harriet Thompson, Mrs. Adam Werley, Mrs. Charles King and Mrs. W. R. Lawyer. The ladies went on a shopping tour and Mrs. Kathryn Ilas of Youngstown bought a Davy Crockett
Mrs. Ava McCabe, mousetraps, Mrs. Mary Gent, peppers and cu-cumbers, the size they never raise around Huntington around Huntington. In the afternoon the ladies were entertained by Mrs. T. F. Gorman and Mrs. Nora Collier. Prizes were won by Mrs. Olga Fera, Mrs. Dora Zaccone, Mrs. L. A. Kramer, Mrs. Gus Devine, Mrs. Edgar Mulhall, Mrs. Fred Ott, Mrs. Floyd Rudd and Mrs. Frank Ebel. Door prize winners at the 6 o'clock dinner were Mrs. Harry Porter, Huntington, Mrs. John Ilas, Youngstown, and Mrs. Clara See, Meadville.

New auxiliary members are Mrs. Mabel Flick and Mrs. Eva Stainbrook.

At the veterans' meeting, Karl Smallenberger and Fred Wade were presented with 25-year membership cards. A new member is Arthur Stainbrook.

Mr. and Mrs. Ross Owens have returned home after three months at Vero Beach and Tampa, Fla.

Mr. and Mrs. Emery Fitch and home after wintering in Fort Me. s.

Salamanca

By Hilde

The regular meeting on April 22 at the Myers Hotel gave 70 members and guests an opportunity to say farewell to our superintendent, E. J. Robisch, who has been transferred to Huntington. We shall miss him. After the business meeting Mr. Robisch was presented with humorous gifts. In the afternoon he was presented with a set of matched luggage by his office force.

Chairman L. E. Rodgers introduced Paul Scribner, supervisor, who was attending for the first time. Other first-timers were Margaret Dornhoffer, stenographer, and J. R. Kaufman,

train dispatcher.

Guest of the evening was Edward Peek of the Seneca Council, Boy Scouts of America, who told us of the work being done in educating the older Scouts in respect to railroading. The management has given permis-



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signed to help the American people to know more about the railroad industry and the important place it occupies in the life of the nation.

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If you can, visit the office of the Erie Magazine to pick up literature, or write: Erie Magazine, Erie Railroad, 1304 Midland Bldg., Cleveland 15, Ohio.



STORES

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

We are glad to have Al Gaglione back with us after his discharge from the armed forces.

Alton Spearhouse has resumed work after a siege of chicken pox.

Richard Hood, wife and infant daughter spent several days with his parents, Leading Stockkeeper George Hood and wife Mildred. While in Meadville Richard was recalled to his base at Madison, Wis., for reassignment to Otis Air Force Base in Massachusetts.

Newlyweds are Joseph Severo, helper, and Betty McGuire.

Foreman Rodney Besanson and Laborer Thelma Pope are recuperating after illnesses.

Bessie McCartney, stenographerclerk, spent part of her vacation in Florida, stopping at Daytona Beach, Marine Land, Cypress Gardens and Silver Springs.

Our plant bowling team won the Erie league championship here for the fifth consecutive year. The team, captained by Thomas Carr, consisted of Ralph Farzalo, Ralph Foster, Verlin Greathouse, Robert Burton, Al Gaglione and the correspondent. The latter also played on another championship team in another league, but it wasn't on account of his bowling skill. It was just fate. Bessie McCartney played on two teams during the season, winning high score for one month with a 213 game. She also won a prize for having the highest increase in bowling averages (32 points) over last year's average.

Our chief clerk, Geraldine Davies, a seasoned fisherwoman, landed five nice trout on her first day out.

Best wishes of the supervision, office force and plant employes to J. F. Duffy, George House and Francis Williams on recent promotions.

Birthday congratulations to Al Tartaglione, K. O. Miller, Marvin Spencer, R. E. Thomas, Joseph T. Bron, Joseph Frisina, W. E. Jones, Jr., John Vinansky, Steve Winn, E. Geraldine Davies, F. F. Forbes, Dominic Galle, George Zaker, A. J. Thomas, Walter McKim, Edward Savel, Steve Zuccaro, Thelma Pope, Dave Johnston, W. C. Greathouse, John Izbinski, John Saggio, L. W. Osten and Frank Leslie.

HORNELL, N. Y.

By Anieta F. Decker

Our sincere congratulations to J. F. Duffy on his promotion to manager purchases and stores.

George House, who has been promoted to general storekeeper, has our sincere congratulations.

Francis Williams, who has been made assistant general storekeeper, also has our sincere congratulations.

ALLEGANY DIVISION SALAMANCA, N. Y.

By S. Minneci

Best wishes are extended to William Frenz, custodian of the dormitory, who retired May 1 after 47 years with the Erie.

Police Capt. F. W. Haudenschild

had beginner's luck on the opening day (April 9) of the trout season. He got a 22-inch brook trout in Red House Lake in Allegany State Park, the first trout he ever caught. The correspondent caught three seveninch brook trout (he did not stretch their necks!).

Retired General Yardmaster John J. Malone and Mrs. returned April 22 after two months in Florida.

Car Inspector Adam Ambuske spent three weeks' vacation with his daughter and family in Florida. He visited the Bison's training field and saw plenty of ball players.

Conductor Fred W. Spawton and Mrs. are back at Conesus Lake after a vacation in Kissimmee, Fla. Fred's honor system again is in effect—"Help yourself to a boat and drop a dollar in the box downstairs."

The Masonic Lodge observed Erie Railroad Night April 12 in recognition of the many Erie employes who are members of the local lodge. At least 85 of those present were from the Erie.

Best wishes to E. J. Robisch, no superintendent at Huntington, welcome to D. A. Logan, our new perintendent.

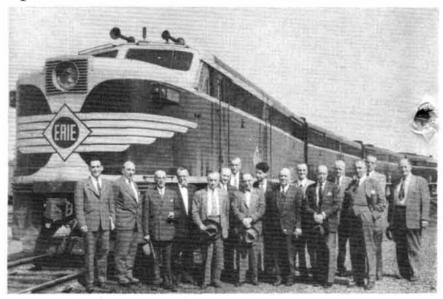
MARION DIVISION

MAINTENANCE OF WAY

By Maralene Trainer

We extend best wishes to former Assistant Division Engineer O. N.

