



**NO. 6
ON
TIME**

OUR 52ND YEAR OF PUBLICATION

MARCH 1956

The President's Page

THE RIGHT TO COMPETE is a fundamental principle of our American economy. Competition brings out the best in us, both as individuals and in the goods and services we produce. Under the stimulation of competition our nation has grown and prospered and has produced more things for more people.

But in order to have this great and powerful force work properly in the best interests of the public, the rules governing competition must be fair and equal. When competition is not fair and equal, artificial costs are created. The public is then deprived of the best service at the lowest possible price which comes about only when each producer can market his product in accordance with his real costs.

This is just as true in transportation as it is in any other business. It has been so recognized by President Eisenhower's Cabinet Committee in its report which recommends a revision of our present laws so as "to assure the maintenance of a modernized and financially strong system of common carrier transportation adequate for the needs of an expanding and dynamic economy and the national security."

A motion picture film telling this story was recently produced by the Association of American Railroads. It is called "The Right to Compete." I recommend it to you and suggest that if you know of any group or organization that would like to learn more about this important subject, write to our Public Relations Department here in Cleveland. They will be glad to make the film available free of charge.

In this way you will be helping to spread this important message to more people and increase public knowledge on a subject that is vital to them.

P. W. Johnston



Erie Railroad

Magazine

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

RAIL ENDS

The heaviest single unit of freight on record originated on the Erie Railroad and was a 7½-mile high-voltage submarine power cable, weighing approximately 745,000 pounds (803,000 pounds including blocking, bracing, etc.) shipped from Paterson, N. J., to Renton, Wash., in the spring of 1951, for use in Puget Sound. The cable was shipped on nine specially prepared gondola cars.

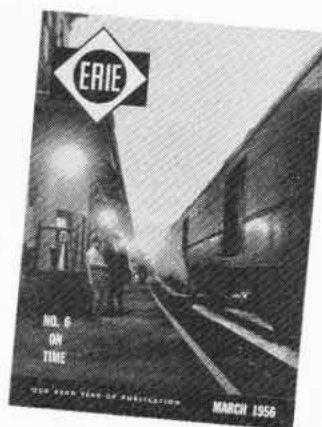
The heaviest single unit shipment resting on two cars was a refinery cylinder weighing 611,780 pounds, shipped from Houston to Baytown, Texas, in April 1955. The burden cars were spaced by two idler cars.

The heaviest known shipment resting on a single freight car was a steel casting weighing 487,000 pounds, shipped from New Castle, Pa., to Cleveland, Ohio, in December 1946.

The longest single unit shipment in the form of a cylinder was a refining tower 203 feet in length, shipped from Houston to Chaison, Texas, in November 1955. This shipment, resting on two cars, required two idler cars between the burden cars and one idler car at each end—six cars in all.

March, 1956

THE COVER—In the quiet dusk of a cloudy February day, No. 6, "The Lake Cities," eastbound, waits patiently in the station at Kent, Ohio. While the engine crew changes, the locomotive gulps water and some passengers disembark as others get on. Chatting with Engineer Al Wagner, Meadville, Pa., Conductor Bill Price, Marion, Ohio, keeps an eye on the hustle and bustle accompanying a train stop. He'll have No. 6 rolling on time as soon as all the work is done.



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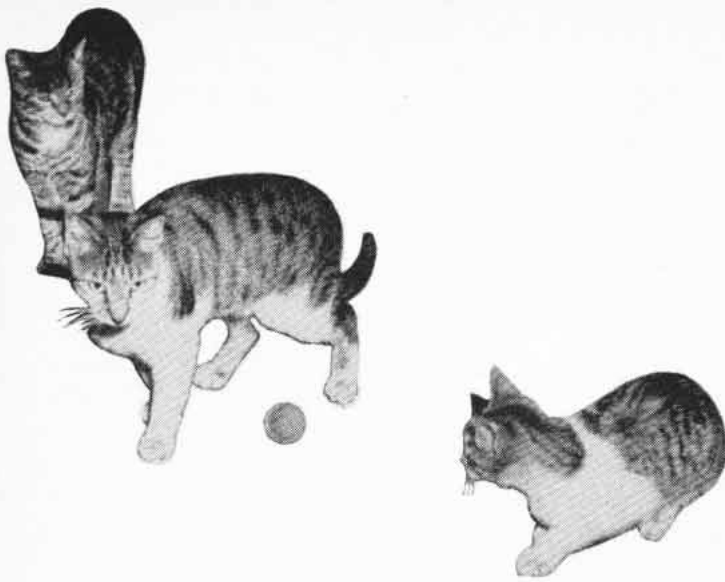
OUR OBJECTIVE

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

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

Distributed free of charge to Erie Railroad employees. To others, \$1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1304 Midland Building, Cleveland 15, Ohio.



Bosco, Jo-Jo and Bimbo enjoy the recreation hour at our Chambers St. station.

By Jim Alan Ross

There's a cat at our marine yard in Jersey City who, unbeknownst to his doting benefactors, the Erie employees there, is enjoying a plush feline life under what might be false pretenses.

This alleged imposter, although there is no incontrovertible proof that she—yes, she's female—is such, has been dubbed "Shipwreck Kelly" for obvious reasons. Last September, "Shipwreck Kelly" (if she is the celebrated cat) was fast losing a weak grip on her ninth life in the chill waters of the Hudson River when the crew of our tug, the "Elmira," spotted her.

Quickly a rope was tossed to the unfortunate, and summoning her

A new addition to Erie's Jersey City cat family, Deckhand, prepares to feed on some milk offered by Bill Orris, usher at our Jersey City station.



Those Erie Felines . . .

Royalty of the Cat World



This is Shipwreck Kelly. The dunking in the Hudson River apparently long forgotten, Shipwreck now delights Erie employees at our marine yard in Jersey City with her antics. Noted for her unusual feline intelligence and affection, she's a favorite with everybody. Shipwreck is shown here playing with Gordon Rowe, stockkeeper, who supervises the cat's room and board program.

final ounce of strength, the cat clutched desperately at the rope. In seconds she was on deck, and quicker than you can say "Hurrah!" she had recuperated fully from her harrowing experience.

Obviously, the only name that

would fit her was "Shipwreck Kelly."

Now, however, some doubt has been cast on "Shipwreck Kelly's" past. There has been an ugly rumor making the rounds that the present "Shipwreck" is not the cat

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who was fished out of the Hudson. It is being whispered about that the original "Shipwreck" departed from the friendly surroundings of the marine yard with a lady friend, and somehow or other, the present "Shipwreck" adroitly replaced her as the recipient of the affections of the kind employes of the marine yard.

Gender Unimportant

The gender of the star performers in this mystery seems to be irrelevant, because the Eriemen involved in the rescue apparently did not bother to determine sex at the time of the incident. Therefore, the fact that the "Shipwreck" at hand is definitely female and the "Shipwreck" who might possibly



It was a job, but John Beard, baggage agent at Chambers St., finally got Jo-Jo to pose for the photographer with a choice bit of ham.

wreck" is more firmly entrenched than ever.

Furthermore, there is some gossip now which indicates that the



W. E. Dornan, ticket agent-stationmaster at Chambers St., tries to coax a contented Bosco to show more interest in some milk.

have eloped should have been male does not enter into the case.

The members of the rescue party are offering few comments. They're happy with the "Shipwreck" on the premises, because she shares a keen and abiding affection for them and has won their loyalty with her sunny disposition. When an ERIE MAGAZINE reporter first inquired about this incident, one or two of the crew of the "Elmira" claimed that the original "Shipwreck" was deposited on one of the Jersey City piers in a warm and dry shelter, lingered long enough to have a batch of kittens in gratitude to her rescuers and then allegedly eloped as mentioned earlier. Others, however, insist that there has been one, and only one, "Shipwreck"—that is, the feline now held in such high esteem at the marine yard. Lately, too, there has been more agreement on the matter, so "Ship-

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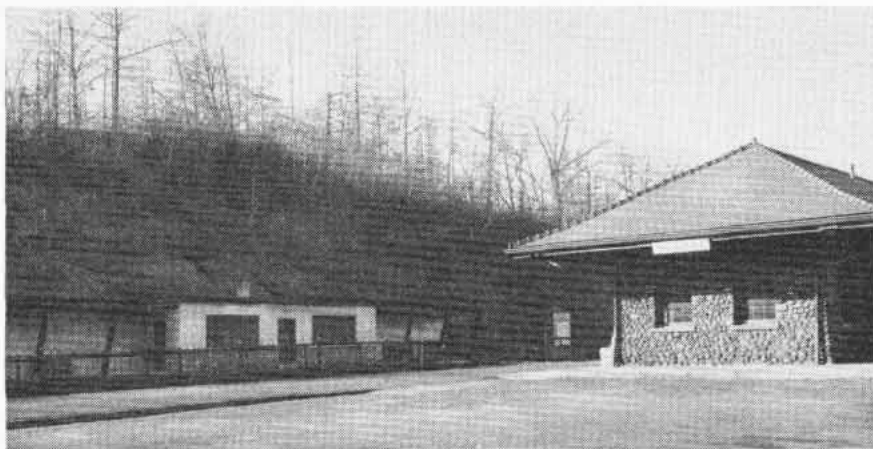
Scrambling frantically to escape their box-prison, three tiny kittens, Gandy-Dancer, Car-Knocker and Deckhand, seek freedom while Carol Englander, stenographer, tries to pose them for their camera debut.



Calmly resigned, Pete submits to a brushing administered by Bill Grace, bridgeman at Chambers St. station.

confusing situation was precipitated by a malicious rumor spread by a disgruntled dog who would like to take over on the "gravy" train.

