IT IS A POLICY of your company to participate in many community activities in the towns and cities where you live. I am proud that many of you, as public-spirited citizens, make similar outstanding contributions of your time to these activities.

One field where there is much need for voluntary service is in educational and recreational activities for our young people. Boy Scouts, Girl Scouts, Junior Achievement and summer camp activities sponsored by the YMCA, YWCA, individual churches and service clubs are some of these opportunities for rewarding service.

If you can find even a few hours each week to devote to these or similar projects, it will be a worthwhile investment in America’s future.
RAIL ENDS

A prominent publisher of books for children has offered to pay $1,000 for proof that the classic children’s story, “The Little Engine That Could,” appeared in print prior to 1911.

“All trains look out for buffalo herd on right of way near first crossing west of Grayling”—so read a train order sent by a railroad on May 3, 1955, to train crews operating in an area about 80 miles south of Butte, Mont. This was probably the first such warning issued in 75 years.

A locomotive on sled runners, with two spiked driving wheels in back, was built many years ago in Scotland for use in Russia. The double sled runners in front were on swivels for turning. It is reported the engine did 18 miles per hour.

For the second year in a row, a 210-pound railroad tower operator, Joseph Dolinaj of Dunellen, N. J., won top honors from lady entrants in the 1955 nation-wide crochet contest. One of his tablecloths won.

The Galera Tunnel on the Central Railway of Peru has an elevation of 15,693 feet. To reach this altitude a train passes through 61 tunnels, over 41 bridges and 13 switchbacks.

THE COVER—If you get the impression from the expressions on the faces of the youngsters on our cover this month that they are immensely pleased about something, you are quite right. They are the five winners of the 1956 Erie college scholarships, and the picture was taken at the luncheon at which they were officially informed of their good luck. From the left, they are Barbara Ann Allen, Edward Bielecki, Donald Griffin, John Pageler and James Graeber. For more about the winners, please turn to Pages 4 and 5.
This picture was taken at the luncheon for 1956 winners of Erie Railroad scholarships. Around the table from the left, top, are G. W. Oakley, comptroller; Edward Bielecki, Mr. Bielecki, M. G. McInnes, vice president for operations; Gilbert T. Allen, his daughter, Barbara Ann and Mrs. Allen; President Paul W. Johnston, H. W. Von Willer, vice president for traffic; E. E. Seise, assistant to the president and secretary of the Scholarship Committee; Mrs. Ross S. Graeber, her son, James, and Mr. Graeber; W. S. Storms, general superintendent of communications and signals; Mrs. Joseph Griffin, her son, Donald, and Mr. Griffin. The camera could not take in the Pagelers who were just out of camera range at the table, but they are shown in another photo with this article. Unfortunately, because of illness, Mrs. Bielecki could not attend the luncheon.

'56 Scholarships Bring Joy

Five more happy high school seniors, children of Erie employes, were thrilled to hear at a luncheon in Cleveland on May 15 that they were the winners of the Erie's $4000 college scholarships for 1956. The children and their parents could not restrain their pleasure when President Johnston an-

Honorable Mention

There were so many deserving students among the entries for the 1956 Erie scholarships that members of the Selection Committee felt the least they could do, in view of the narrow margin between the winners and the runners-up, would be to suggest that the Erie Magazine carry a list of the 10 students who were recommended for "Honorable Mention." The magazine is happy to do this. Here they are, listed alphabetically:

Judith A. Bennett, Webster, N. Y., daughter of William E. Bennett, division freight agent, Rochester, N. Y.;
Larry F. Bogart, Jamestown, Pa., stepson of Vance Forrest, Mahoning Division conductor;
Ernest J. Crane, Jr., Jersey City, N. J., son of Ernest J. Crane, Sr., deckhand, Marine Department, Jersey City;
Kathryn A. Denk, Port Jervis, N. Y., daughter of W. C. Denk, Delaware Division conductor;
Larry E. Hunt, Hornell, N. Y., son of Elbert J. Hunt, stockkeeper, Hornell Stores;
John H. McGrail, Bradford, Pa., son of Dr. Matthew A. McGrail, deceased company surgeon;
Jane E. Rockenfield, Pittsburgh, Pa., daughter of R. M. Rockenfield, commercial agent, Pittsburgh;
Ann M. Sponyoe, Elmhira, N. Y., daughter of Joseph A. Sponyoe, Susquehanna Division yard brakeman;
Edward M. Ulicki, Woodridge, N. J., son of Harry A. Ulicki, yardmaster, Croxton, N. J.;
Doris J. Wells, Almond, N. Y., daughter of Marion Wells, laborer, Hornell Locomotive.
Students Select Colleges

Each student can select the college of his choice as well as the curriculum in which he is most interested. Winners of the first group will be entering their senior classes in the fall and will be completing their fourth year of college next year. During the next college year the full complement of 20 students will be attending college via Erie scholarships. Thereafter one group will be completing the normal four years of college as another group of winners is announced.

The winners are selected on the basis of competitive examination, citizenship, high school achievements, leadership qualities and seriousness of purpose.

The selection committee this year was composed of Dr. Claude E. Puffer, chancellor, University of Buffalo; Dr. Robert E. Jenkins, superintendent of schools, Ridgewood, N. J.; and Paul B. Davies, YMCA executive secretary, Youngstown, Ohio. Members of this committee, who are not connected with the Erie in any way, select the winners by code number. Names are unknown until after the winners are determined.

As was true of previous winners, the lucky five this year are active in student and youth activities and excel in scholastic achievement.

Barbara Ann ranks first scholastically in her class at John Marshall High School in Cleveland. A nurses aide at Fairview Park Hospital in a Cleveland suburb, she plans to enroll in the pre nursery next fall at Mt. Union College at Alliance, Ohio. After college she hopes to enter the St. Luke's Hospital School of Nursing in Cincinnati.

At school and church she has played the lead in plays and participates in intramural sports, Y-Teens, Drama Club, College Club and the Future Nurses Club. She is active in the Rainbow Girls and has served as president and secretary of her church youth group.

Scholastic Standouts

Barbara Ann's scholastic achievements include membership in the National Honor Society and the French National Honor Society.

A standout scholastically at St. Anthony's High School in Jersey City, Edward Bielecki has won an

(Please turn to Page 17)
Beating The Office Grind

...business machines cut monotony of desk jobs.

There's a business machine in your life! In this marvelous age of electronics don't be surprised if a little $3\frac{1}{4} \times 7\frac{3}{4}$ inch paper card with holes all over it reveals your lifetime history at the flick of a switch.

Chances are that most of the big events in your life are already recorded on punched cards—like starting school, entering a hospital, purchase of your home, income tax payments, getting married, birth of your children, buying your automobile.

Then, of course, you may work with one of these business machines on your Erie job. Even if you don't work directly with one, the machines prepare your paycheck and do other tasks which directly affect you.

Apparently, too, business machines are going to become even more important in our lives, because the experts are finding more and more things which they can do better and faster.

The Erie, for instance, has ordered two IBM 650 magnetic drum data processing machines or computers for accounting purposes. These are one of the types of machines which are becoming commonly known as “mechanical brain,” “giant brain,” “electronic marvel,” etc. This machine is manufactured by the International Business Machines Corp. at its plant at Endicott, N. Y., right on the main line of our railroad.

Incidentally, the Erie was one of the first railroads in the country to take advantage of the many benefits of business machines. We have been using them for about 45 years, and they have made jobs easier and more interesting for employees beside increasing efficiency and cutting costs.

What Junior couldn't do with one of these supercalculators! Just as an example, he could probably do a year's arithmetic home-work in about one second!

The talents of a 702 data processing machine will give you an idea. It is even bigger than the 650. The 702 can multiply two 127-digit numbers.
to give you a 254-digit total in one-third of a second. In one second it can add 4000 five-digit figures or do 160 equally complicated long divisions. The speed, accuracy and economy of these machines is unprecedented.

**Good Friend of Man**

The machines are one of the nicest things that has happened to man. They have freed him from much grinding routine so that he can apply his mind to creating a better future.

Jobs which once were done by slow and laborious manual methods and which exhausted workers with their mountains of figures and detail now are done automatically. Ask anybody who remembers the drudgery of countless scrawls in longhand and today knows the neatness of spotless work done quickly and with pinpoint accuracy by the machines.

These machines are playing such vital parts in our lives that the staff of the ERIE MAGAZINE wondered if the magazine's readers might not be interested in how these mechanical marvels are produced. So, we decided to make you our guests on a trip through the plant which produces the 650.

The plant is the vast IBM layout at Endicott, near the Erie Station.

Let's assume that you are the magazine staff member who goes to IBM to get the story of the 650. Soon after lunch our eastbound "Erie Limited" lets you off at Endicott where you are met by an IBM representative who will be your host during your stay.

First, you are taken to "The Homestead," a company guest house which is home for visiting customers as well as IBMers who come to Endicott to attend the company's school. The Homestead is located in a grove of large pines on a scenic hill and would make an ideal subject for a picture postcard. You are assigned a room and after washing up are driven to the plant.

The buildings of the plant cover several blocks. The size surprises you, but you are even more impressed by the neatness inside and out and the alertness and friendliness of the employees you see. On the other side of the street is the handsome research laboratory and school building.

After discussing plans for your story with company representatives to give them an idea of what information and pictures you need, you are conducted through the

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**IBM Makes Cards**

The first stop on your tour is the department where the punched cards are made. Here machines quickly slice 36 x 45 1/4 inch rolls of paper into 14 card-width reels each 3 1/2 inches in width.

Next you inspect a machine which is as amazing as an IBM computer. This is the rotary or Carroll press which actually produces the cards from the reels of paper. Scarcely taller than a man, this superb press straightens, prints, cuts to length, automatically rejects any card containing foreign or metallic substances and cuts the corner of each card faster than you can ask "What happened?" A battery of these presses lines the department.

In a broaching department is a row of vertical broaching machines ranging from six to 10-ton capacity. Each of these machines can handle as many as 10 machine surfaces at one time. These machines and the others which will be mentioned, are the heart of the manufacturing of a business machine, since they produce and finish the thousands of parts which go into the assembly of each complete unit. There are as many as 42,000 parts in one IBM unit.

Continuing your tour you find the largest single NATCO drill press line in the world. Here high-speed quality drilling is performed progressively.

Further on you come to a row of whirling barrels. These are the tumblers which are filled with parts and abrasives to remove burrs and rough edges from the parts during the whirling.

It seems to you that there are acres and acres of these machines in addition to batteries of turret lathes, grinders and other power tools.