Spanish Railroaders Visit Erie



A group of Spanish railroad officials recently visited the United States to study American railroad technique and spent part of their time on the Erie. The group is shown here with Erie officials during a visit to our facilities in Marion, Ohio. From the left are, Paul Matito, secretary of the Spanish group; Luis G. Navarro, Spanish Railways; Manuel L. Maldonado, Spain; W. G. Carlson, assistant superintendent of motive power, Erie; C. K. James, superintendent of motive power, Erie; M. E. Allen, engineering, General Electric; G. J. House, general storekeeper, Erie; Henry Hill, engineering, General Electric; Rudolpho Gruenwald, interpreter; H. I. Phelps, master mechanic, Marion; Ignacio De Santos, Spain; Alfredo Moreno, Spanish Railways; C. A. Lefferts, division storekeeper, Erie; Alfredo Crespo, Spanish Railways; F. P. Williams, assistant general storekeeper, Erie, and C. M. Stubbs, assistant master mechanic, Erie.

Philadelphia General Agent Retires



Friends and fellow employes honored Charles F. Whadcook (fourth from left), general agent, Philadelphia, at a retirement luncheon April 27 in New York. Mr. Whadcook retired April 30 after 45 years with the Erie. A native of Paterson, N. J., Mr. Whadcook had been with the Erie since Feb. 17, 1910. From the left are B. F. Conway, freight traffic manager of piggyback and less-than-carload merchandise traffic; M. R. Fitzgerald, who suceds Mr. Whadcook; E. J. Dean, assistant vice president; Mr. Whadcook; T. R. Thompson, assistant vice president, and Russell Whadcook, traffic manager, Tidewater Oil Co., New York, and brother of the retiring Erieman.

Lackey and wife who are changing their residence from Huntington to Florida

Larry Moser, son of Assistant Section Foreman C. E. Moser, has returned from military service in the Far East, and A. E. Peggs, Jr., son of Inspection Motor Car Operator Earl Peggs, is serving with the 21st Field Artillery in Augsburg, Germany.

We wish many happy retirement years to Trackman C. E. Strohl of Spencerville.

TRANSPORTATION

By T. E. Poe

A hearty welcome is extended to our new superintendent, E. J. Roblach, who is not a stranger on the sion. He served as assistant suintendent at Chicago prior to his promotion to superintendent at Salamanca.

Best of luck to F. J. Mulligan, former division superintendent, who has been promoted to superintendent at Youngstown.

We all miss seeing "Spot" making his daily rounds of the various offices at Huntington. Spot, just "plain dog," was well known from various writeups and pictures in the Erie Magazine and newspapers. He died recently after being struck by an automobile.

Best wishes to Engineer F. J. Wolverton who retired April 18 after 47 years' service, and to McClellan Davis, operator at Chicago, on his retirement April 20 after 46 years.

CHICAGO POLICE

By J. S. Steen

We welcome new patrolmen, R. P. Brock and T. D. Sulzer.

Brock and T. D. Sulzer.
Patrolman D. D. Alkire spent his vacation adding a basement to his home.

Patrolman D. J. Porter spent his vacation fishing in Wisconsin.

HAMMOND CONSOLIDATED

By Grace Connole

We envied **Betty** and **Gene Pontious**, operators, when during a March blizzard, we received their postal card from Miami, Fla., where they were vacationing. They reported the temperature was 78 above, perfect for boating and fishing. **Betty** learned to bone and fry the fish like a native and **Gene** learned to eat them like—well, like **Gene**.

Mr. and Mrs. Ernest Wartena (transfer conductor) spent two months' vacation in Tavares, Fla., home of her parents. They fished near Tavares and in the Gulf at Homosassa River, making a good catch of speckled trout and bass. They also took in the trap shoots.

They also took in the trap shoots. Relief Clerk Wilbur Bobst visited at Indianapolis and Detroit during his vacation in March.

After three years with the Army paratroopers, Alfred P. Sibert, operator, has returned to the yard office (third trick). As extra curricular, Alfred is taking a business administration course at Purdue University Extension, Calumet Campus. Also, we are pleased to have back with us after two years in the Army (Personnel—Okinawa), Cpl. Richard C. Smith, who is working his former relief clerk position.

Greetings to our latest addition, Margaret Kubacki, relief typist-I.B.M. operator.

Patricia Witwer, daughter of the W. G. Witwers (agent), traveled to Washington, D. C. during Easter vacation with this year's high school student group. This annual trip is completely planned for the students from the time they leave home until they return and includes a visit to the Pentagon and historic sites. While Pat went east, the rest of the family, including son Billy, journeyed west to Dubuque, Iowa for a visit with Mrs. Witwer's father.

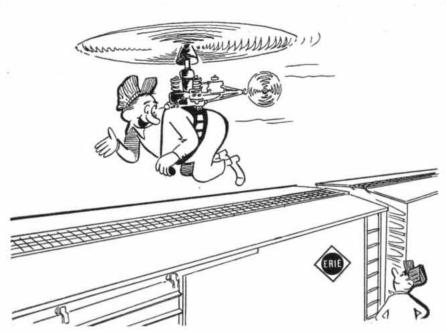
Roy W. Elkins, freight house foreman, wife and two of his daughters, went to Mahomet, Ill., for the wedding of Granddaughter Shirley Kuykendall and Michael Kelly, April 16, at the First Methodist Church.

Joanna Sanders, relief clerk, and husband, Pfc. Denzil Sanders, spent a week in and around picturesque Turkey Run State Park in Indiana, hiking and exploring Indian trails. Denzil was home for 30 days before

Rugged Railroaders of 1915



According to Mike Magura, yardman in our New York Terminal, this picture was taken in 1915 in our Paterson, N. J., yard. These rugged railroaders are, from the left, Conductor George Grim, now retired; Yard Brakeman O. Hopper, no longer living, brother of retired Yardmaster Warren Hopper, and Brakeman Tim McCarthy, owner of the picture who now is relief yardmaster at Paterson.



"Sure takes a load off a brakey's feet!"

embarking for a year's assignment in Germany

Ronald K. Ward, relief clerk, had his entire family's approval, including Corky, the dog, when he traded their Olds 98 for a flashy red Lincoln Capri.

CHICAGO GENERAL OFFICE

By George E. Lange

Getting acquainted around these parts are two new additions in the persons of Vivian Cetnar, stenographer, Sales and Service, and Jerry Neason, mail room clerk.

Thomas Carlton, who left the Erie last August by request of Uncle Sam. has set up temporary Army quarters in the Deep South—Atlanta, Ga., that is. Instead of the bugle for reveille on April 3, he heard the sound of wedding bells as he exchanged vows with his Chicago sweetheart, Carolyn Ann Powell.