The matter may seem trivial but
(Please turn to Page 33)



The Erie stations (east and west-bound) at Hohokus, N. J., and the cliff which, according to one version of the story, gave the town its Indian name.

In his 50th year with the Erie, lean Reginald "Buck" Carpenter is our energetic, garrulous agent in the town with the improbable name of Hohokus, N. J. In that half-century he has had a great time, and he has done a fine job.

Youthfully enthusiastic at 65, Buck reigns over his small kingdom, which consists of the east and westbound Erie stations at Hohokus, with pride and efficiency. He is proud of his job with the Erie, proud of the people who depend on him for their transportation and proud of the position his job gives him in his community.

Buck's career with the Erie started in July 1916 after he gave up an amateur baseball career during which his Tigers regularly polished off Averell Harriman's neighborhood team. To learn agency work, Buck took a home-town job as station helper and clerk at our Central Valley, N. Y., station.

Ten years later after stops at Highland Mills, Mountainville, West Cornwall, Harriman, Otisville and Suffern, all in New York, at Ridgewood, N. J., and a try at train service, Buck took the Hohokus job.

Buck recalls that when he started at Hohokus, there were about 40 commuters using the station. Now there are about 700. The present-day commuters come from 14 towns in the area. The earlier group was composed mostly of New York bank presidents and Wall St. brokers. "The old-timers used to come down here in shiny horse-drawn buggies pulled by big black prancing horses. There were only four automobiles, and one slick job was a real fancy French model," he remembers.

Freight Decline

Freight at the station was a major job in the early days, Buck says. "I used to move sides of beef,

barrels of flour, butter tubs, everything in a grocery store. There used to be about six men here. That was before the trucks came. All of the town's supplies used to move by rail. Now the federal transportation laws and tax built roads

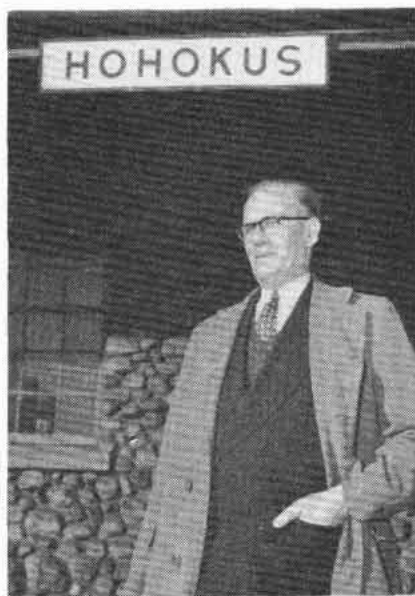
give the trucks such a break that almost everything moves on our crowded highways," Buck complains.

A student of the history and progress of Hohokus, population about 5,000, Buck somewhat sadly says that the town has changed, especially since World War II. Years ago the residents were older people. Today the community consists largely of younger people. Buck likes their enthusiasm and gaiety, but they live at a much faster pace than Buck has been accustomed to. It's practically a new town, Buck sums up.

For instance, he remembers, his commuters used to come to the station 10 or 15 minutes early. They would chat with Buck and with each other and would allow themselves plenty of time. The pace was leisurely. Today, Buck often shudders when he observes some of his commuters catching trains on the run, dashing out of cars driven by sleepy-eyed wives, or nervously pacing up and down the station platform if they have to wait a minute for a train.

Of course, as might be expected, all strangers ask Buck how the
(Please turn to Page 17)

Hohokus Historian



Agent "Buck" Carpenter poses for the photographer near his Hohokus, N. J., station.

Public Servant

*Frank Aldendorf
on the job at the
Erie's 14th St.
freight station in
Chicago.*



Frank Aldendorf, checker at our 14th St. freight house in Chicago, disagrees with the hackneyed phrase, "You can't fight city hall." He has done something about it.

When he is not on his Erie job, Frank is Alderman Aldendorf of Northlake, Ill., a suburb of about 10,000 residents northwest of Chicago.

That puts Frank in an enviable position, for, when he is confronted by city hall red-tape and bureaucracy, instead of merely grumbling about it and good-naturedly tolerating it, he can try to correct it.

Seriously, Frank feels that it is his duty to accept the responsibility of contributing to the good, efficient government of his community if he can help in any way. "Complaining about poor government and inept officials does not solve problems," he points out. "Constructive ideas and cooperative action are the solutions."

The government of Northlake was functioning smoothly, but like many suburbs of American cities after World War II, it was expanding rapidly, and more of its residents were needed to manage it. Frank was interested in the welfare of Northlake and his neighbors. He wanted to cooperate in any way that he could. Before he knew it he was an alderman.

Policeman At First

It all started when the community needed policemen about

two years ago. Frank took a part-time job as a policeman. He also became interested in the Northlake Voters League, a civic group which meets once a month to discuss municipal problems. He joined the organization and exhibited his in-



Before he was elected alderman, Frank Aldendorf made a handsome policeman as you can see in this picture taken with his wife.

terest in Northlake by expressing his opinions freely and contributing his ideas to discussions.

As a result, friends encouraged him to seek election as alderman in his ward. He was elected last May to a term which expires in May 1959.

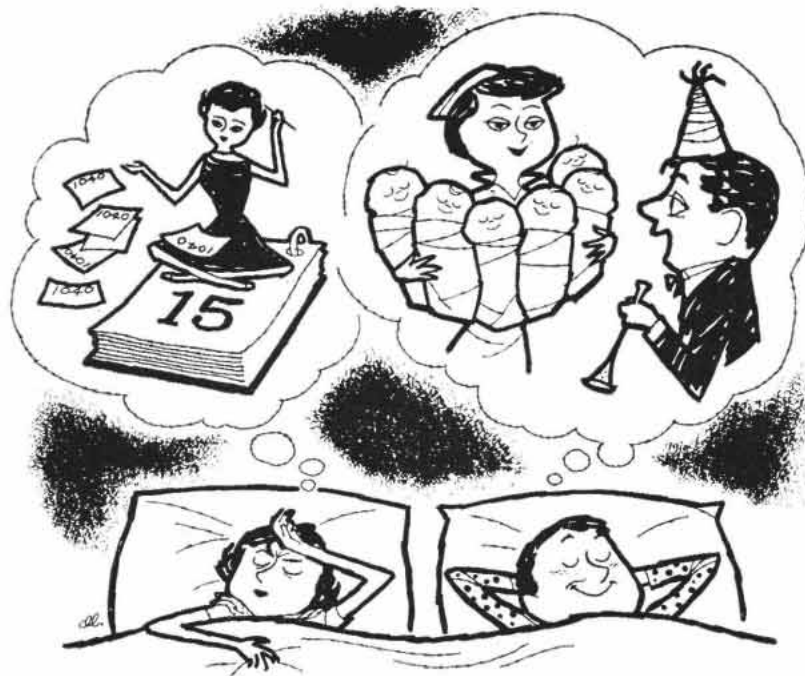
He has found that his new spare time job keeps him busy, but he doesn't mind his hectic schedule because he feels he is making a substantial contribution to the progress of Northlake.

Frank, his fellow aldermen and city officials now are knee deep in plans for water, sewer, paving and mosquito abatement projects for a model future residential Northlake. He also is chairman of the city's license committee which issues permits to establishments which sell food, cigarettes and liquor.

All this activity in addition to his Erie job keeps him on the go—and not only during his 20-mile trip daily between Northlake and 14th St. However, he loves it—and already he is planning to seek re-election when his term expires.

Born in Auburn, Ind., Frank went to Chicago in 1929. He first took a job as a truck driver and then became an automobile radiator repairman.

In 1936 he came to work for the Erie. Frank recalls that he was the first man hired by John J. Brynda, now general foreman at the 14th St. freight house. He has lived in Northlake for five years.



Income Tax Laws List Many Legal Deductions

(Based on information from the American Institute of Accountants, the national professional society of certified public accountants.)

Tom looked at Betty over the breakfast coffee. "You tell me your dream and I'll tell you mine."

"It's not very romantic," she said. "That old income tax blank was on my mind and I had a nightmare. I dreamed I was sitting on a giant calendar, turned to April 15, and as I finished each page of the tax form another page was suddenly added on!"

"It's April 16 this year," Tom reminded her. "Anyway, I did better than that. I was dreaming of all the things that would cut down my tax."

"Such as?"

"Such as that you presented me with sextuplets last New Year's Eve—just in time to give us a \$3,600 tax exemption."

"I did WHAT?"

"... and the tax-exempt interest on all my holdings of state and municipal bonds," Tom went on, "and the special credit on about a million dollars in dividends... and the depletion allowance on my oil wells..."

Betty relaxed with a sigh. "You are a dreamer!"

That evening Tom and Betty came down to earth. They read the instructions which came with the tax form and found some tax savings they could use. Perhaps you can use them too.

Joint Return Best?

For one thing, Betty had worked part time and was planning to make out a separate return to get back the tax that had been withheld from her pay.

"Oh no," Tom said, "if you did that we couldn't file a joint return. I'd have to use a separate return and pay at a higher rate."

Most married couples can save by filing a joint return. Tom and Betty did so—and of course they included Betty's earnings and took credit for the tax withheld by her employer. They started to work on the regular Form 1040 and decided to fill out 1040 in detail instead of taking the standard deduction.

Tom and Betty had the tax forms and instructions on the table. They gathered together a scratch pad, check stubs and a set of envelopes

containing the receipts they had collected during the year. Tom went out to the car and got the notebook he had been using to keep track of car expenses. Now they were ready to begin tax figuring in earnest.