Then, of course, there is an entire new building for heat treating as well as inspection and test areas, storage rooms, and many departments for putting together the thousands of parts into sub-assemblies which in turn are assembled into complete IBM units.

**Long, Interesting Tour**

Finally, your mind a blur of spinning machinery and your legs weary from your two-hour sightseeing tour, you arrive at your goal, the final assembly and test area for the 650 magnetic drum data processing machine, or computer. Here you can see the 650
in various stages of assembly. In one bay you will see a bare console (the skeleton welded steel frame). As you walk through the area you will see the console growing as the sub-assemblies are fitted into the frame. At last you come to the three units, sleek in their familiar shinning gray metal suits, which make up the 650, ready for shipment.

That's it. With your host you go over your line-up of proposed pictures, then get back to the Homestead for dinner and a night's rest. Early the next morning you come back to the plant, get your pictures, check your information again and then hop into the IBM car which whisks you to the station just in time to board the westbound “Erie Limited” and back to Cleveland where your job has only begun. You've still got to write the story and lay it out in the magazine.

IBM at Endicott was selected as the subject of this story because the Erie is a large user of IBM equipment, and the plant is located on our railroad. However, other firms manufacture similar equipment, including the Burroughs Corp., Sperry-Rand and National Cash Register Co.

Importance and future of the industry is indicated by the story of IBM. Gross income at IBM rose from $20,884,648 in 1935 to $563,548,792 in 1955. It has been predicted that by 1960 IBM's annual income will vault over the magic one billion dollar mark.

Anybody who bought 100 shares of IBM stock in 1914 would have paid $2,750 and would have spent $3,614 more to take advantage of all stock options offered by the company. Today that person would own 3,990 shares and would be worth about $2,000,000. The stock was selling at 534 a share on May 4.

Responsible for this phenomenal growth is the founder of the company, Thomas J. Watson, Sr., president of IBM's predecessor and then of IBM from 1924 to 1949 and board chairman since then. Helping him was Mr. Watson's protege and a former Erieman, John G. Phillips, who succeeded Mr. Watson as president in 1949. In 1952 Mr. Watson's son, Tom, Jr., then only 38 years old, succeeded Mr. Phillips as president, and Mr. Phillips became vice chairman.

Break For Erieman

A strange chance started Mr. Phillips on his meteoric career with IBM. One night while riding an Erie Pullman Mr. Watson overheard a conversation between two men in the smoking compartment. One of the young men was enthusiastic about the Erie. The other man was more conservative about the railroad. Soon, however, Mr. Watson noted that the enthusiastic Erieman was winning over his partner with facts and figures.

Mr. Watson decided that he
would like to have a man with so much loyalty to his company and enthusiasm for his job. The young railroader, Mr. Phillips, was offered a job and went to work as Mr. Watson's secretary, succeeding his boss 31 years later.

Mr. Phillips started with the Erie in 1907 as a timekeeper and was assistant chief clerk to the assistant general manager at Youngstown when he left in 1918.

Tom Watson, Sr., left the National Cash Register Co. when he was 41 and later joined a company of which he became president within a year and which was one of several firms Mr. Watson welded into IBM in 1924.

Canny, kind and fluent, Mr. Watson had little trouble selling himself and his company. He drove himself relentlessly and inspired his staff to do more and more and enjoyed every minute of it. Constantly he strove for high industrial efficiency and always showed a maximum regard for human rights.

Today's IBM man was developed in those years by Mr. Watson. Mr. Watson stresses character, good manners and neatness in selecting and training employees. A good speaker himself, he encouraged his men to improve their speaking ability. Neatness and ability to talk are characteristics of IBM men.

During the severe depression of the 1930s, Mr. Watson refused to lay off men. The company went on producing, storing away what it could not sell and continuing to expand.

'THINK' Is Born

The senior Watson also is the originator of the company's famous motto which is so conspicuous in all the firm's installations, the bold "THINK."

The motto originated in 1911 at National Cash in Dayton at a meeting called by Mr. Watson for sales and advertising executives. Nobody seemed to have any ideas or suggestions. This irritated Mr. Watson, and he launched into a 15-minute lecture on the value of thinking at work.

The gist of the talk was the importance of the ability of the salesman to "THINK along the right lines" and to help the men in the field to "THINK right" and of the need for advertising to get the customers to "THINK about our products."

He finished with the admonition that "The trouble with everybody is that we don't . . ." and in big blue letters he wrote on a blackboard, "T-H-I-N-K!"

Mr. Watson also believes that a man who takes an interest in his community is a better worker. All IBM men are encouraged to be active in civic affairs and government.
At left an Erie switching crew takes an Erie diesel switcher into the Endicott, N. Y., IBM plant area to pick up and switch cars. At right Harry J. Moore (left), Erie agent at Endicott, and E. M. Maney, IBM traffic manager, discuss a paper shipment arriving at the plant. The two men cooperate on the plant's transportation problems.

In Endicott and other IBM locations there is hardly an organization without IBM representation. In fact, at one time the enthusiasm of IBM employees resulted in all nine directors of the Chamber of Commerce being from IBM. Now there are three. There is scarcely an IBM executive who does not play an active role in some civic undertaking.

IBM has never had a union. Its employees receive top pay and many benefits. At Endicott IBM men can belong to an employees' country club which boasts bowling alleys, two golf courses, a gym, a ballroom, restaurants and other super-

These three photos show three important steps in the production of a 650 Data Processing machine. Left above is the bare console or frame for one of the units of the computer. Above, sub-assemblies have been attached to the console and at left is the final test area for the 650 units.
vised activities which reach almost every one of the plant’s 10,000 employes and members of their families.

The company has seven plants in the United States with facilities similar to those at Endicott. There also are 190 branch offices in this country, and the firm does business in 80 foreign countries. It employs 59,000 persons. Construction of another plant at Owego, N. Y., near Endicott, on our main line will start soon.

And to IBMManagement the future looks even brighter than the present.

Used On Erie

Four Erie departments are the biggest users of IBM equipment.

Several types of machines are used in the car record department under Glen F. Dunathan, car accountant. They include key punchers, accounting machines, card reproducers, interpreters, collators, sorters, summary punches and tape-to-card units. The department has 44 pieces of equipment.

Mr. Dunathan reports that the Erie was the first railroad in the United States to use IBM machines for car accounting. He adds that “These machines help us to do more work easier, and we are finding new jobs for them every year.”

The machines compile reports and records on car accounting and statistics, including payment of per diem, payment of mileage, collection of per diem on Erie cars, car miles and locomotive miles.

In his department, Auditor of Revenues Bill Manning uses card punches, collators, sorters, alphabetical and numerical accounting machines and gang summary punches among others. There are (Please turn to Page 34)

Below is a photo of the employes' country club near the plant at Endicott, N. Y., one of the many extra benefits which are enjoyed by IBM folk. The club house and golf courses are located in the rolling green hills of southern New York. The club house and golf course can be seen from Erie trains which pass by them.
Sir:

I travel extensively throughout the East, and I do not recall having ever been accorded such fine treatment as I received from your Phil Morgan at Chicago the evening of March 19.

I reached Dearborn Station at 9:30 p.m. for departure on your 10 p.m. train to Warren, Ohio, where I had a meeting with the U. S. Gypsum people March 20. When I started to check in, I found I had left my wallet home. While I had a trip pass, I had neither my Pullman ticket nor money.

While I was pondering my next move, Mr. Morgan must have sensed a situation for he came over to the Pullman table, asked the trouble and immediately took over my problems. He provided me with a duplicate Pullman ticket, asked the trouble and cashed a check for sufficient funds to permit my continuing on to Warren.

It was all done so smoothly and so quickly that I did not have time to think about missing my appointment, but I could not help but feel the value of this type of service to the Erie Railroad.

I thought you might like to know of this incident as it indicates a good job being done at Dearborn Station.

G. A. Bryant
Union Pacific Railroad
Chicago 3, Ill.

Sir:

For some time we girls of the Blind Players Club have wanted to write and express our appreciation to the Erie Railroad for the courteous service and consideration we receive when traveling on the main line trains from Jersey City to Suffern, N. Y.

We maintain a club house in Suffern for blind women and a camp there in the summer for blind and partially-sighted children. It is, therefore, necessary for a number of our members who live in Brooklyn to travel to and from Suffern quite frequently. We definitely prefer traveling by rail because we have come to know we can depend on the kindness of the conductors in always seeing to it that we get off safely, and, in general, we feel confident and at ease.

I have been instructed by the girls to write and thank you all personally. Most times, people take kindness and helpfulness for granted and neglect to mention it even when it means a great deal to them.

Ruth Wartenberg, V. P.
Blind Players Club
Brooklyn 1, N. Y.

Sir:

I have finally gotten around to writing to you to express our deep appreciation for the splendid cooperation given to us on the part of your operating department during our recent emergency.

I might state that we were confronted with a possible plant shutdown . . . which did not materialize. This is indeed most fortunate for us and all concerned.

During the period just prior to the Oct. 31 deadline, we were loading at maximum level; and consequently, the expeditious handling of our traffic interchanged with the B. & O. at Mt. Jewett has been most helpful in maintaining an adequate supply of empty tank car capacity at this end.

Daugherty Refinery
Petrolia, Pa.

Sir:

Once again we are forced to write you nice people about your fine service.

We have noted the ad running in recent trade magazines about "The Car That's Never Lost." Being deeply involved in the transportation business in G. E. I can personally vouch for the ad.

Owing to the terrific tempo and growing complexities of modern-day business, CL and LCL tracing has become a part of our daily routine. However, no reaching for the aspirin bottle when we know our shipment is on the Erie Railroad because we know that you know exactly where our shipment is at any given time. And to a shipper or a receiver, this is important.

Thanks to the "gang" in Albany for super tracing services.

Large Steam Turb.-Gen. Dept.
General Electric Co.
Schenectady, N. Y.

Sir:

. . . Did you notice that this car [PRR 59753] left Elmira on April 10 at approximately 11 p.m. and arrived Seattle on April 15 at 11:30 p.m., or exactly five days from Elmira to Seattle?

This type of service is hardly believable and we wish to express our very great appreciation of the service rendered, because it was one of those shipments which we were delayed in getting out and this expedited service in transit certainly was helpful to us.

American LaFrance Corp.
Elmira, N. Y.

Heaviest Shipment in Memory

This big shipment has been called the heaviest ever to leave the Lewis Machine Division plant of Blaw Knox Co., Groveton, Pa., and the heaviest single piece of steel mill machinery ever exported from New York. It is a huge drive gear for a steel mill in Spain. It was handled by the Erie from Youngstown to New York.
AAR Research Lab

Gets 3d Building

On the campus of the Illinois Institute of Technology in Chicago a new half-million dollar engineering laboratory is taking form. This is the third of a group of buildings forming the Association of American Railroads’ Research Center. The building is 192 feet long and 96 feet wide.