It seems that once they start ringing, there is no stopping those wedding bells. Marie Kleba, PBX operator, and Richard Giangreco were a happy duo April 30 when they became husband and wife in St. Philip of Benizi Church. It was a very happy Marie who was honor guest at a shower April 28, held by girls of the office. The couple will have a belated honeymoon

Helen Hill, who is expecting her baby soon, was given a dinner party April 27 by the girls in the office.

It must be true that after a certain date gals stop having birthdays. For three months in a row there are all birthday boys. In May there were M. E. Rosenberg and T. J. Keating. In June the aging men are D. A. O'Connor, G. C. Miller, A. E. Hart-man and F. D. DiGiorgi.

Jack Spoolstra is conspicuous by his absence since leaving the Erie and taking up an apprenticeship as a printer, something he's been wanting to do for a long time.

And it was a joyous group of bowl-

ers headed by Al Anderson that eved the final standings in the Youngs-town tournament. Al missed tying first place in all events by one pin—the one that was nailed to the floor, he says.

Evelyn Coakley trekked to New York for a week's shopping and sightseeing. She says her rehearsals on the Archer Avenue bus line really helped her on the New York subways.

Etta Hendricks, teletype operator, spent her vacation getting acquainted pleasantly with her new home and surroundings.

Hear-tell alumna Florence Berg visited and had a pleasant time up yonder in Minneapolis.

Another alumna, Mary Dugan, ate,

drank and was merry at a luncheon with some of the Erie co-eds just re-

Helen Griffin took Granddaughter Linda to Warren, Ohio, with her to visit relations. Linda's mother, Joan Ohl, also is a former Erieite, having been a PBX operator.

14TH STREET, CHICAGO

By Chris Hardt

We are glad to know that Foreman John Smith is home from the hospital and recuperating rapidly.

Adrenne Brynda, 20-year-old daughter of General Foreman J. J. Brynda, last month completed her second year at St. Clara Novitiate (convent) at Sinsinawa, Wis. Upon completion of her training, Adrenne will be known as Sister Mary Jan.

June Rossnagel's (rate desk) father is well on the way to recovery after being hospitalized.

George O'Hare, relief marker foreman, is recovering at home after an illness, and William Culligan is in the hospital at this writing.

In a letter, Edward Fulcher, retired from the police force, reported a sprained right leg. Ed says he worked for the railroad over 30 years without getting hurt, and now that he is

retired, he has had several injuries. Ed, a member of the Chicago-Ham-mond Chapter, Erie Veterans, now lives in Amherst, Va.

Joan Stalf, switchboard operator, has received a diamond engagement ring from George Blaul, rate clerk. This office romance started soon after George returned from the Navy.

KENT DIVISION

AKRON, OHIO

Andrew Kavulla, trucker, and family spent a week-end with relatives in White Plains, N. Y., and also saw the Easter Parade in New York.

The yard team (Robert McGurr, captain; James Trent, Theodore Branekey, Joseph Lecoma and Joe Mickunas) finished third in the Youngstown bowling tournament team event. The warehouse team, captained by Howard Richard, and the Erie passenger team, Al Hornish, captain, also participated in the tournament.

Helen Suhr, cashier's clerk, is

joying her new home.

Congratulations to D. B. Jo night rate clerk, and wife on the rival of a son (Thomas Edward).

Esther Martin, general clerk, is driving a new Champion Studebaker. C. O. Ritter toured the South in a new Buick.

Sympathy is extended to Mayme Schultz on the death of her father.

MARION, OHIO

D. M. Watt now is stenographer in the division freight agent's office due to the transfer of Ray Harty to Assistant General Freight Agent H. W. Gray's office in Cincinnati.

J. L. Tjaden, division freight agent, is driving a new Chevrolet. Congratulations to him on his election to the board of governors of the Central Ohio Traffic Club.

Sympathy is extended to Engineer C. P. Hogan (retired) and family on the death of Mrs. Hogan. His son-in-law, Earl M. Greenland, is em-



1952, Walt Disney Productions Distributed by King Festures Syndicate.

ployed in Marion yard.

Sympathy also to the family of E. Phipps, of Galion, retired conductor, who died April 26.

See Jerry Porter at B. & B. Motors, 209 North Main, for some good buys on Chryslers and Plymouths.

Congratulations to L. L. Shepherd, chief clerk to division freight agent, on his election as president of Delta Nu Alpha, transportation fraternity.

Congratulations also to George Morrett, engineer, and wife on the arrival of a son. Mrs. Morrett formerly was a stenographer in the general yardmaster's office.

MARION MECHANICAL

By Susan Baker

Sympathy is extended to Ivan Mc-Ginnis, machinist, and wife on the death of her mother.

A recent caller was Bill Shults, retired pipefitter, who has returned to his ranch in Inverness, Montana.

Some recent vacationists are Francis Dean, Clair Troxell, Wilfred Welker, Dick Long, Earl Kyser, Ivan innis, Tom Kraus, Ed Richender, Rill Sheldon, Bill McClain, Don Wilson, Dale Saunders, Clair Ketcham and Ivan Spires.

Get-well wishes are extended to Tom Kraus, machinist, who was hospitalized for surgery while on vacation. We hear he is getting along fine. Pearl McWilliams, labor foreman, also was hospitalized, but has recuperated and is back on the job.

One or two of our fellows are get-



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t your sights on the management end of railroading—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

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 ■ Machinist and Toolmaker
 □ Traffic Management

 □ Mechanical Engineering
 □ Welding—Gas & Electric

 Name
 Ace

Home Address ______Occupation _____

Erie employees will receive a Special Discount

40th Anniversary



The other day Mr. and Mrs. George W. Feltz stepped out to celebrate their 40th wedding anniversary, Mr. Feltz is an engineer at Buffalo.

ting good buys on Chryslers and Plymouths at B. & B. Motors, 209 North Main.

Congratulations to new parents, Mr. and Mrs. Clair Troxell (daughter, April 23) and to Mr. and Mrs. William Neal, a son. Clair is a machinist and Bill a machinist helper apprentice.

The welcome mat is extended to James E. Rollins, machinist.

The list of new car owners is growing daily. Among the latest are Frank Lawler, diesel training instructor (retired), Mercury; A. H. Specker, trainmaster, De Soto; Ray Lauer, foreman, Dodge, and Leonard Kellogg, foreman, Chevrolet.