"Let's fill out a trial form in pencil first," Betty said, "so we'll have everything right when we make out the official return."

After their names, address, and social security numbers, they came to the listing of exemptions. They put down only one exemption for Tom and one for Betty, since neither of them is 65 or blind.

"I don't think we can list Bud as a dependent any more," said Tom, "since he earned \$600 or more last summer."

But they read further and learned that this limit did not apply to their son because he was a full-time student, so Bud's name was listed for another exemption.

Multiple Support

"We can also list your mother," Tom said.

"Do you think we can do that?" Betty asked. "My brothers take care of part of her support."

"No one of us provided more than half her support" Tom explained. "But if your brothers will sign a new form called a Multiple Support Agreement, we can take turns using the deduction. If I ask them, perhaps they'll agree to let us use it this year."

The next part of the form called for their income. They listed their wages and the amount of tax withheld, copying the amounts from their W-2 withholding slips. Their other income included savings bank interest and \$38 of dividends from a few shares of stock.

"Wait a minute," said Tom, "that \$38 goes on the last page of the form, and we don't have to pay tax on the first \$50 of dividends."

"In fact," added Betty, "you could have \$50 of dividends and I could have \$50 and there'd still be no tax."

After listing their income and exemptions, they moved on to the deductions.

"This is what I've been waiting for!" Tom exclaimed, and he began copying columns of figures from the check stubs and receipts onto the scratch pad. While he was figuring the medical deduction, Betty pointed to the instruction on sick pay.

"You're so right, honey," Tom said.

He went back to the amount of

his wages and subtracted the pay he had received while sickness kept him from work. The instructions told him that an employee can exclude from his income any payments up to \$100 per week from his employer (or insurance company) while absent from work because of sickness or injury.

Medical Benefits

"I guess it was lucky I had to go to the hospital," he added. "If I hadn't been there at least one day I would have to pay tax on the pay I received for the first week I was sick." He wrote out a brief explanation to attach to the return.

Having subtracted his sick pay from his wages, Tom went back to the medical expenses and figured that he was entitled to nearly \$100 deduction because he had spent that much more than 3 per cent of his gross income—not counting benefits from health insurance. From his notes on the scratch pad he worked out other deductions: interest paid on the mortgage and on a small loan from the bank, charitable contributions (including the value of clothing and other goods given to the church rummage sale), real estate taxes on their home, sales taxes and the damage done to their roof in a storm.

"Why did you bring your car expense book?" Betty asked.

"Gasoline tax," was Tom's reply, as he added up his deduction for the state tax on gasoline he had purchased during the year.

"Now what are you doing with that child care deduction?" Betty exploded. "You're really getting deduction-happy. I can hardly remember when Bud was under the age of 12!"

"It's not for Bud," Tom explained. "The same deduction applies to care of a disabled dependent. Remember, we had a woman in to take care of your mother while she was staying with us and you were working."

"Look a bit further, dear," said Betty, pointing to the instructions. "It says the maximum deduction of \$600 for 'child-care' must be reduced by the amount our gross income exceeds \$4,500 — in other words, since our income was more than \$5,100, no deduction for us!"

Tom had to admit his wife was right. Although he was disappointed this time, he found that he had listed enough legitimate deductions to make them eligible for a refund. As both of them signed the return, he said:

"I'm glad we started this early.

The sooner we get it in, the sooner we'll get our refund."

Note: Tom and Betty found that they could fill in their own tax return with the help of the official instructions. Probably you can too.

If you have questions you can telephone the Internal Revenue Service. If you have problems that require independent professional assistance, be sure your advisor is properly qualified.

Rail Labor Leaders Support Proposed New Transport Policy

Legislation now before Congress to permit greater competition between the several modes of transportation with respect to rates and charges is strongly urged by the Railway Labor Executives' Association, representing 21 brotherhoods and unions comprising approximately 90 per cent of all railway employees.

The group sent the following letter to the Senate and House of Representatives:

"While we feel the Cabinet Committee Transport Policy Report and [identical bills S. 1920 and H. R. 6141] contain some constructive and desirable recommendations and proposed changes in the federal laws now regulating the several modes of interstate transportation, there are several recommendations and provisions in [the bills] that we vigorously object to because we do not think they are in the public interest.

"Of particular concern to us is the recommendation and proposal that the Interstate Commerce Commission be given authority to approve applications by the railroads to abandon passenger train service and discontinue railway station agencies. This authority is now quite generally exercised by the several state regulatory commissions, and we do not believe it would be in the public interest, and we vigorously oppose transferring this authority to the field of federal regulation. We shall not mention here other objectionable recommendations and proposals.

"We do, however, keenly recognize the need for implementing the recommendation and amending the present federal regulatory law to permit greater competition between the several modes of transportation in the field of rates and charges for transportation services. We think the Interstate Commerce Act should be amended to provide that when the Interstate Commerce Commission is required to determine whether a rate, fare or charge of any carrier subject to this Act is or will be less

than just and reasonable, or in contravention of the national transportation policy declared in this Act; and when determining whether a classification, regulation or practice to be applied in connection with any rate, fare or charge of such a carrier would result in a rate, fare or charge that is or will be less than just and reasonable, or in contravention of such policy, the Interstate Commerce Commission shall not consider the effect thereof on the traffic of any other mode of transportation; or the relation thereof to the rates, fares or charges of any other mode of transportation; or whether such rate, fare or charge is lower than necessary to meet the competition of any other mode of transportation; provided, however, that these provisions shall not be construed to prohibit any carrier subject to this Act from protesting or complaining in the event that a rate, fare or charge is filed or made effective which it believes to be less than just and reasonable.

"We hope your committee will find it possible to recommend to this session of the Congress legislation to make this badly-needed change in the Interstate Commerce Act and to afford the public relief from the intolerable conditions now prevailing in the field of competition among the several modes of transportation.

"We are of the opinion that to defer relief in this direction until your committee would give the exhaustive study necessary to [S. 1920 and H. R. 6141] and reconcile all of the conflicting interests would be unfortunate and prevent desirable remedial legislation upon the subject of rates and charges during this session of the Congress."

The railroads of the United States represent an average investment of \$151,000 per mile of road, of which about \$94,000 represents fixed property and \$57,000 represents rolling stock.



DING-DING-DING! The cash register at the checkout counter is busy ringing up Mrs. Kennedy's groceries. A sack of flour—three cans of peaches—five pounds of sugar—

There's more than food included in every price the cash register rings up. *There are distribution costs—including freight transportation.* Everything Mrs. Kennedy buys—whether it's five pounds of sugar or a new suite of furniture—must be shipped to her home town by freight. So it's Mrs. Kennedy who pays the freight bill when the cash register rings.

It is to keep Mrs. Kennedy's freight bill—and *yours*—as low as possible that a Cabinet Committee appointed by the President recommended that our national transportation policy be revised. If the whole business seems remote to you, maybe it will become more meaningful if we tell you the story of Mrs. Kennedy's five pounds of sugar.

★ ★ ★ ★

Let's say that Mrs. Kennedy lives in St. Louis. A good deal of the sugar sold in St. Louis comes from New Orleans, where it is refined. Between New Orleans and St. Louis, there are three ways of shipping that sugar—by truck, by

barge on the Mississippi River, and by railroad.

Let us assume further that the railroads between New Orleans and St. Louis find that, due to increased operating efficiencies, they can reduce their freight rates on sugar and still make a profit. Obviously, the reduced rate on sugar should benefit everyone involved—the sugar producers, the grocery stores, and finally the hundreds of thousands of consumers in the St.

forms of transportation.

In short, in cases of this kind, government regulation shields the other forms of transportation from railroad competition—at the expense of Mrs. Kennedy.

It is precisely this kind of situation which is at the heart of the Cabinet Committee's recommendations for the revision of our national transportation policy.

The Cabinet Committee was appointed by the President of the United States to make a "comprehensive review of over-all Federal transportation policies . . . and submit recommendations." The Committee consisted of five members of the President's Cabinet and two other high government officials—men of such outstanding national stature that any suggestion that they would consider only one side of a case is absurd.

The report of the Cabinet Committee was unanimously approved by its members after intensive

Mrs. Kennedy's Five Pounds of Sugar

... and why she
can't always have it
shipped by the
most efficient form
of transportation.

Louis area like Mrs. Kennedy.

But the proposed rate reduction is never put through. In this imaginary but representative case, the application for the reduced rate may be held up for months and then finally denied by the Interstate Commerce Commission. The railroads are forced to charge a higher rate than would otherwise be necessary. The reason, taken from many ICC decisions, is that the reduced railroad rate would "adversely affect" the competing

President Urges Action

Prompt attention by Congress to the recommendations of the report of the Presidential Advisory Committee on Transport Policy and Organization was urged by President Eisenhower in his State of the Union message delivered to Congress Jan. 5.

"In my message last year," the President said, "I referred to the appointment of an advisory committee to appraise and report to me on the deficiencies as well as the effectiveness of existing Federal transportation policies. I have commended the fundamental purposes and objectives of the committee's report. I earnestly recommend that the Congress give prompt attention to the committee's proposals."

study, during which the views of all forms of transportation were given full consideration. Among its key findings and recommendations are:

- That government regulation of rates, as presently applied, fre-

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quently denies the public the benefits of the most efficient

No Wonder

Perhaps no better reason for the truckers' opposition to the Transportation Bill before the Congress could be cited than the following figures. The November issue of Transport Economics, released by a Bureau of the Interstate Commerce Commission, shows that in 1954 the average revenue per ton mile earned by common carrier trucks averaged a little more than 6c . . . contract motor carriers earned a little better than 5c . . . railroads earned less than 1½c.