The laboratory will provide facilities for accelerated tests simulating service conditions of track structure and bridge materials, freight and passenger car axles, and diesel fuels and lubricants. It will include equipment with which to conduct research in controlling the mechanical wear of crossties, and bridge ties and switch-ties. The building will house the A. A. R. detector car laboratory.

Diesel engines will be installed to test fuel oils with a view to effecting substantial savings in the railway fuel bill.

It is expected that the new building will be completed and fully equipped for operation early in 1957.

Office Moves

The office of Commercial Agent Guy M. Greenwood, Edmonton, Alberta, was moved on May 1 from the Barry Building to the Magee Building, 10118-100A St., Edmonton.

Biggest on Earth

An electric power shovel so big that it can lift enough earth in a single bite to fill two railroad hopper cars was recently placed in operation at Cadiz, Ohio.

The huge shovel, named the “Mountaineer,” takes nearly 100 tons at a single scoop. This is half again the capacity of the famous steam shovel “Green Hornet” which heretofore has been the world’s largest steam shovel.

The “Mountaineer”—as tall as a 12-story building—was manufactured at Marion, Ohio, and shipped, knocked-down, in 125 railway cars to Cadiz, where it was assembled and put to work removing earth from atop a strip mine. The shovel is powered by 16 electric motors.

The main driving motors, combined, generate 4,650 h.p. In continuous operation the shovel consumes approximately one million kilowatt hours of electricity a month—enough to supply a community of 6,000 people.

Think of the safety of fellow workers.

June, 1956

Good Stockholder Relations Award

The Erie received a certificate of merit for its achievement in management-stockholder relations from the United Shareholders of America, Inc., at the annual stockholders meeting recently in New York. The award certificate is being presented here by C. Norman Stabler (left), financial columnist of the New York HERALD TRIBUNE and chairman of the advisory committee on awards of United Shareholders, to Robert E. Woodruff, chairman of the board of the Erie. The award was made for the Erie’s encouragement of broader ownership of American industry by all Americans through investment in stock, for its earnings record and continuing dividends which reflect excellent management and for the efforts our railroad is constantly making to improve the national economy of our country.

Police Superintendent Retires

Scores of fellow employes and friends were present to congratulate Frank B. Wildrick, superintendent of property protection and fire prevention, on his 47 years of distinguished service with the Erie at a testimonial luncheon April 24 in Youngstown. He retired May 1. Going to work Sept. 20, 1909, in Stroudsburg, Pa., Mr. Wildrick was promoted through several positions until he became superintendent of employment on May 1, 1944, in Cleveland.

He was transferred to the personnel department in 1945 and was appointed to head Erie’s police on Oct. 16, 1949. In the picture, from the left, are Harry A. Lang, father of Mrs. Wildrick; J. P. Allison, general manager, Western District; Mrs. Wildrick; Mr. Wildrick; M. G. McInness, vice president for operations, and R. P. Steen, chief of Erie police.
CONFIDENT LIVING
By Dr. Norman Vincent Peale

A friend of mine was once lunching with the late Henry Ford. The great automobile manufacturer asked him, "Who's your best friend?"

My friend started to name some people who might fall into this category. But Ford just shook his head and reached into his pocket for a pen.

"No," Ford said, "I'll tell you who your best friend is." And then he took the pen and wrote these words on the tablecloth, "Your best friend is the person who brings out of you the best that is within you."

I heard the other day of a charming, even significant, compliment a man gave his wife on their wedding anniversary. I wish I had thought of it and said it to my own wife. This man told his wife, "I not only love you for what you are, I love you for what I want to be when I am with you."

People can have a great creative effect on each other. We interact with other people and this causes things to happen to us. The great figures of history—Jesus, Moses, Gandhi—possessed to a higher degree this quality of being able to lift people out of themselves and make something better of them. They did not give people something they did not have before, but their example and their ability to inspire and to appeal to human nature brought out of people the best they had within them.

The times, too, can often bring out the best in us. The more they demand of us, the more we seem able to give. During the darkest days of the American Revolution, Thomas Paine wrote: "These are the times that try men’s souls. The summer soldier and the sunshine patriot will, in this crisis, shrink from the service of their country; but he that stands it now, deserves the love and thanks of man and woman. Tyranny, like hell, is not easily conquered; yet we have this consolation with us, that the harder the conflict, the more glorious the triumph.

And those times brought out the best in the American colonists and gave us the freedoms we prize in the United States today.

Each of us is a mixture of good and bad. These forces are often engaged in conflict within us, and indeed we are involved in this struggle throughout our lives. When we employ right thinking, faith, and character to bring out the tremendous potential of good that is within us, we are then filled with pure joy because we have mastered ourselves, and scarcely any happiness equals that.

But, when we settle for our worst, or less than our best, we begin to feel vaguely unworthy and unhappy. Inevitably, we must explain to ourselves why we are not living at our best. We try to justify this fact to ourselves unconsciously by a process called rationalization. By this we mean the impossible effort to make the irrational into a rational concept and to make black appear to be white. In other words, we lie to ourselves. And such lying to oneself causes inner conflict, leaving one pathetically mixed up. Nevertheless, we all try this unhappy process at one time or another.

Fortunately, there is a power which, in effect, is the best friend of each of us. That power is God. It is amazing what His creative force can do in bringing the best out of people. God can take a person who is mixed up, in conflict, overcome by his weaknesses, and make him into a well-integrated, strong, and effective person. Through a process of personality change, the best in an individual becomes uppermost. Perhaps this is the ultimate meaning of life on earth, to bring out the best within us.

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Service Vets Meet
The Military Railway Service Veterans will have its 11th annual reunion Sept. 21-23 at the Hotel Muelebach, Kansas City, Mo.

The organization is made up of railroaders who were in railway service during World War II and the Korean War. More information about the reunion and about MRSV can be obtained from Fred Okie, 1800 Frick Building, Pittsburgh 19, Pa.

CHAIRMAN

A veteran of 43 years of service with the Erie, S. W. Sherwood, locomotive engineer at Hornell, N. Y., has been elected chairman of the Eastern General Chairmen’s Association of the Brotherhood of Locomotive Engineers. Since 1948 Mr. Sherwood has been general chairman on the Erie. He started with the Erie as a fireman in 1913.

Practical Way
To Save Money

Today’s rail traveler would be appalled if he were asked to help fire the engine or serve the dining car guests, but the equivalent was common in the 1860’s (at least, in America, according to Dr. Paul B. Berringer in his book The Natural Bent) and it was all part of saving fare.

In those days, the author relates, three levels of travel were common, first, second and third class. “Holdes of first-class tickets,” he recalls, “stuck them in their hats, went anywhere, and sat where they pleased. Second-class ticket holders might be called upon by the brakeman or conductor to get out at any wood-yard and help pitch pine wood on the tender. Holders of third-class tickets fully understood that they would get out at every wood-yard to supply the tender, their only notification being a peculiar blow of the whistle.

“These third-classers might even be called upon to get out and aid the laboring engine by pushing the train up a steep grade.”

Erie Railroad Magazine
Although the hospital seems like an ideal place to take up a hobby, unfortunately many people who are hospitalized do not take advantage of all that spare time to work on an avocation. That's probably because it takes more courage than most convalescents can muster. They'd rather moan and groan about their aches and misfortunes.

Rita Adornetto, key punch operator, auditor of revenues office, Cleveland, is different. When she learned that she would have to take a leave of absence and spend some time in a hospital, she wasted no time brooding about it. Rita decided it was a fine time to learn a hobby, and, anyway, she was determined not to waste a lot of time just waiting to get well.

Rita's friends had given her several sets of sea-shell earrings after trips to Florida which is knee-deep in such baubles, and these earrings gave her the idea for her hobby. She decided she would learn to make similar earrings.

A week before entering the hospital last February she ordered the materials for her new pastime. She received a tube of glue, 10 different shapes and sizes of shells and some tiny, transparent plastic discs about a half-inch in diameter. Then she went to work.

With the glue the shells are attached to the discs, and then a fastener is attached to the other side of the disc. After considerable practice, Rita found that she could make duplicate sets in about 10 minutes.

The original set always takes more time, Rita says, because you must design as you work. Rita also found that she had a flair for neat, attractive designs. Her work took on a very professional appearance, and soon her product was much in demand.

During her absence from work of five weeks, Rita made 138 sets of earrings. Several times she found a practical use for them. A number of people accepted the earrings as payment of bills—dry cleaners for instance. She gave away other sets to friends, and before long, the earrings were so popular that girls gladly bought them.

Just recently, Rita completed a deal with a

(Please turn to Page 17)
RAILROAD SAFETY

'KEY MAN' VITAL FACTOR IN ACCIDENT PREVENTION

(The following are excerpts from a safety talk made some time ago by Teunis Wouters, master mechanic at our Marine Department yard at Jersey City.)

The subject of safety has been discussed from so many angles and so thoroughly with follow-ups in the shops and talks in the field, that there is hardly anything I can say that is not a repetition of what others have said before me.

However, in spite of all our efforts, we still have accidents and that proves that we cannot afford to slacken our pace in trying to reduce the number of injuries.

Every worker on the railroad is now safety conscious. However, there is one category of men working for our company which I would like to single out for special safety treatment.

For lack of a better word, I would call them "key men", although by any other name they would be just as important.

There are many of them. They come in different grades of importance, and when we think this through, practically every worker on the railroad can be classified as such.

Any employe on whom others have to depend for safety, I would like to call a "key man".

To begin with, the captains and engineers of our tugs through their ability, skill, experience and judgment prevent accidents to thousands. They in turn depend on steering gear men, machinists, boilermakers, and many other mechanics for the safe operation of gear, machinery, boilers, and hull.

With a flick of their wrist they can unleash the power of a thousand horses. Their skill and judgment in controlling this power can prevent lines from parting or towing bits from being ripped out thus protecting the lives of their crew.

Then there are the captains of gashoists and steam derricks, who control the winches handling material. Misjudgment or carelessness on their part can cause injury or death to longshoremen handling the cargo.

Crane engineers, jib crane operators, crane truck operators, truck drivers, all come in the category of "key men".

Even the electric welder, by properly shielding his welding operations, can prevent eye injuries to his fellow workers.

The burner, who prevents fires or explosions, the fork lift truck and tractor operators, are all "key men".

These are just a few picked at random, but, actually, every employe is a "key man," because others depend on his alertness and consideration to prevent accidents.