A smiling and happy bridegroom-tobe is none other than Leslie Irey, machinist apprentice, who will have the knot tied with lovely Joan Merrell.

A distinguished group of Spanish State Railways officials visited the diesel shop April 22 accompanied by officials from the Erie, General Electric Co. and American Locomotive Co.

Birthday congratulations to Harold Boyd, Floyd Butz, Cliff Craft, Mike Crawford, Tom Dye, Kenneth Emmons, John Fields, Dale Flannigan, Charlie Holladay, Ted Hull, Cecil Krichbaum, Ray Lauer, Al LaVette, James McNamara, Ed McWilliams, George Miller, Paul Penry, Carmen Rich, Bill Shaw, Lozier Summers, Sam Tedesco, Clair Troxell, John Wells, P. O. Wilson and Norman Worline.

MARION CAR

By H. M. Robbins

It's a boy for the David E. Cheneys (box packer).

Mr. and Mrs. George Keener have announced the engagement of their daughter, Jane Marlene, to Fred Roth, second trick train yard foreman.

A few observing birthdays recently were H. F. Altenberger, M. C. Carr, W. L. Cornelius, G. R. Kellogg, W. Kannel, W. R. Kennedy, G. A. Lehner, R. D. Masters, A. C. Mabrey, T. Moler, J. F. Smith, J. E. Townsend.

See Ben Wiant at B. & B. Motors, 209 North Main, for some good buys on Chryslers and Plymouths.

MAHONING DIVISION

YOUNGSTOWN FREIGHT

By Maureen Pierson

A hearty welcome is extended to Roy Burns who is comptometer operator in the sickness absence of Jane Perrin.

Best wishes to Mr. and Mrs. F. T. England (agent) who celebrated their wedding anniversary April 10.

Joe Canon, night bill clerk, and Louise Fagan, of Sharon, were married April 30.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

Our sympathy is extended to Albert Anderson, track supervisor's clerk, Greenville, whose father, James Anderson, died April 23.

Attorney W. L. Van Lenten, son of Chief Clerk W. H. Van Lenten, now is stationed at Camp Dix, N. J., with the Army.

Congratulations to John Patrick, carpenter, on the arrival of a son April 20.

William Hoza, assistant master carpenter, spent three weeks' vacation at home and on local trips.

MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR REPAIR SHOP

By R. C. Miller

Mr. and Mrs. Herman Dinkeldein celebrated their 43rd wedding anniversary April 1 and Mr. and Mrs. Roy McCain their 39th on March 28.

Fellow workers of Anthony Mona of the signal repair shop held a steak supper at his home April 21 and presented him with a gift as he retired after 33 years' service.

Duke Emanuel has become a grandfather, according to word from his son who is in England with the air force.

Mr. and Mrs. John Anderson, sonin-law and daughter of Electrician Vic King, were home for Easter. Mr. Anderson, a career man with the Navy, was attending a five-day session at the Parachute Inspection School in Cleveland.

CLEVELAND FREIGHT

By R. M. O'Connor

Freight Agent J. H. Byers is convalescing at home from an illness.

While attempting a grand tour jeter during ballet practice. Bob Hildebrand, typist, broke an ankle.

Ray Martyne, chief bill clerk, says it is "kismet" that the eye glasses he got on Friday he lost the following Monday.

Rose Corcoran, switching clerk, and Ted Specht, rate clerk, are back on their jobs after recent operations.

Joe Smrekar, relief vacation clerk, is taking up golf seriously this season, having acquired a new bag and a set of clubs.

CAR ACCOUNTANT CLEVELAND, OHIO

By Mary Ann Sabo

If you should see Edward Peakovic dodging the girls these days, don't be alarmed. Knowing he's altar bound in June, the girls from the office surprised Ed with a shower, giving him gifts any handyman can use around the house, especially if the house is new with a yard to spade.

Speaking of showers, Florence Post had a lovely shower at her home for Margaret Brady, who on May 7 exchanged vows with Charles Boesch. Married in a beautiful pink suit and attended by sister Jean, Margaret and Charlie were married in St. Charles Roman Catholic Church, Parma. The newlyweds autoed to Canada for the honeymoon.

From the way the office has been buzzing lately, everyone really enjoyed their vacations. Alice Carroll had a restful visit with her niece in New Orleans while Ralph Clark and the Mrs. went back to visit Ralph's hometown, Rutland, Vt. After seeing all his relatives and gabbing the nights away, Ralph says he could use another vacation.

Our best wishes go with Carol Phillips, who is now stenographer in the transportation department. Taking Carol's place is the former key punch operator, Reva Collins.

The office welcomed back Karl Stoffel, tabulator operator, just returned from serving Uncle Sam, and Rennie Belden, key punch operator.

Farewells were said to John Bremer, when he moved his family to Florida to eat up all that golden sunshine, and to Edna Post, key punch operator, now a true farmerette, living on a big farm in Centerville, Pa.

Our sincere sympathy to Margaret Kutina whose father-in-law passed away last month.

OPERATING

VICE PRESIDENT'S OFFICE

Alice Cunningham is back at her desk again after a week's vacation entertaining relatives who came to Cleveland.

We welcome Richard Staley to the Wage Bureau in place of Ed Herdmann who moved up to the Medical Department.

Ruth O'Connor is on her way to California for three weeks' vacation. It is good to have Helen Masterson back with us (temporarily in the Station Service Department).

ACCOUNTING

AUDITOR OF REVENUES

By Jimmy Murphy

The girl golfers around the offices are climbing out of their cocoons as springtime lures them back to the linkscapes. Sparking the seasonal return to golf activities are Anne Marie Mark and Alberta Lawler. Another glamorous golfer, togged out in the newest fashions, is Lorraine Campbell who is giving tee tips to Angie Uranker. . . Helene Toth has created a new coiffure designed especially

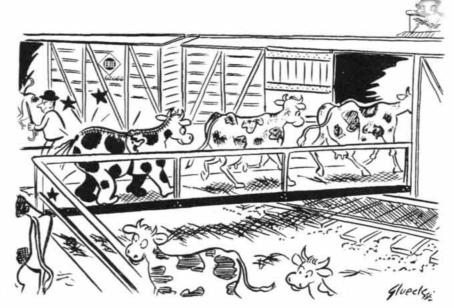
Korea Railroader



Pfc. Shannon L. Wampler, Mahoning Division fireman in the U. S. Army, and son of Sam Wampler, road foreman of engines, is in the Transportation Corps in Korea and is shown here in a locomotive on the job. His headquarters are at Yong Dong Po.