The question might well be asked why the great variation between trucks and rails? The answer is that trucks pick and choose the high rated traffic leaving the low rated traffic—such as sand and gravel—for the only true common carriers, the railroads.

The Transportation Bill now before the Congress would enable the railroads to price their services competitively with other forms of transportation, thus allowing the railroads to offer their low cost form of transportation to more of the shipping public.

form of transportation—with consequent heavy financial loss to the entire nation.

- That, in the public interest, no freight rate should be kept higher than would otherwise be necessary merely to shield some other forms of transportation from the effects of fair competition.

★ ★ ★ ★

The Cabinet Committee recommendations would apply with equal force to every form of transportation, and would give no preferential treatment either to railroads or their competitors.

The Cabinet Committee recommendations, if enacted, would by no means end rate regulation. The Interstate Commerce Commission would still have power to deny pro-

posed rates which would be above a reasonable maximum or below a reasonable minimum, or below cost, or unjustly discriminatory. Shippers and the public would continue to be fully protected by the ICC against abuses of any kind—including any possibility of a return to transportation "rate wars."

Each and every kind of freight would continue to "pay its way" on the railroads, which would not be permitted to carry some freight at a loss that would have to be made up on other traffic. Such a practice would be contrary to the laws of economics, of common sense, and of the United States government.

There would be the widest opportunity for all forms of transportation to grow and prosper. Each

form of transportation has its own natural market—because each has certain definite advantages over the others. Cabinet Committee recommendations would allow *transportation management* the right to offer the most efficient service possible—and *shippers and the public* the right to choose. Thus, the principal factor in determining the "fair share" of traffic for each type of carrier would be competition, rather than regulation.

The growing public support for the principles embodied in the Committee's report results from the recognition that they concern not transportation alone, but the vital interests of every one of us. In short, Mrs. Kennedy's five pounds of sugar are *your* five pounds of sugar—and they represent everything else you buy as well.

SWITCH TO THE RIGHT TRACK !



50 AND 80

The start of her 50th year with the Erie on Feb. 1 was just another day for Mrs. Elizabeth Baird, 80 years young. She is the Erie's oldest woman employe in both service and age.

On Feb. 1, her anniversary day, after getting downtown an hour before her Erie day begins at 8:15 a.m., Mrs. Baird joined some of her friends for a cup of coffee and a whirl with the latest gossip.

Although she isn't ready to retire yet, Mrs. Baird already has made up her mind about what she's going to do with her spare time after retirement—which is 95 per cent of the job of licking the retirement problem. She recognizes the importance of planning for retired life. It's rather late trying to figure out what to do once you're faced with all those idle hours.

She says she has reduced housekeeping "down to a fine system," so she can't spend all of her time at that. Her major hobby is crossword puzzles, but she realizes she

Mrs. Elizabeth Baird is shown in a familiar pose at her desk in the Midland Building in Cleveland.



can't spend day after day working those.

"So," she says cheerfully, "I'll find myself a volunteer job in some hospital, preferably working with babies. I always could handle youngsters well."

Mrs. Baird is a chief mileage clerk. She has been with our railroad since Feb. 1, 1907, when she started as a

stenographer in New York City.

Living in a third-floor, four-room apartment, Mrs. Baird does her own housework and reads piles of books and magazines. As yet she does not have a television set but plans to get one.

Next July she'll be 81 and will have been in her Midland Building office 26 years.

5 Erie Members To Read Papers At AREA Meeting

Erie engineering and maintenance officers will play an important part in the annual meeting of the American Railway Engineering Association to be held in the Palmer House, Chicago, March 13-15.

The Erie Railroad has 56 members in the association. Of these, the following will have feature roles in the forthcoming annual meeting:

H. N. Halper, valuation engineer, chairman of the association's Committee on Records and Accounts, which will present seven reports to the convention.

W. R. Swatosh, assistant superintendent of construction, will present

a report on revision of the association's manual with respect to contract forms.

S. B. Gill, grade crossing engineer, will present a report on problems relating to location and construction of limited access highways in vicinity of or crossing railways.

H. J. Weccheider, engineer, maintenance of way, will present a report on comparative economy of handling maintenance of way gangs in trucks versus motor cars, including economical length of haul.

J. S. Parsons, assistant chief engineer, maintenance of way, will present a report on hold-down fastenings for tie-plates, including pads under plates; their effect on tie wear.

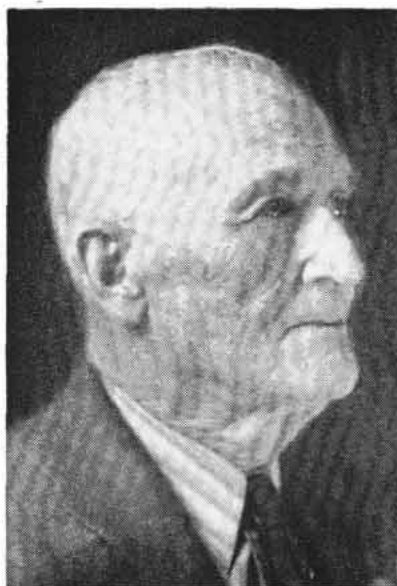
The AREA, which functions as the Construction and Maintenance Section, Engineering Division, of the Association of American Railroads, has

for more than 55 years been preeminent in the field of engineering relating to all aspects of the fixed properties of the railways, including tracks, bridges, buildings, water service facilities, and yards, and terminals. Twenty-three standing and special committees, with a total of more than 1,100 specialist members, report on these phases of railroading each year, and also direct the engineering research work of the Engineering Division, AAR, which for 1956 will involve more than 30 separate projects and an expenditure in excess of \$365,000.

ALWAYS NO

"Your eyes," thrilled the ardent swain. "They're beautiful. I see dew in them."

"Take it easy, bub," replied the girl. "That ain't dew. That's don't."



William L. G. McClure, 101, a retired Erie locomotive engineer, died Jan. 30 at his home in Huntington, Ind. He had been a railroader for 58 years, 45 years of that time with the Erie. He retired in 1933 at the age of 79.

Hardships Toughened Railroad Pioneers

The following dispatch was filed by railroad builders in 1880.

"Major R. J. Lawrence and corps of the Texas & Pacific Railroad surveyors, after a number of days of extreme suffering from thirst in the White Sand Hills, miraculously arrived at the Pecos River without the loss of any men, but with the loss of some stock.

"Wagons were abandoned at different intervals of 40 miles along the trail. Great suffering was experienced by both men and stock, men straggling along the trail arriving at the river. From the morning of the 28th until next morning, with the assistance of those first arriving at the river, the last of the stragglers were brought in with much difficulty, as numbers of them were crazed from thirst and had entirely stripped themselves of all wearing apparel.

"Three of them were found within 100 yards of the Pecos River. . . Some of the men were totally blind, and on arriving at the river plunged in head foremost.

"The party congratulated themselves on a narrow escape from perishing on the plains. Had it not been for several of the experienced and their bravery, the greater number would have died in the sand. The

March, 1956

CONFIDENT LIVING

By Dr. Norman Vincent Peale

I heard the other day of a boy who needed a job very badly. There was a good job advertised and he started out early that morning to see if he could get it. When he got to the address in the advertisement, he found 20 boys waiting in line ahead of him. But that didn't stump him.

He took out a pad and pencil, scribbled a hasty note, folded it and handed it to the secretary of the man who was doing the hiring. He told her it was important that her boss see it at once. She was convinced by his manner and brought it in to her employer.

He opened the note and read: "I'm the 21st kid in line. Don't do anything until you see me." Here, obviously, was a boy who was alert, eager, imaginative and self-confident. He got the job.

Henry Kaiser comes to our church from time to time, and recently he sent me a copy of a speech he had made to a graduating class. He had advised those young people to do some interesting things. For example, he told them to cultivate energy and enthusiasm.

In the Kaiser organization, he said, when a new project is started they like to give it to a man who sees all its difficulties and yet is enthusiastic about it. The man who says, "It's a great idea; but I'm not sure it can be done," doesn't get the job. The assignment goes to the man who says, "It's a great idea; I'll have the time of my life doing it."

You can clothe any job, even the most mundane, in glory if you have enthusiasm for it. For enthusiasm can transform the most dreary obligation into a crusade. And life *should* be a crusade. No human being need say, "I'm just

an ordinary person doing an ordinary job." There are no ordinary people—and there are no ordinary jobs. There is only one way things can be ordinary—and this is if *you* think so. Take whatever you are doing, however menial, however simple, and surround it, suffuse it with enthusiasm, and you will make a great job of it and do much better. You will find that you really begin to live.

A friend of mine got into a taxi in New York the other day and noticed, on the ledge behind the rear seat, a complete assortment of the latest magazines and an open box of cleansing tissues. He asked the driver about them.

"Oh, I keep those for my passengers," the cabby said. "They're the latest magazines, too, not old ones like you find in barber shops or doctors' waiting rooms. I used to be a traveling man and I remember how many times I would have welcomed some light reading to take my mind off my problems. So, when I became a taxi driver I decided I'd make it different, and I put the magazines and some other things in for my passengers."

Here was a man who was making his job something special. He was enthusiastic; he was the practitioner of the extra touch. He had clothed himself and his cab with glory. He had some reverses, but that kind of man always recovers.