'Thus Belly'

The so-called "possum belly" is a locker placed under caboose cars and work train cars for the storing of tools, rerailers, spare repair parts for cars, and so on. It is really a tool and spare parts locker, but it always is referred to by railroad men as the "possum belly."
Scholarships continued

award for excellence in Latin and for the highest average in his high school last year and considers geometry and trigonometry his favorite subjects. He plans to enroll at Stevens Tech in Hoboken, N. J.

Edward also has served as a class and school officer and has starred in basketball and track. After school hours he is active in the Boy Scouts, the Catholic Youth Organization and the Young Men’s Catholic Club. He has been earning money for college by washing autos and when younger delivered newspapers.

Also scholastically superior, James Graeber has worked in a television repair shop, as a clerk in a hardware and as a laborer on a truck farm. He plans to enter Valparaiso University at Valparaiso, Ind.

In extracurricular activities, James serves as senior class representative on the student council and is a member of the cross-country and track teams, the Hi-Y Club, Lettermen’s Club and Science Club. He also has been a senior patrol leader in the Boy Scouts and has held office in the Wathler League. He was chosen as an alternate to the Indiana American Legion Boys State and is eligible for the National Honor Society.

In addition to receiving high scholastic grades, Donald Griffin has taken leading roles in high school plays, played in the school band, worked as assistant editor of the yearbook and school paper and belongs to the French Club and Chemistry Club. He also is a member of the varsity basketball and baseball teams.

Outside school, Donald is a Boy Scout and an altar boy. To earn college money he has worked as a store clerk, caddy and restaurant busboy. He is planning to enroll at St. Bonaventure College at Olean, N. Y.

John Page is tops in a class of 218 pupils at Woodrow Wilson High School in Youngstown and has served on the student council for three years, presently serving as treasurer. He also is a member of the yearbook staff, the Key Club, school choir, National Honor Society and Latin Club.

John’s outside activities include Boy Scout work and young people’s groups.

It Would Solve Everything

Let’s let the truckers . . . get together, raise funds, build and maintain their own highways, put up their own service stations. They can build highways to their own specifications so they can stand whatever kind of speed limit they want; they can have their own weight limitations, their own roadside services, and even charge non-contributors for the use of that highway. But, of course, now, that would be a simple solution, but it wouldn’t work; it is unheard of; it is inhuman; it is improper; it is radical; it is anarchic; it is treating them like the railroads; that would never do.—Arthur H. Guss, chairman, Car Service Division, Association of American Railroads.

HOSPITAL BLUES HEXED continued

former Erie employee, Johnny Bohcar, to sell the earrings through his store at 13322 Madison Ave., Lakewood. The sets are selling for one dollar and $1.25.

Rita has been so busy with her hobby, or, perhaps, now it should be more properly termed a business, that she thinks she will quit for the summer months and return to earring production next winter.

She has been with the Erie three years and lives on Cleveland’s east side with her mother and sister.

June, 1956
QUESTION: What is the biggest challenge facing the railroads today?

This month the cruising cameraman visited employes at the Brier Hill diesel shop and car department at Youngstown, Ohio, and got the answers on these two pages to the question of the month.

FRANK FIGERELL (left), machinist apprentice — "Modernization of our national transportation laws is the railroads' most important challenge today." JOHN O'HARA, machinist — "The railroads need better shop facilities and tools."

ROBERT MACDONALD, carman — "The railroads will have to speed up freight service to beat competition."

JOE VITALE, machinist's helper — "The large amount of business that trucks are taking away is the railroads' biggest challenge."

FLOYD GOODY PALLETT, electrician — "The railroads have to do something about better on-the-job training."

DAN DIPIERO (left), derrick operator — "Employees must be more alert and work safer to cut down accidents and the cost of these accidents." DAN THOMAS, carman — "I think we will be facing an important challenge when the St. Lawrence Seaway project is completed."
CLAYTON VERNER, machinist—"The railroads need more and better mechanics."

FRANCIS TOBIN (left), machinist apprentice—"Competition from other forms of transportation is our biggest challenge." JOSEPH FITZGERALD, machinist—"I believe that railroads should make their own locomotive parts."

MARTY HAWK, apprentice—"Too much interference from the government is the railroads' greatest problem."

JOSEPH CAMPININO, carman—"The railroads' biggest challenge is to provide faster freight service."

JAMES MOORE, carman helper—"The railroads need more and better freight cars."
Here is an even dozen "loafers" who contentedly spend the cold winter months basking in the sunshine of Florida. They’re all retired Eriemen who at one time or another worked on the Erie east of Suffern, N. Y. Their combined total of years of service with our railroad is 549 years. They are, from the left, first row; Henry Johnson, Tom McCabe, Jerry Murphy and Jack Carlow; second row, P. R. Evans, C. C. Rickle, C. Ruby and Bill Carroll; third row, Smoke Stange, Deacon DeMott, Nick Ships and Ben Cutterback. The only charter member of the group who is not in the photo is Bob Wiley at whose home in Hallandale, Fla., the picture was taken.

Youngstown

By R. P. Reebel

We extend our deep sympathy to the family of Veteran Frank Novy whose sudden passing after a heart attack April 28 came as a great shock to all of us.

Everyone had a very fine time at the casserole dinner given by the Ladies Auxiliary April 16, especially Ye’ Scribe, who won a big delicious cake, a pen and most of the loose change around the place. What a night! The Hon. Elmer Phillips of the Court of Appeals gave us a fine talk on the protection of our individual rights under our courts. Cards and bingo were a diversion.

Our next regular meeting, the last one until September, will be June 6 in the K. of C. Bldg., Youngstown, 8:30 p.m., Daylight Time.

Salamanca

By Hilde

Our regular meeting and dinner was at the Myers Hotel, Salamanca on April 27 with fine attendance considering weather conditions.

L. E. Rodgers, second vice president, gave a report on the system membership campaign. Our chapter has two-thirds of its quota and has high expectations of going “over the top.”

Considerable discussion developed regarding a veterans’ bowling league among chapter members for this fall. Plans were made and a committee was appointed to promote this venture.

We were very happy to have with us E.L. Poyer, Brockway; J. J. Malone, Salamanca, and A. E. Rowe, Olean, who have returned from a winter in the southland.

Our best wishes and hopes for a healthy and happy retirement to Phillip Bernard, track foreman at Conewango.

At this writing our veterans are in a healthy state, but some wives are ailing. So, please hurry and get well girls. On this list we have Mrs. L. E. Rodgers, Mrs. James Dally, Mrs. M. F. Baker, all of Salamanca, and Mrs. Charles Benson of Hornell.

Following the regular meeting, J. G. Atney, general chairman of the May party, had a committee meeting for a status report and finishing touches for this big event, held May 26 at Salamanca.

L. E. Rodgers showed slides taken at the system installation in New York City and other “doings” of our chapter.

Meadville

By R. C. Miller

The regular meeting of the chapter and the auxiliary was held April 26. Mrs. George Hood was dinner chairman, assisted by Mrs. Clara See, Mrs. George Staples and Mrs. Florence Welden.

At the veterans’ meeting, plans were made to conduct a campaign to get all employees with 20 years’ service to join the veterans’ association.

Mr. and Mrs. W. W. Thomas have returned home after visiting a brother and sister in California.

Mr. and Mrs. W. B. Hadden and Mr. and Mrs. Emery Fitch have returned home after spending the winter at Port Myers, Fla.

Mrs. Desper Leggett is slowly convalescing after her recent operation at Cleveland.

Jersey City

By G. C. Kaile

We regret the deaths of members Thomas Tuohy and J. Edward Den (Please turn to Page 23)

Erie Railroad Magazine
Donald M. Lynn, assistant vice
director in charge of industrial
development, was elected presi-
dent of the American Railway
Development Association at its
convention in April in Memphis,
Tenn. The association is a forum
for exchanging ideas and promot-
ing progress in the field of indus-
trial and agricultural development
and related work.

Springtime Frolic
You'd think Fireman F. J.
Mehal of Brockway, Pa., went
around saving people from
drowning every day, or maybe
he's just modest.

While Fireman Mehal's crew
was switching in Bradford, Pa.,
on May 14, two small girls,
Mary Jane Cross, 11, and Mar-
guerite Rogerson, seven, were
playing on a foot bridge over
Tuna Creek. Marguerite slipped
and fell into the swift waters.
Without hesitating, b r a v e
little Mary Jane jumped into
the creek to save her friend.

Fireman Mehal saw the two
girls struggling against the
waters and plunged in after
them, pulling them to safety.
Then the Erie man simply re-
joined his crew and proceeded
with the switching. The whole
crew looked upon the incident
as just part of a day's work,
and even the morning BRAD-
FORD ERA did not find out
about it until several days later
when it gave Mary Jane and
Fireman Mehal a pat on the
back on its front page.

Cable to Link Divided Michigan

These four reels of cable will connect the upper and lower peninsulas of
Michigan electrically for the first time in history. The cables will be laid
underwater across the Straits of Mackinac. The cables then will carry 46,000
volts of electricity from lower to upper Michigan. The Erie started the cables
on the journey from the Okonite Co. plant on our tracks at Paterson, N. J.
**Biggest Problems**

What is the No. 1 railroad problem? This $64,000 question was recently put to many of the nation's outstanding railroad executives by the editors of *Modern Railroads*. As anticipated, there was an absence of unanimity in the responses. Many felt that the competitive situation was the No. 1 problem; others felt that the greatest problem of all was to educate the public on the Presidential Cabinet Committee's recommendations, others placed taxation or car supply at the head of the list. In its January 1956 issue, *Modern Railroads* says railway officers indicated the following as the industry's major problems:

To provide better transportation service;
To meet the changing requirements for service;
Unfair competitive advantage held by competing modes of transportation;
The encroachment of other forms of transportation;
To educate the public to the benefits of the recommendations in the Cabinet Report;
To maintain an adequate car supply and better distribution of cars during times of critical shortages;
The need to improve efficiency in the face of rising costs;
Improper pricing of the product;
To meet the heavy increases in wage costs;
The extreme shortage of equipment;
Equalization of our taxes;
The three per cent tax on transportation;
To improve human relations;
Personnel attitudes and training;
Reluctance to part with the past;
Ever increasing "feather-bedding";
How to increase production;
The time consumed moving through or making deliveries in the large terminals;
Control of the "hot box" problem.

*RAILWAY AGE* observes that New Jersey has spent $690,000,000 to build two tax-free turnpikes, but has raised a railroad's taxes for planting rose bushes to beautify a station!

Here's a picture quiz which very likely will give your imagination a test. Can you guess what these three pictures show? For answers, please turn to Page 94.
June, 1956

VETERANS continued

ver.