for outdoor sports. . . The Revision team in the men's bowling league, captained by Jimmy Laggan, climaxed a successful season by winning the championship. The shooting stars tumbled the Engineering quintet, the defending champs, into second place. . . . Harry Martin gave an interesting resume of his flying trip to the West Coast. . . Jean and Edna Overin were thrilled with their first trip to Pasadena, Calif. . . Bobby Courtright, 14-year-old baton twirling son of our genial machine room

supervisor, added to his stockpile of medals, trophies and newspaper clippings when he appeared on the Horace Heidt TV show which was presented at the Lakewood Civic Auditorium April 30. This young man certainly is going places with such exceptional talent. . . Leroy Lewis, head rate and division clerk in the passenger bureau, retired April 15 after 44 years of loyal service. Leroy was on an extended leave of absence. recuperating from a heart ailment. He is held in high esteem by all our members and his warm, jovial manner will be sorely missed. . . Gladioli, snapdragons and small white mums decorated the altar at St. Wenceslas Church April 16 for the wedding of Joan Intihar and Joseph Zak. Over 600 friends and relatives attended the evening reception. The couple left for Williamsburg, Va., couple left for Williamsburg, Va., where they spent a two-week honeymoon before returning to their new The office force contributed a waffle iron and sandwich grille which was ably presented by Chief Clerk George Huber. . . Tom Lynch, always shy to accept acclaim, quietly announced he's enrolled in the great Curtis Fix, father circle. Rasmussen and Bucky Van Buskirk are busy with road maps planning their vacations. , . Wonder why Tom Edwards, John Prentice Jr., George Joseph and Howie Brown stand up while working these days? Could it be from too many cowboy antics at Metropolitan Park? . . . We've been a long time trying to figure out the source of the sweet music which we have been hearing in the waybill group. It took a beautiful diamond on the significant finger of Marge Leanza to give us a clue. It's wedding bells. The lucky fellow is Angelo Pizzillo. . . We would like to commend our janitor force for keeping the offices neat and clean and the floors polished which is a mighty big job. Also to be commended is our elevator force, Arnell Pope, Nina Rogers and Inez Beavers, who do a



"Quit mounin' about the accommodations—I've been taking all the prodding from that electric cane!"

wonderful job, and we are aware of and appreciative of their fine work. Mary Lou Raynak had the misfortune to suffer severe facial burns in a most unusual accident. While baking a sweet potato, the skin suddenly burst and flew up into her face, but we are happy to report that she is all right now. Peggy Reinecke suffered a fractured big toe when she challenged a bedpost to the right-of-way. all delighted to see Bill McGrath Jr. back at work and feeling so much better. It's reported the hospital was sorry to see Bill leave. He has a brand of therapy all his own and was a joy to the other patients as well as the nurses and doctors. Johnny Clements now is qualified to answer any and all questions on the subject of gardening. Clem gardens strictly by instinct. None of those long, involved methods for him. He just digs a hole, sticks what-ever is to grow in the ground and, without fail, gets perfect Guess we'll have to start polishing up the vases. It looks like the office charge of the country him around. He says everything is going fine at home, and he's enjoying taking it easy.

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Frank Troyano bubbles over with glee every time he thinks of that shadow-grey and salmon colored '55 Chevvie hard-top he bought. He and his wife were anxious to try the car on a trip and drove east in the latter part of April.

Congratulations to Agnes and Thomas Geary who will be celebrating 25 years of married bliss on June 18. Also to Bernice and Nelson Potter who will be married four years on June 9.

Tom Mayer's newest addition to the family arrived on April 1—a dog and Sandy, part collie and part 3 man shepherd.

Jack Cervelli sported a bright peacock-blue western tie April 6 and after shocking the office force, came back with another to preview. Jack has transferred to the M. of W. His nessenger job has been taken by David Murg who started April 18. David is a graduate of John Adams and among his many hobbies he enloys playing the trumpet and colecting records.

Dorothy Buday believes that carrots must be good for the eyes 'cause abbits love 'em and she's never seen a rabbit wear glasses.

Petite Rita Ann Mazur is wearing a new spring coiffure styled by Portaro hat is most becoming to her. Getting the first brush-haircut among the fellas is Arde Mann.

Did you know? . . . Mary McCarthy went to Buffalo in April to risit Anna McCarthy . . Sophie Ambrozi says an electrician is a guy who wires for money . . . Kathryn Guiton took her first airplane trip April 24 when she flew to Detroit. While enjoying her brief stay, she had a chance to dine at the Dear-

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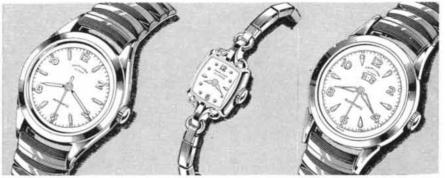
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*Provided original seal is restored if opened for service

born Inn. . . Anita DiVitto says. "A close relative is one you see occasionally between weddings and funerals." . . . We're happy to hear that Mary Jacubic's mother is feeling better after her recent illness.

Charlene Scheck resigned as calculating operator at the end of April and flew to San Francisco to marry her fiance, Richard A. Jodevay, who is stationed there with the air force. A dinner was given in her honor April 27 by Anita DiVitto. The bride-to-be wore a rust linen two-piece suit with natural straw accessories. The yellow rose corsage blended with her outfit. A personal gift was presented at the dinner.

The bowling season ended April 28 with the women's Thursday night league in fourth place. The banquet was held at Kiefer's restaurant. The men's league stayed in 11th place with land, 164.





Pittston Clinchfield Coal Sales Corp.

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Engaged



Mr. and Mrs. Hubert Van Cleave, Akron, Ohio, have announced the engagement of their daughter. Sue, to Jay Eldridge, Mr. Van Cleave is a trucker.

OFFICE OF COMPTROLLER

By Joe Keenan

That new cheerful office girl buzz-ing around here is Betty Haughn. Quite an accomplished violinist, we understand. It took Bill Gornik a week to realize that the case Betty frequently carries is for her violin and not a lunch box.

Charles Duis visited the office to receive his retirement certificate which was presented by G. W. Oakley before the office force. Charlie also was presented with a savings bond as a remembrance from fellow employes. Charlie and his wife have sold their home in Cleveland and are moving to Florida.

Signs of the changing sport season. Byron Webster putting away the bowling ball and dusting off the golf clubs and the old mitt. Mike Foli living and dying with the fortunes of the Cleveland Indians.