This is easy for certain people. Some are vibrant with life, filled with energy, dynamism and delight. But others are dull, lethargic and cynical; they haven't learned how to live. If you belong in this second group, make up your mind today that you can live and enjoy a full, abundant life. Start now by clothing your job with glory, with that extra touch.

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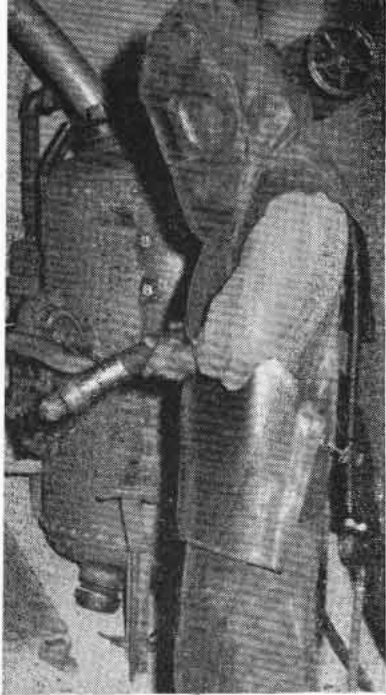
survey was abandoned in the Sand Hills, but will be resumed as soon as the men and animals recuperate."

Man Of Few Words

In the days of steam switching engines, an irate citizen living close to a railroad yard wrote the railroad company the following complaint:

"Gentlemen: Why is it that your

switch engine has to ding and dong and fizz and spit and bang and hiss and pat and grate and grind and pug and bump and chug and hoot and toot and whistle and wheeze and jar and jerk and howl and snarl and puff and groan and thump and boom and smash and jolt and screech and snort and slam and throb and roar and rattle and yell and smoke and smell and shriek all night long?"



Above, William Bacon wears a dust hood for eye and throat protection. He is cleaning electrical equipment with a corncob blasting hose. Fresh air is pumped into the hood.



While cleaning steam generators with acid, Frank Radoccia wears acid-resisting rubber gloves and goggles.



Welding lead on a battery, Pat McEntee wears a plastic apron, rubber gloves and tinted burning goggles to prevent acid burns.



As protection against abrasive dust, Wayne Cook wears respirator and goggles while grinding shear blades.

Space Men?

... no,
just safe workers.

The costumes worn by these Eriemen might at first glance lead you to think that the employees are from outer space.

They aren't. These men are employed at our diesel shops at Hornell, N. Y., and they are wearing some of the safety equipment and clothing provided for them to prevent injury and accident on the job. Proper safety equipment will prevent most injuries and the resultant misery.

Protected against flying wire particles by a face shield, John Wilder buffs a globe valve.



RAILROAD SAFETY

Safety Personality of the Month



Louis Bradley

"Keep your mind on the job at all times" is the sound advice of Louis Bradley, veteran checker at our 14th St. freight house in Chicago.

In discussing the matter of safety Louis stressed the importance of watching out for the safety of your fellow workers. Louis has had no personal injuries during his 13 years of service.

He is married and the father of three grown children.

Storing

Of course you want to store material so it will be handy to get to and handle later. But it's even more important to store it *securely*.

The chances are if material is stored the safe way, it will be easier to handle later, and without anybody getting hurt. If it takes a little more time for proper storage, it's worth it to spare future injury.

STAY SAFE OFF-THE-JOB, TOO



Passenger Trains Safer Last Year

The nation's railroads in 1955 established their best passenger safety mark since the record-breaking year of 1952, William T. Faricy, president of the Association of American Railroads, has announced.

During the past year, he reported, there was only one fatality for each 1,800,000,000 miles of passenger travel, making a rate of 0.06 per 100,000,000 miles.

The 1955 safety figures surpassed the 1954 rate which stood at 0.07 fatalities per 100,000,000 passenger-miles. The all-time passenger safety record of 0.04 was set in 1952.

There were only four passenger fatalities resulting from train accidents during 1955, when passengers traveled approximately 28,500,000,000 miles on trains. Fatalities to passengers from such causes as boarding, alighting, jumping or falling from moving trains last year totaled 12, bringing the total number of fatalities to 16.

Isn't it strange that a man who is too scared to visit his dentist will still race a locomotive to a crossing?

Work safely.

the LIGHTER SIDE

NATIONAL SAFETY COUNCIL



From National Safety News
Published by
The National Safety Council

RAILROAD QUIZ

1. What do the initials CST stand for in a railway timetable?
2. What is line-haul traffic—traffic moving from one city or town to another, or traffic moving from one railroad to another in a metropolitan area?
3. Is a railroad's rolling stock everything that rolls on railway tracks or everything that rolls on both railway tracks and pavements?
4. Is a "B" unit Diesel-electric locomotive capable of independent propulsion?
5. What is the difference between a paycheck and a payroll voucher?
6. Effective Jan. 1, 1956, what is the designation of a Class I railroad—a road having annual revenues of \$1,000,000, \$2,000,000 or \$3,000,000 or more?
7. Are sleeping cars owned by the Pullman Company only, by individual railroads, or by both?
8. For what do the initials DW stand?
9. Does the Interstate Commerce Commission have authority over rates charged by a railroad which is located entirely in one state?
10. How does the sleeping car conductor keep track of the space occupied and unoccupied on his train—by memory, by tickets presented, or by diagram?

(Please turn to Page 34)

Tree-Top Railroad

The idea of grading for a railroad through a forest with a cross-cut saw, and laying the ties on the stumps is certainly a novel idea, but it has actually been done, and California can now enumerate among her unique curiosities a "Railroad in the Tree-Tops."

In Sonoma county, between Chipper Mills and Stuart's Point, where the railroad crosses a deep-wooded ravine, the trees are sawed off level, and the ties fastened upon the stumps. Of these trees, two are huge redwoods which stand side by side, and are sawed off 75 feet from the ground. Upon this firm support cars loaded with heavy saw-logs pass over with complete security.—*Wonders & Curiosities of the Railway*, by W. S. Kennedy, 1884.

Railway Express Agency picks up and delivers about 300,000 express packages each day.

What's Your Guess?

1. These are larger than cups.

2. It's not a pipe-organ.

3. You'll find them by looking down.

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

HOHOKUS continued

town got its name. He always manages an engaging answer—but it is strongly suspected that the answer is suited to the personality of the person who asks. Buck's current explanation is that Hohokus is an Indian word which means "under-the-cliff." It makes sense because the town is located at the base of a massive palisade a couple of hundred feet high and consisting of layers of red rock. Our station and rails are cut into this mountain which is part of the area's Ramapo range foothills. Supporting Buck's explanation is the fact that the station's call letters are UC—from undercliff, of course.

However, Buck told another visitor recently that Hohokus is Indian for "place-where-the-red-cedars-grow." And he adds, "But don't hold me to that. You can get 15 other answers from the residents."

Limited Agreement

At least, everybody seems to agree that it's an Indian word.

During its existence the town has had a number of names according to Buck. It has been Hohokus since March 1908. Of course, this is the town about which the bouncy song, "Hohokus, N. J.," which helped the Andrews sisters rise to fame, was written.

According to Buck, the town first was named Edgewater, but there is another Edgewater in New Jersey, so the town council selected Hohokus for its new name.

On his job, Buck meets a number of famous personalities who commute or have commuted from his station. In his early years, one of the youngsters who hung around his station was Francis W. H. Adams who became New York City police commissioner.

Ten years ago when Mr. Adams went to Europe on a government assignment, he needed express travelers checks, and he remembered that Mr. Buck sold them and got a small commission for the service. Mr. Adams came the 25 miles from New York to give Buck the business. Last summer Buck visited Mr. Adams at his Manhattan office and reports he had a long chat about the good old days.

Some of the ball-players who have commuted from Hohokus include Tommy Henrich, Mickey Mantle and Gene Woodling.

One of the high spots of Buck's life came during a vacation trip to Chicago. He appeared on a television program at that time with