Charles Mancino has resumed work after a long illness. Frank Mackin had been seen around and reports he is on the mend.

April was a busy month for our veterans. They were called on to help retiring veterans. Hon. Bert Bookstaver, Charles H. Brown, Frank B. Wildrick, Egbert H. Stocker and Daniel Tierson.

Past chapter chairman John F. Callahan and Mrs. Callahan have returned from a Florida vacation. Chapter chairman John F. Hazzard was observed passing out cigars after last meeting. Yes, it was a boy, William J.

Our membership drive chairman, Pete Laverston, reports 45 new members and 12 reinstatements since January 1956.

The chapter having passed favorably on our ladies' auxiliary, a group of ladies met at President Bert Stocker's home and made plans to form auxiliary. All persons interested in joining the auxiliary are requested to meet with the ladies on the second Wednesday of each month at 28 Park Ave., Paterson, which is the same night the husbands attend the chapter meeting.

Past President A. B. Cohen is planning a trip to Missouri to visit his son.

The New York Division welfare association held its spring dinner-dance at the Lexington Cocktail Lounge in Clifton. Many of our members were present and enjoyed the dinner, dance and meeting their many friends. Congratulations to our director of social activities, Frank P. Belling, chairman, and his efficient committee for the fine time provided.

Veteran Antoinette Geerinck and sister, Margaret, sailed on the Mauretania April 24 for a six-week trip to France, Belgium, Italy, and other points on the continent. Brother George Geerinck, also a veteran, provided a wonderful reception for those lucky enough to wish his sisters bon voyage.

Duties are due. Your secretary has been very satisfied with the prompt returns. A few members still are not in the clear. Won't you see your collector, give him your dues and pick up your card?

Buffalo-Rochester

By Ruth Nise Manger

The chapter and auxiliary held their annual spring dance and luncheon April 21 at the Turners Club with 110 members and guests. It was a real get-together of active and retired veterans. George Wright (retired) of Alden was the oldest veteran present.

After luncheon and some dancing, Chairman John Simmons called the attention. The orchestra struck up a suitable march and the Ladies Auxiliary filled in, led by Mrs. H. J. Schultz carrying a silk flag on a standard which she presented to the chapter. The chairman responded with thanks and everyone stood at attention while we all pledged our allegiance to the Flag of Our Country. A few more announcements were made, followed by more dancing. Everyone said it was an enjoyable meeting and expressed the hope that more would turn out for the next gathering.

Nine new members were enrolled during April.

Congratulations to Secretary H. I. Moyer and Mrs. on the arrival of their new granddaughter (daughter, April 30).

Sympathy is extended to Joe and Mrs. Duane on the death of their young grandson.

West Coast vacationers were Herb and Hild Heinz and the Howard Perrys who visited their daughter and family at Santa Ana, Calif.

Speedy recovery wishes to Mrs. William Streton. Mrs. Felix Droll, Larry Soule, Charles Lanza and Ed Simmons.

Any greetings to Herb Moyer and John Orlovski, Sr.

Be sure you have your 1956 membership card so you can attend the annual picnic on July 21st at Conneaut Lake Park, Pa., where East meets West.

Use your knowledge and influence to prevent accidents.

VETERANS

NAME

Philip P. Arroyo
Glen W. Briggs
Steve Buonc
Edward J. Houser
John Buolo
Samuel J. Burns, Jr.
Elmer L. Champlin
Robert L. Coo
James E. O'Leary
Anna M. Connelly
Edward C. Crawford
Chyde C. Bryan
James A. Farrell
C. E. Gilbert
Frederick W. Goeritz
Thomas L. Hall
Eldon J. Hanchan
Bert B. Hawks
Charles P. Hogenstrop
Michael A. Kelly
Fred J. Kelly
James Kolodziej
Samuel L. L. Morey
Valentine Lockwood
William H. McGrath
Andrew J. Newsom
Louis O'Connell
Joseph P. O'Neill
George C. Piano
George H. Plag
Charles Plous
George T. Powers
Dominick S. Sauerk
Colin H. Urquhart
Glenn W. Wright
Walter J. Wright
Stanley Zebedeen

POSITION

Mgr., Mail, Bag. & Exp. Car Service
Tender of Baggage
Station Foreman
Operator
Trafficman
Marine Engineer
Supv. Comm. & Sig. Engnr.
Freight Conductor
Freight Trainmaster
Typist
Engineer
Yard Conductor
Yard Conductor
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Yard Conductor

LOCATION

New York, N. Y.
Akron, O.
Greenville, Pa.
Huntington, W. Va.
Lockport, N. Y.
Jersey City, N. J.
Huntington, Ind.
Buffalo, N. Y.
Paterson, N. J.
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.
Elmira, N. Y.
Brooklyn, Pa.
Marion, Ohio
Dayton, Pa.
Martinsville, Va.
Susquehanna, Pa.
Susquehanna, Pa.
Port Jervis, N. Y.
Port Jervis, N. Y.
Susquehanna, Pa.
Jersey City, N. J.
Fishkill, N. Y.
Susquehanna, Pa.
Jersey City, N. J.
Cleveland, Ohio
Marion, Ohio
Cleveland, Ohio
Marion, Ohio
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.
Port Jervis, N. Y.
Jersey City, N. J.
Jersey City, N. J.
Port Jervis, N. Y.
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.

YEARS SERVICE

5-31-56 46
4-7-56 38
4-2-56 25
3-31-56 50
4-3-56 40
4-4-56 39
3-31-56 42
3-29-56 38
3-15-56 21
4-19-56 36
4-20-56 35
3-31-56 49
3-15-56 24
4-19-56 43
3-31-56 43
3-26-56 22
4-15-56 43
4-18-56 47
4-11-56 44
4-11-56 44
4-19-56 44
4-21-56 46
3-31-56 37
4-30-56 27
4-12-56 37
4-11-56 36
5-31-56 54
4-30-56 49
4-28-56 44
4-29-56 25
4-30-56 44
4-5-56 38
4-4-56 38
4-15-56 29
4-31-56 36
4-30-56 35
4-5-56 38
4-29-56 44
4-30-56 29

DATE

1937.

Texas leads all other states in railway mileage. At the beginning of 1955 the state had 15,535 miles of railway in operation.
The following promotions have been announced in the Traffic Department:

M. R. Fitzgerald, to general New England agent, Boston, May 1; effective June 1, George Pettersen, to general agent, Philadelphia; H. A. Bockman, to general agent, Washington; J. P. Drew, to general agent, Atlanta, Ga.; P. A. Talkington, Jr., to commercial agent, Atlanta; R. E. Johnson, to commercial agent, Kansas City, Mo.

Mr. Fitzgerald was general agent at Philadelphia and has been with the Erie since 1926, starting as a stenographer in our office in his native Boston. By 1951 he had become general agent in Boston, then in New Haven, Conn., the same year and in Philadelphia in 1955.

Mr. Pettersen comes to Philadelphia from Washington. A native of Brooklyn, N. Y., he started in our lighterage department in 1927 and then worked as chief clerk in our traffic agencies at Philadelphia and Newark, N. J., before promotion to commercial agent in Baltimore in 1958 and then to general agent there in 1945. He had been in Washington since last July.

The new general agent at Washington started as chief clerk for the Erie in his home town, Kansas City, in 1922. Mr. Bockman then became commercial agent there in 1924 and dairy agent in 1926. He was transferred to Tulsa, Okla., as commercial agent in 1939 and was promoted to general agent in Des Moines in 1941. He had been general agent in Atlanta since 1952.

A native of Macon, Ga., Mr. Drew started with the Erie as chief clerk in Atlanta in 1941 and was promoted to commercial agent there in 1942. After military service in the Army Transportation Corps in World War II, Mr. Drew returned to our Atlanta agency in 1945.

Born in Columbus, Ind., Mr. Talkington has been with the Erie since 1942, going to work in Akron, Ohio, as a stenographer. He then was assigned to Cleveland, Pittsburgh and Kansas City where he became commercial agent in 1951.

Chief clerk in St. Louis since 1951, Mr. Johnson is a native of Cleveland and began his Erie career as a steno-clerk in Columbus in 1948, going to Cincinnati two years later and to St. Louis in 1951.

**Burnett Retires**

One of the Erie’s most popular traffic department salesmen, Eugene W. Burnett, general agent at New Orleans, retired on May 31 because of ill health. Gene was almost exclusively an “off-line” agent. He started in the traffic department as a clerk-stenographer at Columbus, Ohio, in 1922. He became a commercial agent at Columbus in 1925 and was transferred to Toledo in 1927. He had been general agent at New Orleans since 1939. Mr. Burnett is a native of Mt. Vernon, Ind.

**BOOK CORNER**


*The Train Was On Time,* by Heinrich Boll. Criterion Books, Inc., 100 Fifth Avenue, New York 11, N. Y. $3.00. A novel about a young German soldier during the last days of World War II. Scheduled for publication in April.


A special accountant in New York City for the auditor of disbursements, Thomas P. Ward (second from left) retired recently after 47 years’ service with the Erie. This picture was taken at a luncheon in Cleveland for Mr. Ward and shows, from the left, G. W. Oakley, comptroller; Mr. Ward; T. J. Tobin, retired vice president and comptroller; G. W. Thompson, auditor of disbursements, and F. A. MacEwen, assistant comptroller. Mr. Ward started with the Erie as an assistant foreman in the maintenance of way department, Greenwood Lake Division, on July 1, 1908. He transferred to the accounting department on Oct. 1, 1914.
A. J. Schilling, has resigned. His April

daughters who will help to take care

successor is Maureen O’Heefe.

ilies of John

Plymouth.

Dauer, retired machinists, and John

Bowman, retired boilermaker, who

passed away during April.

Many of the old-timers will remember

Capt. George Munsen. Report

comes up from St. Petersburg, Fla.,

that George passed away in March.

The writer had a cataract removed

from his left eye in St. Francis Hos-

pital, Jersey City. I want to thank

all those who visited me while I was in

the hospital, also those who sent me the 47 get-well cards.

Do you know that the first map of

Manhattan Island and the Hudson

River was drawn in gold and was made in 1614 by Adriaen Block? A facsimile of this map is in the New York Public Library. The original is in the government archives at Gravenhage, Netherlands.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

Get-well wishes to Edward Zgoda

and Melvin Schlemmer.

Engineer Jim Frost is enjoying his

retirement, tending his garden, etc.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

John Kuziw, laborer, retired on

April 25.

Many of the old-timers will remember

the home of Jim Murray, deckhand on the tug Horrell, announcing the en-

gagement of his son John J., to Mary

Sabelli. John is a deckhand on the tug Paterson. The wedding date will be

decided on later.