Helen Eyerman had a pleasant

Easter visit from her sister, from Brooklyn, and her niece and family who journeyed from Chicago.

Wanted—a place for Bill Hawley to

hang his coat.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Fred Peterson was elected president of the Hornell Erie bowling league and Francis Crook was reelected secretary. . . A woodpecker is giving Ed Dressler a hard time. . . Dan Swift has acquired a green thumb. . . Harry Lemen running a "Can You Top This?" program for the benefit of the boys on the third floor. . . Leo Hitchcock's shoes need Mr. and Mrs. Jim Hilton participated in the Easter Parade in New York. I understand Jim got his tonsils sunburned looking at the tall buildings. . . Paul Quartz's wife says the trip to Florida is off. . . Wonder what the attraction is over in Bath for Zip Zannieri. . . Joe McHale,

back after a hitch on the USS Roosevelt, is now on leave to attend U.C. L.A. . . Ruth Hunt says, and I L.A. . . Ruth Hunt says, and I quote, "I don't like men.". . . Ernie Dungan admiring himself in a mirror. . . Dorothy Marks spent Easter Sunday in Buffalo. . . The following attended a Masonic meeting in Salamanca where they had their first "Spudnuts": Walter Coston, Henry Drury, Ed Shroyer, Harvey Schneegas, Cliff Friends, Mike Winters, Clayt Ordway, Bob Burdette, Howard Pas-coe and Woody Woodruff. . . Leo Harkins had the highest average in the Erie bowling league this season.
. . What is this about a mouse running up Ginnie Argentieri's arm? . Helen Huff checking the Pink Elephant. . . Ray Clark traded cars again. . . Jack Burlingame's wife had to come down to pick up his check when Jack took off and went fishing. . . John Hitchcock has room for another couple in the front seat when he's out riding with his latest girl friend and we wonder Watts cooking, John. . . Jim Barnett ran into a door, or so his story goes. Jim Hilton says that Watson Walden would never feel at home on a ern farm with tractors. . and Bill Leonard enjoying their new means of locomotion. . . The latest report of the Hornell Erie Credit Union that Walter Coston put out was very encouraging and it shows that the organization sure is growing. Fifty-two per cent of the Bureau employes now belong. . . Bob Pebbles has bought a house and also he was left a pair of shoes by one of his relatives. . . Leo Hitchcock sure has a hard time getting a quarter from his wife, Helen. . . Nancy Lynn is the latest addition to the Bert Allison family. . Looks as if Angie Petrillo is keeping steady company. . . Joe LaChiusa, Dorothy Marks and Kip Condon in the hospital for operations . . Jim Cortese has his discharge from the Navy and is back on the payroll. Sure hope his wife likes Hornell. . . Commodore Cliff Friends is back on Canandaigua Lake for the season. . . On May 29 Harvey Schneegas completed 40 years with the Free . . . Pearle Koskie is thinking f the older boys on her birthday anniversary. . . Al Morris brought back a big box of goodies for all his girls on his return from an Easter visit local cancer drive. . . Yours Truly was laid up for a week due to illness.

MARINE

By Jesse E. Baker

Capt. Fred Decker (retired) writes from St. Petersburg, Fla., that in looking up John Tidblom, retired tug engineer, he learned that John had passed away early this year.

Cliff Vreeland, deckhand on the ferryboat Meadville, has been congratulated by his superiors for finding a woman's handbag containing a large sum of money and turning it in to the lost and found department.

Len Van Olden, marine yard store-

Retired In New York



Now retired in New York City, Stanley Kuziw, employed in the Department and Marine Detment from about 1913 to about 1914, made a special trip from his home to the Erie Magazine office with this picture of himself. He told us especially to be very sure to mention his three grandchildren

keeper, completes 35 years with the Erie this month. Edward A. Grace, Sr. will complete 50 years in July.

Otto H. Hanke, crane foreman with 28 years' service, Charles P. Kenny, barge captain, 30 years, and Al Wilson, wheelsman, 26 years, all retired in April.

Deckhands J. F. Kelly and A. Benvenuto vacationed in St. Petersburg and Lake Worth, Fla.

New York had a tea party in 1774. A cargo of tea was thrown overboard and another cargo was sent back to England.



By V. T. Bustard

Jack Hazzard and family spent a week-end in Massachusetts.

Congratulations to George Taylor and wife on the birth of their daughter, Patricia, April 5. George, who formerly was a stenographer here, is now in the comptroller's office in New York.

Another former employe of this department, Bob Phillips, returned after two and a half years of Army service in Germany and resumed duty in the Freight Traffic Department.

NEW YORK DIVISION SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Mr. and Mrs. George J. Ameer (Baggage-Mail) were among those attending the recent dinner-dance and installation of officers of Paterson Lodge No. 867, B. of R. C., at Wayne,

Sympathy is extended to the following who were bereaved recently: J.

McFadden (aunt); Maureen (father); O'Keefe Murphy (brother).

Mr. and Mrs. F. W. Dana, who celebrated their 28th wedding anniversary April 23, motored in the South, stopping at Daytona Beach. Mr. and Mrs. Frank Sportelly were at Miami Beach, Fla., Ruth Larivee at the shore, and Mr. and Mrs. Harold Terwilliger and family on local trips.

Speedy recovery to Pete Mandel-baum, convalescing at home, and to Christina McNamara's (temporary file clerk) mother who is hospitalized.

Good luck to Gertrude Roberts on her transfer to the ticket office. Welcome to Laura Burgun as junior clerk.

Carol Ann Newton became the bride of Richard R. Englander April 24 in the Morsemere Community Church in Ridgefield. Following the reception and dinner at the Casa Mana in Teaneck, the couple left for the Poconos. Attending the reception from this of-

fice were Mr. and Mrs. John McBride, Mr. and Mrs. Harry R. Coleman, Fred Murphy, Maureen O'Keefe, Alice Shama and Barbara Coan. The wedding gift from co-workers was an electric food mixer, presented by Joseph McGirr.

Wanda Teehan, wife of the terminal distributor, has been designated by John V. Kenny, county Democratic leader, as the new head of the women's organization in Jersey City's third ward.

Welcome to Artie Keefe, typist-clerk, from Duane Street, as file clerk tem-

The correspondent was broken up over the death of the family pet, "Tipperary," a German shepherd dog.

PASSAIC, N. J.

Sympathy is extended to Charles Laski and family on the sudden death of his wife.