NAME	OCCUPATION	LOCATION	DATE OF DEATH
Alexander, Thomas Euell	Car Inspector	Hammond, Ind	12-17-55
*Alviani, John	Coach Cleaner	Jersey City, N. J.	10-30-55
*Argenziano, Andrew	Hostler	Ferrona, Pa.	10-15-55
Barber, Walter Joseph	Relief Operator	New York Division	12-14-55
*Bates, Ray Harper	Conductor	Meadville Division	5-16-55
*Beyer, Leonard	Switchtender	New York Division	6-17-55
*Blanford, John Nicolas	Pipefitter	Secaucus, N. J.	1-17-56
*Booher, Lester Franklin	Engineer	Rochester Division	8-24-55
Bubio, Joseph Ted	Carman	Cleveland, Ohio	1- 9-56
*Burkholder, Frederick William	Trackman	Kent Division	10- 8-55
*Burt, George Joseph	Telegraph Operator	New York Division	12-30-55
*Bush, Harrison Onley	Tie & Timber Agt.	Hornell, N. Y. (Stores)	
*Collins, John Joseph	Brakeman	Buff.-Roch. Divisions	1-16-56
*Condon, John Joseph	Painter Helper	Susquehanna Coach Ship	12-31-55
*Cordasco, Paul	Laborer	New York Division	10-31-55
*Cudney, Frank	Carpenter Foreman	New York Division	1- 8-56
*Curtis, Carl Franklin	Yard Brakeman	Jersey City, N. J.	12- 7-55
*DeBlasi, Carmine	Trackman	New York Division	9-26-55
*Deegan, John Joseph	Yard Brakeman	Jersey City (Croton)	1-16-56
*Delaney, Joseph Russell	Clerk (Aud. Rev.)	Cleveland, Ohio	9-26-55
*Drake, William Clark	Electrician (Loco.)	Avoca, Pa.	12-27-55
*Ferguson, Frank	Ext. Bag.-Mail Hdlr.	Jersey City, N. J.	12-23-55
*Frank, Albert	Road Brakeman	New York Division	6-20-55
*Garver, Hiram Clinton	Tender Repairer	Marion, Ohio	10-12-55
*Greeley, George Henry	Air Brake Inspector	Susquehanna, Pa.	10-29-55
Guy, Russell Henry	Passenger Conductor	Mahoning Division	1-11-56
Hann, Richard Harold	Spec. Loco. Inspector	Marion, Ohio	11-20-55
*Hays, Albert Steele	Car Inspector	Franklin, Pa.	1-17-56
*Hebenstreit, Henry John	Loco. Crane Engineer	Hornell Roundhouse	12-16-55
Hovey, Albert Elmer	Boilermaker Helper	Hornell Diesel Shop	1-10-56
Huffman, Leon	Box Packer	Marion, Ohio	12-31-55
*Jeffries, William Benjamin	Machinist Helper	Avoca, Pa.	12-26-55
*Kaufman, Frank Leo	Machinist (Loco.)	Hornell, N. Y.	1- 8-56
Komora, John Victor	AAR Bureau Clk.	Cleveland, Ohio	1-17-56
*Lanning, Clarence Klass	Ext. Revenue Clk.	Cleveland, Ohio	11-13-55
*Laukaitis, Galvin John	Carman	Avoca, Pa.	7-10-55
*Layton, Ernest Frederick	Yard Conductor	Cleveland, Ohio	12-10-55
Levine, Sam	Trackman	New York Division	12-21-55
*Magee, William Francis	Asst. Chf. Clk. & Chf. of Pass. Bur.	Cleveland, Ohio	10- 5-55
*Mathews, Harry Harrison	Carpenter	New York Division	1- 9-56
*Matteson, Merle Jacob	Trackman	Meadville Division	11- 9-55
*Mazza, Joseph	Trackman	Susquehanna Division	11-19-55
*Miller, Fred	Deckhand	Marine Department	1- 5-56
*Moore, Marcellus Calvin	Car Inspector	Kent, Ohio	1- 4-56
*Moustakis, Stellanos Iannow	Trackman	Mahoning Division	8- 4-55
Murphy, Fred Walter	Clerk	Jersey City, N. J.	1- 2-56
*Mustie, Ross J.	Locomotive Engineer	New York Division	1- 8-56
Neely, Ernest Vest	Engineer	Marion Division	1- 1-56
*Oliva, Mike	Janitor	Kent Division	1-22-56
*Overend, Joseph Harrison	Trucker	Meadville Division	11-20-55
*Papa, Gregorio	Trackman	New York Division	11- 1-55
Patton, Edward	Locomotive Engineer	Mahoning Division	12- 9-55
Petrosky, Charles	Asst. Ex. Gang Fore.	Mahoning Division	12-20-55
*Plank, Leroy Lovel	Pipefitter Helper	Hornell Roundhouse	12-17-55
*Rinker, Charles Leslie	Carpenter (Loco.)	Marion, Ohio	1-19-56
*Salisbury, David George	Boilermaker Helper	Hornell Backshop	12-22-55
Sartell, Floyd Milton	Agent-Operator	Jefferson Division	12-24-55
*Schwarz, Joseph George	Laborer	Meadville Stores	12-10-55
*Shelton, Edward James	Agent-Operator	New York Division	
*Small, John	Baggage Agent	Youngstown, Ohio	10-23-55
*Speidel, John Jacob	Machinist	Marion, Ohio	1- 3-56
Touhey, Arthur Raymond	Relief Yard Clerk	Susquehanna, Pa.	12-26-55
*Turner, Noah Lewis	Machinist	Marion, Ohio	11-11-55
*Ward, James Edward	Boiler Inspector	Hornell Roundhouse	1- 1-56
Warren, Walter	Track Foreman	New York Division	1- 5-56
*Webber, James Henry	Barge Captain	Marine Department	11-22-55
*Retired Employees			

Warren Spahn, the Milwaukee Braves' brilliant southpaw.

All in all, Buck thinks that his 50 years as a railroader have been quite satisfying. After all those years, he still gets a big kick out of all the hustle and bustle, and then, too, on a job like his you can't get in a rut. "Something new happening all the time," he grins as he watches another batch of commuters panting up the hill

along Hohokus Creek as their train pulls into the station.

Y Vice President

Ray Meredith, assistant superintendent of the dining car department, Jersey City, has been named vice president of the board of directors of the Rutherford, N. J., YMCA for a second term. Mr. Meredith has been with the Erie for 27 years.



PETER COOK, leading car inspector—"The railroads give more comfortable passenger service. A train is a sort of home away from home."



EUGENE DUFFY (left), checker—"The railroads can carry heavier, higher and wider loads." JOHN HULBIG, crane operator — "Passenger trains are safer, and they offer the advantages of a hotel."



JOHN WITTE, maintenance machinist—"We have better trained employees."



TOMMY O'DONNELL, checker—"The shipper who thinks out his transportation program will find that in many cases railroads are safer and faster."



GEORGE WEIR, tractor operator — "The railroads provide a greater variety of service."



JOHN DAVENPORT (left), hooker—"In the case of exports, the railroads have better facilities for loading and unloading." **CHRIS WELCH**, hooker—"Unlike some of our competitors, the railroads can and will handle everything."



ARTHUR TYLER, machinist—"The railroads have had more experience."



Kamera Kwiz

QUESTION: America needs all forms of transportation. In some cases one carrier can do a better job than another. In what ways do you think the railroads excel?

Answers to this month's questions were supplied by Eriemen at our Weehawken, N. J., export docks. Employees here are responsible for transferring Erie freight from our trains to ocean-going vessels and vice versa.

SIMON SATALICH (left), barge captain — "Railroads own their rights-of-way and thus are not held up by—and do not hold up—competing traffic." **JOHN FORTE**, dock laborer—"The railroads keep loss and damage to a minimum."



FRANK CARLONE, dock laborer—"The railroads have more equipment and facilities to help shippers solve their problems."



JOHN RICCIARDI, foreman — "Bad weather has less effect on railroads, and, therefore, their service is more dependable."



THE HOSTESSES—From the left, Joan Kalle, Helen Mather, Joy Mastriani, Mary Flusk, Ann Crowley, Mary Quinn, Alice Townsley, Antoinette Geerinck, Joan Fisher, Lorraine Hazzard, Maureen O'Keefe, Patricia Callahan, Shirlee Levine and Dolores Anen.



Bill Flusk, agent at Jersey City, hits a high note during a solo.

Another group of those who attended.



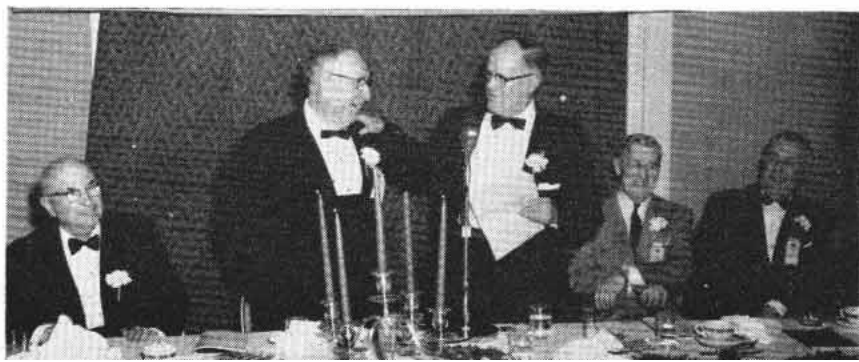
Part of the crowd at dinner.

Veterans Install Officers



1956 OFFICERS—From the left, L. E. Rodgers, second vice president; W. W. Turner, first vice president; E. H. Stocker, president; Rex P. Reebel, recording secretary; Ray G. Lewis, treasurer; Les H. Arold, financial secretary, and Frank P. Belling, director of social activities.

INSTALLATION—From the left, W. W. Turner, first vice president; E. H. Stocker, president; John Straut, installing officer; Ed McCue, immediate past president, and A. E. Kriesien, assistant vice president and general manager, Eastern District.



ERIE VETERANS

Fellow Veterans:

The setting of an earlier date for this year's annual outing at Conneaut Lake Park July 21 should give our veterans and their families the opportunity to again enjoy the outdoor recreational activities planned for this event. We look for a better break by keeping clear of the August rains encountered in the past few years.

At the same time we will be holding an earlier than usual election of officers, with two candidates in the field for the office of second vice-president and the office of recording secretary, respectively. To assure your receiving a ballot and voting for the officers of your choice it is essential that your dues for this year be paid and remitted through your local chapter secretary to the financial secretary as early as possible. If your place of residence has changed, your local chapter secretary should be notified so that a ballot may reach you at the proper address.

It will interest retired members to know that the granting of the veteran's 50-year pin has now been extended so as to apply to veterans who have 50 or more years of combined active service and years of retirement, provided they have been members in good standing for a minimum of five continuous years just prior to their retirement. If you qualify, your local chapter secretary will be happy to co-operate to this end upon receiving your request.

Fraternally,
E. H. Stocker
President

Jersey City

By G. C. Kalle

On Jan. 20 and 21 our chapter was host for the 1956 installation of system officers at the Hotel Governor Clinton in New York City. The various committees met on Friday and conducted the business of the association. That evening the chapter entertained at an informal party in the Florentine Room. Brothers Symington of Buffalo and Cohen of Jersey City played the piano for community singing and dancing.