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comes up from St. Petersburg, Fla.,

that George passed away in March.

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NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

The engagement of Raymond Nale-

waki, son of Mr. and Mrs. Joseph

Nalewaki, (file clerk) to Marilyn

Gerhardt of Elmhurst, L. I., was an-

nounced Easter Sunday. Miss Ger-

hardt is a student at Pace College.

Welcome to Naomi Dicker, sten-

ographer in the dispatcher’s office,

formerly from Hasbrouck Heights;

also to Bill Bagger as night clerk in

the train dispatcher’s office; to Pete

Tabia as second trick train starter,

also to Mary Mallo, ediphone oper-

ator-stenographer. Mrs. Dorothy

Sidley, daughter of Mr. and Mrs. Abe

Kleiman (Jersey City Telegraph Of-

June, 1956

Signal Maintainer Retires

A veteran of 44 years of service with the Erie, Calvin V. Crane (third from

left) signal maintainer, Port Jervis, N. Y., has received his retirement

certificate from J. H. Storms (second from left), supervisor of communica-

tions and signals, New York division, at Port Jervis. From the left are

T. H. Fahey, foreman of maintainers, Middletown, N. Y.; Mr. Storms;

Mr. Crane and Edmond Parsloe who succeeded Mr. Crane.
Dad's Pride

This young fellow is David Emanuel Calhoun of Huntington, 1rd., whose proud dad is Floyd Calhoun, freight handler at our 14th St. freight house, Chicago. David was seven months old when this picture was taken.

PASSAIC, N. J.

Congratulations to Harry J. Hana- gian who celebrated another birthday. We hope that Mrs. J. O'Brien continues to show improvement after her recent sickness.

We welcome William Dodson as a week's vacation.

We hope that Jim Parkinson, who is recuperating from a recent illness, will return shortly.

WEEHAWKEN LOCAL & DOCKS

Sympathy is extended to the family of John Vaughn, operator; also to J. J. Young whose daughter died; to Frank Caporino (sister); Frank Osorio (mother); George McMahon (brother), and Robert Colville (grandfather).

Charles Mancino, cooper; Frank L. Pizzuta, westbound clerk; Robert Thomas, stower; A. E. Viana, claim clerk, and Leo Hudson have resumed work following illnesses.

Mrs. Gilbert Forte is improving slowly.

Speedy recovery wishes to James T. Byrne, laborer, in the hospital.

Congratulations to Walter Luers (girl); also to Jim Barry who is our newest grandfather (girl).

Our remarks concerning the Weehawken bowling team must have given them false confidence. Now they are back in the first stride, losing many and winning few.

Meadville Shopmen in 1943


KENT DIVISION

AKRON, OHIO

Sympathy is extended to C. D. Carnes, freight agent, and family on the death of his sister, Mrs. Helene Whiting, Endicott, N. Y.


C. O. Ritter, trucker, and wife have returned from a Florida vacation.

Al Herz, husband of Odette Herz, general clerk, was called to San Diego,
June, due to the illness of his sister.  

H. M. Ford, foreman, and wife enjoyed a week-end with his parents in Canal Winchester, Ohio.  

L. V. Brownell, general foreman, and wife attended the state bowling tournament for women in Dayton, Ohio. Marty is a bowling enthusiast and rolls a good game.

MARION, OHIO  
It's a boy at the R. E. Webb home (April 17). Ray is an operator.  

Birthday congratulations to D. L. Stout, assistant chief dispatcher; D. O. Kightlinger, extra train dispatcher.  

Sympathy is extended to J. A. Lott, operator in GN office, and wife over the death of her father.

Gene Norris, first trick monitor, lived on a canned food diet for a year. Among the gifts presented is a piano by the Signal Supervisor J. A. Burpin, trainmaster, who has resumed duty after a recent illness.  

Dale Gorman, car distributor, was pleasantly surprised recently when his Sunday School class of the First Baptist Church presented a program, "This Is Your Life," in recognition of his loyal and untiring work in past years. Among the gifts presented were a charm bracelet for Mrs. Gorman and cuff links for Dale. Another surprise was the presence of their daughter, Julia, who attends Wheaton University, Wheaton, Ill. Speedy recovery wishes to Anita Wise, record clerk, who suffered a fractured ankle.

Dave McWherter, messenger in the superintendent's office, is driving a new Lincoln.

Retired Master Carpenter C. A. Murtaugh and wife of St. Petersburg, Fla., due to the illness of his sister.  

Joe McGruder, passenger brake man, died recently after 45 years of service. Sympathy is extended the family of C. A. Doll, retired yard conductor, who died recently at his home.

MARION MECHANICAL  
By Ruth D. Hanning  

MARION DIVISION TRANSPORTATION  
By C. R. Sweank  
S. L. Rodenhaug, passenger conductor, and wife are spending a vacation in Virginia.  

W. R. Jamison and H. S. Guthier, passenger conductors, and their wives spent vacations in California.  

Doc Wells, agent at Huntington, is back on the job after spending a day at the Huntington County Hospital for minor surgery. Sympathy of the entire division goes to Supt. E. J. Robisch and family in the recent illness and death of his father.

HAMMOND CONSOLIDATED  
By Grace Connole  
The long and pleasant association between Frank Erickson, telephone maintainer, and the Hammond forces ended recently when Frank bid a job back east. Hammond Maintainer Lloyd Fischer was one of the guests at the farewell party for Frank, held at Huntington.

Chief Clerk Lloyd Conole spent a week at his mother's home in Litchfield, Minn. Relief Clerk Charles Klemmam is back on the job after a brief vacation.

Joseph Smith, general foreman for Track Supervisor E. M. Wilt, shocked us all with the announcement that he was leaving this locality to become general foreman at Warsaw, N. Y. We enjoyed working with Mr. Smith and his son, Douglas, one of our vacation relief clerks last summer. Mr. Smith's successor is Reed Henderson, from Jersey City, so, we bid farewell to Mr. Smith and welcome Mr. Henderson to our circle.

Yard Brakeman Paul Fogarty and wife were badly shaken up and received some injuries when an inebriated driver going in the wrong direction on a one-way street crashed into the Fogarty car. Paul has reported back to work, but Mrs. Fogarty still is under the doctor's care.

Fireman Joseph H. Fritts and wife became the parents recently of a bouncing son (6 lb., 4 1/2 oz.) who could have no other name than Joseph H., Jr. Baby Joe's sisters, Linda, 9, and Judy, 7, were very happy over his arrival and are willing volunteers whenever there is a baby sitting job to be done.

Miami, Fla., was the vacation spot of Pretty Grad. This month this comely young lass will graduate from Morton High School at Hammond, Ind. She is Patricia Witwer, daughter of W. G. Witwer, agent at Hammond.

C. L. Doll, retired yard conductor, who died recently at his home.

Let practical railroad men move you up!

Got 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.

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

AMERICAN PRESSURE-STEEL HAND TRUCKS  
The Choice of Leading Shippers!  
Shipper—the people who make a business of handling goods—keep accurate records of their handling costs, and they've found out that American Trucks keep handling costs down! Erie Railroad uses more than 900 "American" hand trucks in many handling operations.

THE AMERICAN PULLEY CO.  
PHILADELPHIA, PA.

June, 1956
with the Jacobson of Lima has returned to I. . .

We wish Trackman Grover Smith of Delong many happy years of retirement. . . Very sorry to learn that Retired Signal Maintainer W. S. Reed of Rochester became seriously ill while in Florida and had to return to his home. . . As of this date peace and quiet again reign in the home of Inspection Motor Car Operator A. E. Peggs, Alvin, Jr., has reported to Fort Ord to complete his duties in the Army after spending a 30-day furlough at the home of his parents after service in Germany. . . The appreciation of the division employes was shown recently when a party of more than 50 of the friends of Telephone Maintainer Frank Erickson, who is leaving for duty at Jamestown, N. Y., gathered at the Waterworks Cabin at Huntington for refreshments and a good time. He was presented with a traveling case, casting rod, reel and line and was given an additional purse when he left.

CHICAGO GENERAL OFFICE

By Denise J. Alkiman

Evelyn Coakley pin-pointed her money on Needles and literally cleaned up after the horse ran first in the Kentucky Derby.

Elta Henrieks’ husband has surrounded her with a new home and garden in which she takes much pride.

Roger Kirtland is proud of his new Ford convertible but not so proud of the equally new scratches he added to the fenders.

Suave-looking Warner Holcombe is getting into the act with the rapid pace he is setting in the mustache growing department. Warner is celebrating a town centennial.

Nedra Troll hopped aboard the Erie, Youngstown bound, to spend Mother’s Day in her old stamping grounds with her family.

Bernie Klein has tender, lovable tales about her little pup whom she calls “TeJay.”

Grace and Toni Battaglino treated themselves to a vacation south of the border. They spent much of the time in Acapulco with a very good friend, Steve Battaglino.

Bill Voltz, tariff mail room clerk, returned to the Erie after a short sojourn in college. He decided college was not for him, being co-educational minded, not educational minded.

The welcome mat is being trampled on by Bill Diest, newest of the mail room syndicate.

Louise LeVeille hardly can contain herself now that she’s gone modern with new multigraph equipment.

Barbara Slivik no longer is punching her typewriter, but getting ready to prepare formulae for the soon expected arrival.

Honus Breland felt mighty chipper the night he attended a prom in Dowagiac, Mich.

Allan Anderson, attempting things of greater nature, set his cigarettes aside and tried a cigar, only to find that celebrating the birth of a baby turned him green.

Watches are synchronized daily at 12:50 p.m. in the division bureau as Tom Keating’s phone rings exactly at that minute.

The Batemans have increased by one, on May 6, the stock brought a son; Kenneth Scott is his name, in future years, a name of fame; at least his parents think it will be; they’re jolly Phil and sweet Bobbie.
Mark, our former freight agent.

Vern Felgenhauer’s mother (assistant timekeeper) was suddenly hospitalized. We are happy to know she is home again and fully recovered.

Mary Sorbellini, formerly general clerk here and now Mrs. Mary Furiasi, was blessed with a second child. Her 10-pound son was born on April 21.

John J. Novotny, chief claim clerk, and his fiancée Florence Bowley chartered a few coaches on a Grand Trunk special when they traveled to Detroit to participate in a tournament.

Two old timers, William E. Smith and Fred Bode, returned here for a visit with former office associates.

Our sympathy is extended to the Lee and Radcliff families in the death of Nellie Lee Radcliff, sister of Oliver T. Lee of the rate desk.