J. H. Graf, of Paterson, retired



Life Insurance Annuities Sickness & Accident Protection Group Insurance Group Pensions

ticket agent, was a recent caller.

John Sees, assistant rate clerk, spent five days' vacation touring in New Jersey.

New Jersey.

Arthur J. Bell, comptometer operator, spent part of his vacation making repairs at his farm.

Marcus V. Montagano, demurrage

Marcus V. Montagano, demurrage clerk, after all these years, spent a few days in New York City.

Michael Vargo took a few days off to do chores at his home in Clifton.

Michael Bashaw, foreman, went fishing and brought his surplus fish to the office force.

JERSEY CITY LOCAL

By Ed Bilson

Howard Reed, formerly a city boy, has taken his family to the country (Waldwick) to reside. They recently spent two weeks' vacation trekking about the hinterlands.

We welcome Frank Nolan, stenographer, from Weehawken.

Charlie Gromest, one of our boys, has transferred to the Chambers Street Station.

Harry Close enjoyed a week's va-

Our boss, Bill Flusk, and son, Father Flusk, participated in a television show over Station WATV. Bill and his boy were in fine voice and enjoyed by all who watched and listened. We are warning the Hit Parade to be on the alert.

LIGHTERAGE NEW YORK, N. Y.

By Regina Frey

John Sullivan, assistant superintendent, spent his vacation in Virginia, stopping with his son who is in the Army.

Congratulations to Bill Evans, a second-time grandpa via son Bill, Jr.

Joe Piegari, messenger, received his "Greetings from The President" and was inducted last month.

Rose Aldrich, former typist, visited us with her small daughter, Karen.

Bob Frauson, son of Supt. O. A.

Frauson, returned recently from a

PRODUC



"I don't have any trouble when I come home late. If it doesn't say the track is clear, I just don't go in."

European vacation.

Congratulations to those with service anniversaries in June, Jack Lewis and Emil Skupin. Birthday wishes to those celebrating their natal day, Bill Gannon, Bertha Trefry and John Sullivan.

WYOMING DIVISION

By J. P. Roche

Best of luck to **D**. **A**. **Logan**, former superintendent at Dunmore, who recently was transferred to the same position at Salamanca, N. Y.

Sympathy is extended to T. J. and J. E. Granahan, conductor and chief caller, on the passing of Mrs. Granahan.

Best of luck to G. T. Dolan, division freight agent at Scranton, who has been appointed general agent at New Haven, Conn. Sympathy is extended to Mike

Sympathy is extended to Mike Beecho, welder helper, and brothers Andrew and William, trackmen, on the death of their mother.

J. J. Coxe has returned to service as brakeman after a four-year hitch in the Navy.

The boys at Avoca yard are pulling for L. W. Manley, operator, to become a first class angler. Larry certainly has good equipment if that is what it takes to become a good fisherman.

Marine Corps PFC. David J. Flannery (operator, Dunmore), stationed at Edenton, N. C. with the Second

Air Force Calls



A special apprentice in the mechanical department at Jersey City before entering the U.S. Air Force, Paul W. O'Dea now is assigned to the research and development laboratories at Wright-Patterson Air Force Base at Dayton, Ohio. He is a 1954 graduate of Stevens Tech.



ACCESSORIES CORPORATION

SIGNAL AND TRACK DEVICES Chrysler Building NEW YORK 17, N. Y.

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.

50 With Erie



Edward A. Grace, floatman in our Marine Department in Jersey City, will complete 50 years of service with the Erie on July 1. He is married to an Erie girl, and his son Edward, Jr., is a deckhand on one of our tugs. He also has a daughter and another son and lives in Paterson, N. J. Born in 1887 Mr. Grace remembers seeing Admiral Dewey returning from the Spanish-American War. He also sold papers to Mark Twain in New York and recalls the tragic dock fires which destroyed the steamships Main, Bremen and Sacle, also the sinking of the ferry, General Slocum, when 1300 lives were lost. His father also worked for the Erie.

Magaie Air Wing, spent a week-end at home recently.

Sympathy is extended to J. F. Corcoran, conductor, Avoca, on the passing of his brother Andrew at Pittston.

R. H. Boykin, retired superintendent of the Wyoming and Jefferson Divisions, was a recent office visitor.

BUFFALO DIVISION BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to the family of Reinold Aberhorn in their recent bereavement.

Shop employes extend good luck wishes to Frank Lawler, diesel training instructor, who has retired.

Congratulations to Art Beatty, general foreman, who is a granddaddy again.

BUFFALO TERMINAL

By Ruth Nise Munger

Congratulations to John Orlowski, Jr., proud father of a third daughter. J. J. Murray, chief clerk at Lockport, is getting in shape to shatter the Olympic high jump record. Hope that fractured wrist will not hamper him any.

Messenger Melvin Schlemmer is driving a brand new Buick.

SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

Sympathy is extended to the families of James Todd, retired blacksmith, and Robert J. Geary, retired boilermaker, who died April 17 and 19 respectively.

The following employes have retired: Henry Buckley, machinist, April 4; Gregory Yanni, machinist helper, April 6; Clayton Beyea, crane operator, April 8; John Erskine, laborer, April 29.

New Railroad Books

STEEL TRAILS and IRON HORSES by Lamont Buchanan. A pictorial history of railroading in the United States. Includes several pictures of Erie locomotives, also scenic railroad photographs from all over the country. Many of the most famous railroad pictures of all time are in the book.

LITTLE ENGINES and BIG MEN by Gilbert A. Lathrop. The story of the building and operation of the narrow-gauge railroads of Colorado. A colorful tale of the lives, adventures and tragedies of the men who operated the little peanut-whistlers through mile-deep canyons and over the above-timberline passes of the Colorado Rockies in blizzards, snowslides, cloud-bursts and floods. The author is a third-generation railroader who lived in a boxcar on one of these railroads, spent 15 years as a narrow-gauge fireman, brakeman and conductor, quit to become a professional writer, then returned to railroading.

A tiny gauge smaller than a dime has been developed to record on photographic film the behavior of a railway track when a high-speed train passes over it.

When you boil safety down, it just means being careful.

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MORRIS BASIN DRY DOCKS

Dry Docking & Vessel Repairs
MACHINE SHOP

FOOT OF HENDERSON STREET

JERSEY CITY, N. J.

VETERANS continued

the Scouts' on-the-ground Several of our veterans are council members, L. E. Rodgers, F. J. Dugan, Salamanca, and Harry Sloan, Olean.