On Saturday the annual meeting was conducted in the Greeley Room by retiring President **E. H. McCue** who turned the meeting over to President-Elect **E. H. Stocker** for the regular business session. A delicious chicken dinner was served by the system organization at noon in the Coral Room.

An afternoon business session lasted from 1:30 to 3:30.

At 7 p.m., everybody attended the 30th annual installation dinner-dance in the Governor's Room and the Florentine Room. Toastmaster **Jack Duffy** called for the singing of our national anthem, led by **W. J. Flusk**, freight agent, Jersey City. The invocation was by the Rev. G. C. Derner, son

of **V. J. Derner**, freight agent, Piers 27-28-29, North River, New York. Dinner music was by **Marty White**.

After dinner Toastmaster **Duffy** introduced **A. E. Kriesien**, assistant vice-president and general manager, Eastern District, who delivered the welcoming address. **Mr. Duffy** then introduced the Erie officials who were present.

H. W. Von Willer, vice president-traffic, was then introduced and discussed railroad progress during the past year and plans for the future. He said that we could be proud of the work we had done and requested us to give the same full measure of devotion and energy in our daily tasks in the future to assure the Erie's success.

Toastmaster **Duffy** then introduced the tenor soloist, **W. J. Flusk**, who sang "Galway Bay." The entire assemblage enjoyed his singing so much that he was called upon for two encores, "God Bless This Our Home" and "I'll Take You Home Again, Kathleen."

J. J. Straut, assistant to the vice president, was then called upon to install the officers for 1956, conducting his part of the program with great humor and austerity.

Director of Social Activities **F. P. Belling** then introduced all past presidents and chapter chairmen present. He presented retiring President **Ed McCue** with a past president's button and a life membership card. Brother **McCue** then presented the gavel to Brother **Stocker**. Mrs. **McCue** and Mrs. **Stocker** were presented with beautiful floral pieces by Mr. **Belling** on behalf of the Jersey City chapter.

Dancing followed with music by **Marty White** and his orchestra.

Planning the entire affair were Chairmen **G. C. Kalle** and **J. F. Hazzard** and their committee, **G. E. Sisco**, **A. I. Raywood**, **F. P. Belling**, **J. J. Callahan**, **W. Brazel**, **J. McCoy**, **F. J. Reichardt**, **B. S. Reed**, **A. B. Cohen**, **J. Herzig**, **W. Turner**, **F. Smith**, **G. J. House**, **J. M. Collins**, **Antoinette Geerinck** and **Mary Quinn**.

Receptionists and hostesses were: **Antoinette Geerinck**, **Mary Quinn**, **Ann Crowley**, **Joan Fisher**, **Joan Kalle**, **Margaret McTigue**, **Shirlee Levine**, **Joy Mastriani**, **Patricia Callahan**, **Mary Flusk**, **Irene Hayes**, **Maureen O'Keefe**, **Lorraine Hazzard**, **Helen Mather**, **Alice Townsley**, **Dolores Anen**, **Ceil Pannullo**, **Jinny O'Neill**, **Elizabeth De Young** and **Mildred Ritemay**.

Buffalo-Rochester

By Ruth Nise Munger

Thirty-three members attended the 30th annual system meeting and banquet at the Hotel Governor Clinton in New York on Jan. 21. Jersey City Chapter members were gracious hosts and made the occasion one long to be remembered.

Congratulations to our superintendent, **J. M. Moonshower**, who has been

appointed a member of the Civil Defense Transport staff by General Zeigler, and to **Frank Corlett**, assistant general freight agent, a member of the Niagara Frontier Railroad Community Committee.

Joseph Folga, freight car inspector, has retired after 29 years' service. Others who retired recently are **J. E. Moore**, car inspector at North Tonawanda, and **L. Magwood**, yard conductor at Black Rock.

Edith A. Martin, daughter of **T. J. Martin**, chief clerk, and wife has been awarded a full scholarship in nursing by the State Health Department and will attend the University of Buffalo to study for a degree as a registered nurse and clinical instructor.

Our sympathy is extended to the family of **William H. Wade**, engineer for 30 years, who died suddenly in Attica Jan. 20, and to the family of **G. L. Schiller**, retired carpenter, on his death Dec. 5. Also to **Albert Kreiger**, FW operator, whose wife died Jan. 18.

Get-well wishes to **Mrs. Albert Bender**, recently hospitalized, and to **George Feltz, Sr.**

The chapter and auxiliary are campaigning for new members among both retired and active employees. Let's get better acquainted socially. There always is something new coming up.

Hornell

By N. J. Caparulo

At the January meeting 50 members sat down to a potluck supper. After the business meeting there were round and square dances.

Sick members are **G. R. Swanson**, confined to a Rochester, Minn., hospital; **A. B. Packard**, in St. James Hospital; **C. E. Miller**, **H. H. Hunt** and **Mrs. M. L. Eason** at home.

Salamanca

By Hilde

About 70 members and guests attended our Jan. 27 dinner and meeting at the Myers Hotel.

J. L. Murray, new chairman, conducted his first meeting in masterful fashion and embued all present with his enthusiasm. We feel sure he will have the members' wholehearted support and loyal cooperation as did our former chairman, **L. E. Rodgers**.

C. R. Fralick was appointed chairman for the February meeting.

Committees were appointed for our May 26 party, also committees to call on sick members and report to me, **Stanley Ambuski**, **Salamanca**; **Brud Arend**, **Jamestown**; **K. F. Morrison**, **NE Jct.**, west to **Cambridge Springs**; **Don Ward**, **B. & S. W. Division**; **Russell Harris**, **Bradford**; **R. B. Gardner**, **Brockway**; **Harry Sloan**, **Olean** and **Cuba**; **John Childs**, **Cuba** and east.

First nighters were **George Schwartz**,

I. S. Tyler, Sam Locke, Max Rau and D. C. O'Brien.

Entertainers were Mrs. Ella Haley, pianist, Nancy Hooper, vocalist, and Switchman Francis Hubbard, banjoist.

The January meeting was designated as "Retired Veterans Night" and 25 were guests: A. J. Bernard, charter member of the association; Les Southworth and A. K. Stauffer, all of Jamestown; I. S. Tyler, Kennedy; George Massar, Gowanda; Ralph Aldrich, South Dayton; Archie Rowe and S. K. Locke, Olean, and from Salamanca, Herb Spencer, George Schwartz, A. A. Smith, Wilnot Bartle, J. C. Rollins, C. M. Ballard, Pete Myers, Max Rau, H. M. Bunker, M. F. Baker, George Babcock, John Agnelli, Fay Barhite, Peter Ambuski, Lloyd Eastman, Bill Frenz and Coyle De Lisle.

James Flynn of Marion Chapter was Mr. Rossman's guest.

Deep sympathy goes to Earl Howe on the death of his brother, Bob, former agent at Johnsonburg.

We are happy to report that two members are back on their jobs after illnesses, Helen Paulmann, Wellsville, and George Buntentah, Jamestown. Dan O'Brien, Ashville, is out and around but not able to work. Those still sick are Bill Lyman, Salamanca; Phil Bernard, Conewango; Wesley Pattysen and Millard Cornell, Jamestown.

Two members have moved to Florida, John W. Graves, 272 W. 45th St., Hialeah, and James I. Meiss, Ritz Hotel, 132 E. Flagler St., Miami Beach. Members J. J. Malone and H. J. McGinn are in Florida for the winter.

We start the new year with 411 members and not a delinquent among them. Hope to have a nice increase in membership this year, so let's get busy. Lloyd Rodgers, former chairman, now second vice president of the association, is chairman of the system membership drive. We don't want to let him down. Let's cooperate and make 1956 a banner year.

The silver jack pot paid off for Ralph Aldrich. After movie shorts and a feature film, the meeting adjourned. Our thanks to Charles Stolarski for the use of his projector and to Capt. Haudenschild for operating same.

Meadville

By R. C. Miller

Following dinner on Jan. 26 the chapter and auxiliary officers were installed by Mrs. T. F. Gorman, Karl Smallenberger, president; Ray Miller, vice-president; Robert O'Grady, secretary-treasurer; Jacob Werley, Louis Keibort and Charles King, trustees; for the auxiliary, Mrs. W. W. Thomas, president; Marian Keibort, past president; Vera Houghtling, first vice-president; Clara See, second vice-president; Florence Werley, secretary; Pearl King, treasurer; Zelda Ebel, chaplain; Genevieve Lawyer, conductor; Ella Rudd, marshal; Harriet Thompson, flag bearer.

The dinner was in charge of Mrs. Clara See, Mrs. Lyle Houghtling, Mrs. H. Herman, Mrs. Cora Whitesell and Mrs. Susie Thomas.