George Greenwald, yard clerk, 51st st., was congratulated by friends on April 6 for his 47 years of service with the Erie. Incidentally, George is No. 1 on Roster “A” of the Chicago-Hammond Marion Division Seniority List.

Barbara June Slaughter, daughter of W. W. Slaughter, foreman, is wearing a diamond solitaire, which she received on Valentine’s Day from Roy Richards, electronic engineer with Western Electric Co. They are planning a fall wedding. Barbara is the niece of June Rossnagel, rate desk.

Herbert Rossnagel, former clerk here, and wife, June, of the rate desk, motored to Affton, Mo., to attend the confirmation of his niece, Leanne, on Palm Sunday. They stopped on the return trip at Belleville, Ill., to visit June’s mother and bring her back to spend the Easter holidays.

We note the Chicago daily papers of March 28 carried a photo of Sharon Rose Montelo, four years, of Eaton Rapids, Mich., in the lap of Mrs. Mamie Eisenhower, after presenting the First Lady with a V. F. W. Buddy Poppy. George Wherry, rate desk, and Robert Gould, general clerk-typist, are active members of the General George Bell Post No. 450, Chicago, which sponsored the V. F. W. National Home for Orphans of deceased members.

John Kelly, Grace’s father, while on a contracting job in West Virginia a few years ago and shook hands with him.

Thomas Carr and the correspondent were among the many who attended the testimonial and retirement luncheon at the Pick Ohio Hotel, Youngstown, Apr. 24, given in honor of Frank Wildrick, superintendent of property protection and fire prevention.

The sad news finally has come. The plant bowling team lost the championship of the Erie Railroad league for the first time in five seasons. They have captured the championship every year beginning with the season of 1950-51. However, the championship stayed in the stores department because it was won by Stores A, a team of champions. This team was captained by Ewing Patterson with Vincent Gladis, Carlton Briggs, Edward Kozalla and Robert Wisgirda. This team carried only five men during the entire season and on only two nights were there but one absent. It is a fine team which deserved to win. Our team finished in second place and was captained by Ralph Foster with Ralph Farzalo, Edward Zelasco, Verlin Greathouse, Clair Anthony, and the correspondent.

Flash! The Walter Mekins welcomed a new son May 1. Mother Lorraine, baby Kevin and papa all are doing fine.

Weaver John and Mrs. Izbinski announced the marriage (May 12) of their daughter, Rose Jacqueline, to Philip Hendricks, son of Mr. and Mrs.}

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**STORES**

**MEADVILLE SCRAP & RECLAM.**

By George Smith

Happy birthday to John Izbinski, Lawrence Osten and Frank Leslie.

Stockkeeper Stanley Lawhead and wife, Ruth, celebrated their 30th wedding anniversary on April 14. They have one son, one daughter, one grandson and five granddaughters.

Helper Marion Krolowski’s automobile was stolen recently. It was recovered in running condition near Ashtabula, Ohio.

Two employees of the plant followed closely the Grace Kelly-Prince Ranier wedding. Stenographer Marlene Delisch was interested because her brother, Donald, was confirmed by the Bishop of Monaco who married Miss Kelly and the Prince, in St. Charles Cathedral, Monte Carlo, Sept. 14, 1954, while Donald was stationed there with the U. S. Navy. Cranesman George Lewandowski was following the wedding because his wife’s aunt married Frank Hassett who met

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**Bread and butter costs dollars and cents**

Prudential life insurance can pay your family a regular income if the breadwinner isn’t here.

*See your Prudential Agent*
HORNELL, N. Y.
By Donald E. Lindeman
E. Van Craig suffered a heart attack and still is confined at St. James Mercy Hospital. All of us wish Van speedy recovery.
Gaylord Curry underwent surgery at Bethesda Hospital and now is recuperating at his home. Not to be outdone, Mrs. Curry also spent some time in the hospital.
E. J. Ruch is a grandfather again. A daughter was born to Mr. and Mrs. Robert Ruch of Waltham, Mass.
Paul Kraft and Sal Falzoi participated in the ABC bowling tournament at Rochester, N. Y.
Welcome back, Ruth Gay. Ruth comes back to us from the freight house to take over the comptometer duties vacated by Rosamond Hug, now on leave.
It's not that your correspondent tried to shoot his wife when she slipped on the stairs and broke her leg. Joan still is quite inconvenienced with the half-ton cast on her leg.
Joe Bulock spent a week-end in Rochester at the Notre Dame Retreat House.
Congratulations to Elaine Eberman, daughter of Louise Eberman, and a former stenographer in our office. Elaine became Mrs. James Benish on April 14.
Glad to see Milt Parker up and about again after submitting to the surgeon's knife.

ALLEGY DIVISION SALAMANCA, N. Y.
By S. Minneeci
Supt. (Ret.) John W. Graves and Mrs. Graves were back in Salamanca the latter part of April, arranging for the disposal of their property here. They will be permanently located in Hialeah, Fla.
General Yardmaster (Ret.) John J. Malone and Mrs. Malone have returned from Fort Lauderdale, Fla., where they spent the past three months. This is the first time John has missed the opening day of the trout season.
We have received word that former Supt. A. W. Baker and wife now are residing in Fort Lauderdale, Fla., right on the beach.
Train Dispatcher Justin Kauffman and wife spent the latter part of April visiting in Florida.
Yard Conductor Martin Discavage and wife vacationed in Florida in April, stopping with their sons, Bruce and James, in Jacksonville. His cards told us the route he was taking.
The correspondent and Mrs. Minneeci received an Easter card from J. R. (Bill) Smith of San Diego, Cal. Bill is 90 years young. He retired as yard conductor in January, 1937.
Trout season opened in Cattaraugus County on April 14 and the writer was on the stream at 5 a.m. Got five brookies the first day and five the next day. One was 12 inches.

GEN. FOREMAN-WRKMSR.
SALAMANCA, N. Y.
A son was born April 17 to Mr. and Mrs. Tom O'Brien.
G. E. Swartwood has moved now and is making his home at 315 State Park Ave., Salamanca.
Walter Stoeckel was conferred with the designation of Knight of the York Cross of Honour. This honorary degree, highest in the York Rite of Freemasonry, is conferred only on those who have held the highest office in each of the four bodies of the rite. Walt becomes the 5558th Mason to receive this award in the past 27 years in North America.

ACCOUNTING
AUDITOR OF DISBURSEMENTS
By Don Keister & Rita Talbott
Our office was shocked and saddened by the sudden loss of Bill Brockett, supervisor of vouchers, who passed away at his home recently.
Fame and glory at last have made an appearance in this office in the form of top honors in the women's bowling league. Our two teams captured first and second place after a very active season of close competition. A trophy dinner was held at Cavoli's Restaurant at which time Dorothy Buday was elected league president for the ensuing year.
Dorothy's husband, Julius, treated the girls to pink champagne as a fitting tribute to the victorious keglers.
Not so good can be said of the men's team, for they had to settle for basement honors.
A hearty welcome to Fergie Small, supervisor of payroll and traffic accounts, who is back at his desk after a long illness.
Frank Troyano, chief clerk, reports that he and his wife, Dorothy, had a pleasant trip of 1234 miles to New York and New Jersey, finding the throughways and turnways.

Foreman Retires

After almost 45 years with the Erie, Joseph C. Marabottini, section foreman at Hornell, N. Y., has retired. He had been a section foreman since January 1942 and was an assistant section foreman before that since 1918.
Air Corps Trainee

Joseph Snurekar, tyipt at Cleveland freight, has enlisted for a four-year hitch in the U. S. Air Force. He is training at Lockland, Tex., Air Force Base near San Antonio.

better in her new kitchen. . . Henry Drury was on another one of his trips to New York. . . Jane Moore could not read the ad she put in the paper when she lost her glasses. "Trout fever hit Abber Burdette, Bruce Dun- gan, Frank Bottomley, Angie Petrello, Bob Young and Jack Burlingame."

"My Man's a Railroad Man"

"Jim likes Big Favorite work clothes for their comfort and long wear. As a railroad man, he's rough on work clothes. But as a woman, I know that the washing machine gives them a rougher beating than anything else. Big Favorite launders beautifully, and that's why I like them, too."

THE Big Favorite SANFORIZED

Matched Shirt and Pants
Overalls • Caps • Dungarees
Denim Jackets • Gloves

ALL BIG FAVORITE GARMENTS
BEAR THESE TWO IMPORTANT SEALS

AMERICAN CERTIFIED INSPECTORS
Guaranteed by Good Housekeeping

THE FAVORITE GARMENT CO.
LYNCHBURG, VA.. JACKSON, MISS.

FIRST-CITY NATIONAL BANK
OF BINGHAMTON, N. Y.
Serving the Community Since 1852
Five Convenient Offices with Free Parking

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.
OFFICE OF COMPTROLLER
By Bill Harter

Our office has been well represented at Lakewood Hospital. Ed Hardmann, stenographer, had no more than left the hospital and returned to work when Wilma Kanovsky, file clerk and general clerk, entered to have surgery performed.

Our college boys, Harry Coykendall, secretary, and Melford Adams, special accountant, are beginning to burn the midnight oil now that the end of the semester is approaching.

Joe Keenan, special accountant, was planning to move his family into their new home by May 15.

Byron Webster, cash book clerk, is back on a regular diet. He had to "rough it" during the week his wife, Donna, was visiting relatives.

CAR ACCOUNTANT
By Ella Carpenter

Donna Medley and Michael Von Duhn exchanged marriage vows in St. Clement's Church on May 12. The bride, in an ivory silk shantung gown and finger tip veil, carried white orchids on a prayer book. The bridesmaids, in various shades of blue, and flower girls in white organdy, carried baskets of lilacs. Mary Ann Sabo was maid of honor. After an evening reception at St. Hedwig Hall, the newlyweds left for a motor tour of the south.

Also on May 12, a more informal wedding was the choice of Betty Frunecik who became Mrs. Thomas Sanner at St. Thomas Moore Church. She was attended by her sister, Phyllis. A reception was held at home.

Our next bride will be Marilyn Maier who is wearing a beautiful diamond from Paul Knox. The important date has been set for June 30.

It's a boy, Richard Jr., for Dorothy and Richard Cinadr (April 27). Doris and Ken Marker announced the arrival of their second girl, Deborah Anne, April 13.

Just a week before leaving for Florida, Dora and Bob Alves were involved in an automobile accident. Fortunately the damage was not serious enough to prevent them from making the trip.

Ralph and Mrs. Clark enjoyed an auto tour of West Virginia and North Carolina, stopping with relatives and friends en route.

Jane Reeves has resigned and will devote her full time to home and family.