Glad to report that the most seriously ill members are recuperating, Stanley Ambuske, at home; C. N. March, still in the hospital, and Ferrell Hoover, at home. Ferrell suffered a stroke a few weeks ago, was hospitalized and now has regained slight use of his left hand. A. J. Sullivan writes that he is able to get outdoors for brief periods on nice days.

Bill Frenz, who retired April 22 after 47 years' service, says he is going west for a trip.

Buffalo-Rochester

By Ruth Nise Munger

The chapter and auxiliary held their

spring meeting April 23 at the Turners' Club in Buffalo. Robert Symington was chairman. Plans were made for a basket picnic for all Erie employes and their families, to be held July 31 at Island Park. Watch bulle-tin boards for further details.

Following a buffet luncheon, Mrs. William Stretton, auxiliary president, took over the mike, called Ruth Munger, corresponding secretary, to

What's Your Guess?

- 1. Engine radiator cores.
- 2. Part of blade and guard on office fan
- 3. Fiber air filter.

Cowboy: Do you want a horn on your saddle?

Dude: No. Doesn't seem to be much traffic out here.

her side and presented her with an engraved honorary membership card. In the drawing, R. A. (Bob) Bork

held three lucky numbers. He is in fine shape after his trip to California. Donna Kleindienst entertained skill-

fully with tap and acrobatic dancing. Donna is a friend of the Halbleibs.

The C. J. O'Learys, Sr. entertained their daughter and granddaughter Mary, from Camp Lejeune, the husband's station.

H. A. Carlson (retired) is well and looks for visits from former associates.

Our sympathy is extended to the family of William J. Symington, re-tired Cleveland agent, who died recently after a long illness. He was the father of William Symington and brother of Robert Symington, both of Buffalo.

Sympathy also to the families of William Duttweiler and Andrew Setlock on their deaths April 14 and 10 respectively. Also to John Kastner whose wife died.

Remember these dates: July 31, basket picnic; Aug. 13, system outing at Conneaut Lake, Pa.; Oct. 7-9 convention of United Association of road Veterans at Asbury Park, N.

Jersey City

By A. I. Raywood

With the return of warm weather, the chapter has plans for outdoor activities such as baseball, fishing, golf, numerous sports events and picnics for the benefit of all. At the picnic for members and familes, to be held July 24 at Werner's Grove, North Haledon, there will be games of skill and prizes as well as roast beef, hamburgers, hot dogs, chowder, clams on the half shell, liquid refreshments and entertainment and dancing.

The greatest picnic of all will be Aug. 13 when veterans from the syswill congregate at Conneaut Lake. They will meet officers of our railroad and those of our association. Send your application for train reservations in early so we will not be pressed for space at the last min

If you haven't received you? nual election ballot, it is because your dues have not reached the financial secretary or that he does not have your latest mailing address. Cast your vote and let the officers know we are interested in those selected to represent our organization.

Let's try again for the prize in the contest for the youngest veteran. We did it the last two years and we feel we can repeat again this year.

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FABULOUS FLORIDA

only \$10 A MONTH! A Real Investment Opportunity!

THIS IS YOUR CHANCE to acquire a HALF ACRE of high, dry, valuable Florida land at just \$10 down and \$10 a month, and prepare for a happy, healthy, secure

UNIQUE ADVANTAGES included in this offer are: free title insurance policy and land survey (these two items are necessary and save you over \$100); ideal locationabout 12 miles from Ft. Myers on Florida's booming southwest coast; land is fertile so you can grow your own vegetables and fruits; each half-acre lot, nineteen to twenty-four feet above sea level, fronts on a graded street; utilities, churches, schools and shopping centers are conveniently nearby.

retirement future!

NO HIDDEN EXTRAS! Full price of these desirable half-acres is \$495 each-no interest, no taxes, no hidden charges. Buy one or several, as you choose—in nearby subdivisions, buyers are paying this price for much smaller homesites...3 or 4 times as much for equivalent footage!

BIG PAY-OFF POSSIBILITY! If Florida land values continue to increase at same rate as in the past 10 years, your half-acre when fully paid for may well be worth five, even ten times your original purchase price!

SEND US A POSTCARD and we will immediately forward, without cost or obligation, our colorful Lehigh Acres folder and a map of the land for sale.

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OUIZ ANSWERS

- 1. Train report.
- 2. Regular stop.
- 3. 11/2 cents (1.421 cents, to be exact).
- 4. A mechanical mule.
- 5. George Westinghouse.
- 6 No.
- 7. Inferior.
- 8. New Hampshire.
- 9. Tie plates.
- 10. More than double.

The Nice Customer

"I'm a nice customer. I'm the one who never complains no matter what kind of service or attention I get.

"I'll drop by a railroad ticket window and stand there while the employes behind the window talk with each other and take their time about waiting on me. If the man or woman who finally wanders over to help me is impatient, or discourteous, do I complain? No, I just tolerate the situation.

"When I'm trying to get off a train, loaded down with baggage and nobody offers to give me a hand; when I take a seat and find it dusty; when I ask a simple question about train connections and get a curt answer or none at all; when my train is running late and nobody will tell me why or what to expect; when my car of freight is delayed and I seem to get nothing but a brush-off on calling to ask why—do I call the railroad and report a lack of service? No, I just tolerate the situation.

"I never gripe, I never fuss, I never criticize, and I wouldn't dream of making a scene as I've seen others do. I think that's awful.

"No, I'm the nice customer. And I'll tell you what else I am, I'm the customer who never comes back.

"That's my retaliation for getting pushed around too much. That's why I tolerate whatever you dish out to me in the station, on the phone, or on the train. I know I'm not coming back. It's far more deadly than blowing my top.

"So you say, 'Who cares if you never come back? We've got lots of customers and lots of money. We'll never miss you.' And my only answer is that a nice customer like myself, multiplied by others of my kind, can just about ruin any business. It has been done many times, and it's still being done every day. That's why I can sit back and laugh when I see you frantically spending your money on expensive advertising to get me back when you could have kept me in the first place for a few kind words, a smile, and a little better service."







be highballing along in one of Erie's freight trains, a phone call to one of Erie's agents will produce the whereabouts of the car-often while you hold the phone. That's the way Erie's Car Locater Service works.

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report is received at Erie's 45 sales offices from coast to coast.

It's no problem then to give the shipper the information he needs about his car, help solve his transportation needs. Count Erie's Car Locater Service as another example of progressive railroading, and another reason why shippers "Route it Erie!"