The fourth place Erie girls' bowling team, Shirley Walker, Betty Schneider, Mary Ann Sabo, Christine Lesniak and Sandra Bosco, enjoyed the evening at Cavoli's spending their winnings.


A visit from our former co-worker, Herbie Stier, set all the old gang to reminiscing, and a lot of fun it was, too.

Our sincere sympathy to Norma Simmons whose father passed away on May 2 after a lingering illness.

We were also sorry to hear of the sudden death of Lu Featherston's brother-in-law at Toronto, Canada.

Welcome to Wayne Ramsdell, our newest junior clerk.

MAHONING DIVISION
YOUNGSTOWN FREIGHT
By Dorothy Dunks

A party was held at Leo Richard's house for Tommy Lundeen and a very nice time was had by all. F. T. England presented Tommy with a 24-foot extension ladder on behalf of the office personnel. Tommy now is working for Youngstown Steel Door.

We extend a hearty welcome to Mr. Owens, our new chief rate clerk.

Returning vacationists are Anna Beck, Mary Kay Stanton, Leo Richards and Jack Carney. Anna spent a couple of weeks in Florida and has a beautiful tan. Jack spent his vacation in Philadelphia.

Birthday congratulations are ex-
‘Ailin’ Abigails’ Capture Crown

These gals last winter won the championship of the Erie Women’s Bowling League in Cleveland. They’re the “Ailin’ Abigails” from the auditor of disbursements office. From the left are Mary Jacobic who had the high game for the year, a 221; Ginny Farson, the team captain; Joan Rau, Dorothy Buday and Ginny Blackley. The champs won 66 games and lost 39. Their team average for the year was 392.

Mentioned to Mr. Adams and Jimmy Morris. Your correspondent also had a birthday recently.

Congratulations also are in line for Mr. and Mrs. England, who celebrated their wedding anniversary on April 10.

Arthur Hopwood has a shiny 1952 black Buick.

FREIGHT CLAIM
CLEVELAND, OHIO

By Joe Recuna

George Mizanin is looking more pert than a Wall Street banker after a two-week vacation in California. We were all sorry to learn of the passing of Betty Voeg’s father. The golf team of the Industrial League has three local members, Dick Diehl, Bob Kelly and Andy Bacenko. Mel Swarts, Paul Doerr and George Dooley passed the 20-year service milestone recently... It is good to see Norm Fiedler back in action after an operation. Al Haynosch has given up the idea of a garden. He figures it’s easier to turn a can opener than a spade. The sound of the ball hitting the bat was too much to resist, so Don Mangan has agreed to manage one Erie team, while John Graham takes the reins of the other. Mike Kurt will serve as coach, while Bert Bowman and John Rock will help in an advisory capacity.

George (Ace) Quinlan, pride of Patterson, has switched his allegiance from the Yankees to the Indians... Newest addition to our force is Tom Eder, recently discharged from the Air Force...

Alicia Granagulis has said farewell to her co-workers and assumed household duties.

A few of us heard that Willie Birkley took two baths on a recent Saturday, one in the tub and one on the Derby. He got cleaned.

OPERATING VICE-PRESIDENT’S OFFICE

Florida seems to be the spot for vacationers this year. Herm Violand and wife spent several weeks there; Alice Cunningham is down there at this writing and Edith McCaw left for the same spot May 12.

Our best wishes go with John Straut in the hospital. Hope it won’t be too long before he will be back with us again.

We are all pleased to see Ruth O’Connor back on the job again after several weeks illness.

Ed Speer spent a couple of days getting acquainted with some of the familiar spots in New York City. It is with deep regret that we learned of the death of Chief A. A. R. Inspector F. J. Larrissey. Our sincere sympathy goes to his family.

It won’t be too long now before Larry Blauvelt will be known as grandpa.

FREIGHT TRAFFIC
VICE-PRESIDENT, COAL AND FREIGHT OFFICES

By Marilyn Becker & Theresia Dilske

The department recently was visited by ex-Report Clerk Steve Tischler, who left the Erie for the khaki-colored service of the Army. It seems that Steve has been doing some research in the Japanese language since he will be spending his remaining Army months in Tokyo. The vice president’s office was the scene of a friendly gathering honoring Ray Buell, retired chief clerk. Fellow workers in the Cleveland office presented Ray with saving bonds and a gold watch as a memento of his years of faithful service on the railroad. D. B. Thompson expressed for everyone present the good wishes we all felt for Ray... Good-byes and good luck plus plenty of hints on babies were given to Vi Kinsella as she left her office duties for more enjoyable ones of caring for her newly-adopted two-year-old son, Marty. A toy train is one of the many gifts he will enjoy, due to the thoughtfulness of his
mother's friends. . . . Missing: One junior messenger, name of Bert Bowman. Last seen: Erie Railroad hall. Believed to be heading to the northeast corner of Madison and Woodward. Will be armed with gasoline pumps and automobile repair tools. Reason wanted: To wish him luck in his new enterprise as co-partner of a gasoline station and body shop. . . . Dennis Carlin recently was commissioned to the Green Guard of the King's Army of Egypt. Although this may seem to be fiction instead of fact, Dennis held such a position in the Metropolitan Opera's presentation of Aida in Cleveland during April.

IBM continued

71 units in the department.
The auditor of revenues machines are used for interline settlements between railroads, statistics and breakdowns of revenues on commodities into 262 groups.

Summarizing the value of the machines in his department, Mr. Manning simply says, "I don't know what we would do without them. Ask my employes. The machines have taken most of the drudgery out of their jobs."

At the district accountant's office in Hornell, N. Y., the machines in use are the alphabetic and numeric accounting machines, summary punches, key punches, verifiers, collators, reproducers, interpreters, electronic sorters and calculators. There are 49 units.

District Accountant Charles H. Artman reports that the machines are used for timekeeping; preparation of payrolls and paychecks; labor distributions; accounting for material purchased, transferred and disbursed; distribution of bills payable; maintenance of earnings records for each employee for the Railroad Retirement Board, Bureau of Internal Revenue and for some states, cities, boroughs and townships; labor statistical reports for the Interstate Commerce Commission and many reports required by departments of our railroad. Hornell also prepares about 3000 paydrafts a month for all material purchased by the Erie and 900 drafts a month for payment of employees' expense accounts.

Mr. Artman concludes that "With the machines we can handle this avalanche of work. Without them we would be buried under mountains of figures and statistics."

Car Reporting, Too

Another extremely important job that the machines perform for the Erie is daily car reporting. Combining the machines and electronic communications equipment, the Erie has been a pioneer in speeding car movement reports and train operations by this method. This network is completed from Chicago to Meadville, Pa., and eventually will cover the entire Erie.

E. E. Seise, assistant to the president, who is responsible for overall supervision of business machine installations, says that "The results of the electronic car reporting system have been extremely gratifying. We feel that there is a bright future for it throughout the railroad industry."

Tom Watson, Jr., thinks the machines can help greatly to open a new life for all of us. Liberated from the dulness and hazards of menial work, the young IBM president thinks the laboring man can look ahead to a new pleasure and dignity with more leisure time and a better income.

All the evidence of centuries of scientific progress points out that man will benefit if he controls machinery and guides it to do his work for him. Men always will have to direct the machines and plan work for them. They also will have to analyze and make use of the figures produced. No machine ever will replace the intelligence and initiative of people.

According to census figures, by 1965 the U. S. population will be 190 million, including many children and older people who will not be able to handle jobs. Economists believe that if our standard of living is to continue to rise, our labor force will need help to provide the things to keep our economy going. The economists say that intelligent use of mechanical help is the answer.

**Guess What Answers**

1. Key in parcel storage locker in railroad station.
2. Baggage cart on railroad station platform.
The incentive of competition

Among the reasons for America's growth and prosperity and its high standard of living is the freedom of our business organizations to compete for the favor of the public. This competition is the life-blood of our economic strength, for it serves as a constant spur to better products, better service and lower prices, with resulting benefits to the people.

There are certain fields of industry, however, where competition is controlled by legal restrictions. One of these is the shipment of goods by various means of transportation. Many years ago, when competition in this field was largely limited to that among railroads, it became so intense that Government regulation was necessary to prevent unfair competitive practices. And the Act to Regulate Commerce was passed in 1887.

Since then, however, conditions have changed radically. Billions of dollars have been spent on building and improving waterways, and more billions have been spent on improved highways. Today the shipper of goods can choose between railroads, motor trucks and waterways. Each has natural capabilities and advantages in service, or cost, or both. But Government regulation often prevents the public from gaining the benefits of these advantages. If the railroads, for instance, propose to reduce freight rates on certain products in regions where their natural advantages permit them to operate at lower costs than other modes of transport, permission to do so has often been refused because the reduced rates would be lower than other modes of transport offered. Such action has more of the aspect of allocation of business than regulation.

It is not the prerogative of any Government agency to decide how much or how little business any industry or firm may do. That is something that should be decided by the public, whose decision would be based, of course, upon the quality and price of the product or service offered.

The function of Government is to see that there is competition, full and free, and not to see that there isn't. The Government's responsibility is to prevent unfair practices and keep services vital to the public interest in existence, but its responsibility should end there. If fair competition for the public's favor is permitted to work, prices invariably take care of themselves. And the quality of services and products does likewise.

Unfortunately for the public as well as for business, Government with its regulations—so often unrealistic—seems to be usurping power it does not and should not have. To the point where it can control prices instead of permitting normal and natural competition to exert its beneficial force.

The horse and buggy and the horse-drawn wagon gave way inevitably to the automobile and motor truck, because they provided the people something better. All through the history of our nation are countless examples of products and services being supplanted by others that offered better service at lower price. Our country was built on competition, not Government regulation. With greater freedom in competition among the different types of transportation the same is true in any other field of business, with each user free to choose that which best meets his needs, the real gains in the end would be to the consuming public.

Thank you, Mr. Patterson. The editorial in your May issue was quite sage as to what we think is the real public interest.
More and more, shippers are using Erie Piggy-Back service to deliver their goods. And here are the reasons why:

Service... reliable and on time.

Dependability... in fair weather or foul.

Protection... undisturbed loads from shipment to delivery.

Erie's Piggy-Back service was created two years ago—to combine the best features of both rail and highway transportation. Already we've expanded it several times; just recently to serve Minnesota, Wisconsin, Missouri, Kansas, Oklahoma, Colorado, and New England. And we know it will grow still more.

Anybody who ships goods in or out of this thriving industrial area between New York and Chicago should investigate this progressive shipping method. A local Erie man will be glad to give details.

AS YOUR COMMUNITY GROWS, SO GROWS THE ERIE

Erie Railroad
Serving the Heart of Industrial America