Charles King represented our chapter at the system meeting in New (Please turn to Page 34)



NAME	POSITION	LOCATION	YEARS DATE SERVICE
Sam Aquaviva	Laborer	Meadville, Pa.	1-13-56 28
Franklin C. Ashton	Shop Hostler	Port Jervis, N. Y.	1-15-56 27
John Basos	Engine Preparer	Binghamton, N. Y.	1-10-56 27
Harry A. Bookstaver	Transp. Coordinator	Jersey City, N. J.	2-29-56 47
Harley F. Bowers	Car Repairer	Huntington, Ind.	1-24-56 45
Raymond C. Buell	Chief Clerk to V.P.	Cleveland, Ohio	2-29-56 35
Frank B. Cherry	Road Conductor	Port Jervis, N. Y.	12-23-55 42
Floyd D. Darbee	Engineer	Buffalo, N. Y.	12-29-55 39
Paul Del Rosso	Welder	Dunmore, Pa.	1-12-56 44
John J. Dillon	Agent	New York, N. Y.	2-29-56 54
Charles Duggan	Checker	Chicago, Ill.	1-17-56 25
William J. Eitel	Machinist	Jersey City, N. J.	1-31-56 42
James Field	Yardmaster	East Buffalo, N. Y.	12-31-55 53
Joseph Folga	Car Inspector	East Buffalo, N. Y.	12-28-55 37
Clarence Eberhart	Rlf. Joint Car Insp.	Ferrona, Pa.	1-31-56 33
Frank Fusaro	Tubgoat Deckhand	Jersey City, N. J.	1- 3-56 33
Ernest Garrett	Carpenter	Cleveland, Ohio	1-25-56 34
Clarence J. Graham	Janitor	Chicago, Ill.	12-24-55 26
Ralph C. Helle	Demurrage Clerk	Sharon, Pa.	12-31-55 39
William J. Heintz	Crossing Watchman	Dunmore, Pa.	12- 7-55 32
Albert F. Hoffman	Bridgeman	Jersey City, N. J.	12-31-55 36
Earl H. Howe	Agent	Wellsville, N. Y.	12-31-55 50
Raymond W. Hunter	Rate Clerk	Honesdale, Pa.	9- 9-55 31
William G. Jeffery	Boilermaker	Hornell, N. Y.	1- 4-56 33
Charles B. Johnson	Engineer	Hornell, N. Y.	1- 9-56 39
Samuel S. Johnson	Agent	Creston, Ohio	2-29-56 41
J. F. Kane	Yardmaster	Susquehanna, Pa.	1-19-56 54
Marjan Kiljanski	Turntable Operator	Jersey City, N. J.	1- 4-56 33
Louis V. LaVorgna	Crossing Watchman	Garfield, N. J.	1-10-56 42
Wayne Lawrow	Carpenter	Hornell, N. Y.	12-31-55 43
John B. Lewis	Demurrage Clerk	New York, N. Y.	2- 8-56 50
Cary L. Main	Car Inspector	Meadville, Pa.	12-29-55 33
Joseph C. Marabottini	Section Foreman	Hornell, N. Y.	2-29-56 44
Aaron G. McCartney	Engineer	Meadville, Pa.	1-12-56 44
James J. McEntee	Ferryboat Deckhand	Jersey City, N. J.	1-19-56 22
Thomas A. McGraw	Machinist	Hornell, N. Y.	1-18-56 40
Frank M. McMahon	Yard Conductor	Binghamton, N. Y.	12-31-55 42
John G. Merckenschlager	Engineer	Jersey City, N. J.	12- 7-55 47
John H. Miller	Janitor	Cleveland, Ohio	12- 8-55 42
George F. Molusky	Signal Maintainer	Callicoon, N. Y.	2-15-56 41
John E. Moore	Car Inspector	No. Tonawanda, N. Y.	1-31-56 46
Ansel Morgan	Struct. Steelman	Port Jervis, N. Y.	1-13-56 34
Richard E. Mushrush	Section Foreman	Franklin, Pa.	1-20-56 41
Claude M. Nottingham	Signal Maintainer	Wellsville, N. Y.	1-27-56 37
Thomas A. O'Malley	Cashier	New York, N. Y.	12- 7-55 39
Roman Pidkowicz	Car Repairer	Hornell, N. Y.	1-19-56 36
Arthur E. Quinn	Supervisor's Clerk	Dunmore, Pa.	1-25-56 37
Marcy B. Roderick	Marine Coordinator	Jersey City, N. J.	2-29-56 44
Charles H. Sartori	Engineer	Port Jervis, N. Y.	1-13-56 48
Charles Schultz	Car Repairer	Port Jervis, N. Y.	12-21-55 44
Francis A. Schwartz	Machinist	Buffalo, N. Y.	1-18-56 33
Tony Sforza	Car Repairer	Brier Hill, Ohio	12-31-55 35
Frank E. Smith	Machinist	Hornell, N. Y.	1- 6-56 40
William E. Smith	Chief Rate Clerk	Chicago, Ill.	12-31-55 44
Stephen Stange	Engineer	Jersey City, N. J.	1- 3-56 45
Egbert H. Stocker	Gang Foreman	Jersey City, N. J.	2-29-56 48
Tolford W. Taylor	Machinist	Marion, Ohio	1-31-56 38
Frank Ten Eyck	Tugboat Deckhand	Jersey City, N. J.	1- 4-56 31
Daniel Tiersen	Engine Dispatcher	Jersey City, N. J.	2-29-56 46
William C. Tucker	Engineer	Marion, Ohio	12-26-55 44
Edwin E. Weaver	Car Repairer	Hornell, N. Y.	12-31-55 37
Harry G. Whitacre	Car Inspector	Chicago, Ill.	1-24-56 39
Howard R. Williams	Storekeeper	Cleveland, Ohio	1-12-56 42
Paul Woznyj	Carman	East Buffalo, N. Y.	1-13-56 28
LaVerne Yoder	Agent	Barberton, Ohio	1-31-56 46

Annual Passes Extended Through 1956

All 1954-1955 annual passes issued by the Erie Railroad which expired on Dec. 31, 1955, will be honored to and including Dec. 31, 1956 with exception of short term passes series "M" which expired Dec. 31, 1955. All passes in the hands of persons who are no longer lawfully eligible to use them should be returned for cancellation.

BOOK CORNER

The Great Locomotive Chase, by William Pittenger. Random House, Inc., 457 Madison Ave., New York 22, N. Y. New edition of the story of the theft of a railroad train in Georgia during the Civil War. Scheduled for republication Spring, 1956.

Great Burlington Strike of 1888, by Donald L. McMurry. Harvard University Press, Boston, Mass. (One of series of studies in economic history) 400 pages. \$7.50.

Merchants, Farmers and Railroads, by Lee Benson. Harvard University Press, Cambridge, Mass. 310 pages. \$5.50. An analytical study of events which led to railroad regulation in the State of New York and passage of the Interstate Commerce Act. Includes details of activities of trade and agricultural organizations and political and independent pressure groups to subject railroads to government control.

The Big Ivy, by James McCague. Crown Publishers, Inc., 419 Fourth Ave., New York 16, N. Y. \$3.50. A fictitious story about the Indiana Valley Railroad near the turn of the century and the people who operated its trains.

Railroads of the South, 1865-1900, by John F. Stover. University of North Carolina Press, Chapel Hill, N. C. 304 pages; maps; bibliography; index. \$5. The story of the formation of the railroad networks of the South after the Civil War.

Economics of Transport, by Emery Troxel. Rinehart & Co., Inc., 232 Madison Ave., New York 16, N. Y. 845 pages. \$7. A textbook dealing with the economics of transport organization, public control, and freight and passenger rates.

Benjamin Henry Latrobe, by Talbot Hamlin. Oxford University Press, 114 Fifth Ave., New York 11, N. Y. 672 pages; bibliography; index. \$15. A full-length biography of the famous architect and engineer who advocated railroads as early as 1808, and whose sons were prominently identified with the Baltimore and Ohio Railroad—one as engineer in charge of construction, the other as counsel.

Model Railroad, by Harry Zar-chy. Alfred A. Knopf, Inc., 501 Madison Ave., New York 22, N. Y. \$3.50. Illustrated by author with drawings and photographs.

Railway Track & Structures Cyclo-pedia (formerly *Railway Engineering & Maintenance Cyclo-pedia*). 8th edition (1955). Edited by Merwin H.

March, 1956

GOOD-WILL GROUP ELECTS



This picture was taken recently at the fourth annual installation of officers at Clifton, N. J., of the Passaic County Good Will Association. Joseph Reihl (fifth from left), Erie sergeant of police, was elected second vice-president. From the left are John Chizmar, first vice president; Walter Wojcik, president of the association; Norman Tattersall, sheriff of Passaic County and welfare committee chairman; Gus Lesnevich, former light-heavyweight champion; Mr. Reihl; "Zab" Zabotinsky, undersheriff of Passaic County and member of the welfare committee; George Krom, assistant general passenger agent and member of the association's building committee, and Jim Braddock, former world heavyweight champion. The goal of the group is to help the needy with food, shelter and clothing during emergencies such as floods and other disasters. Christmas baskets of food also are distributed.

Dick. Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. 854 pages. New edition of this reference volume relating to roadway and structure construction and maintenance.

Fundamentals of Transportation Engineering, by Robert G. Hennes and Martin I. Ekse. McGraw-Hill Book Co., Inc., 330 West 42nd St., New York 18, N. Y. 520 pages; 225 illustrations. \$8.50. A civil engineering study. Includes data on historical progress of permanent way, turn-outs, sidetracks, yards and motive power.

The American West, by Lucius Beebe and Charles Clegg. E. P. Dutton & Co., Inc., 300 Fourth Ave., New York 10, N. Y. \$12.50. 511 pages. Includes pictures of pioneer railroad-

ing in Nevada, Colorado, Montana and other Western states.

Hornell Trowel Club Re-Elects Gillette

Charles E. Gillette was re-elected president of the Hornell, N. Y., branch of the Erie Trowel Club at its meeting Jan. 18. Others re-elected were Nicholas J. Caparulo, vice president, and Howard W. Pascoe, secretary-treasurer.

Harvey W. Schneegas was elected a new trustee and George R. Wilder and Milo B. Hillis were re-elected as trustees.

There are three branches of the Trowel Club on the Erie system, the others being at Cleveland and New York City.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
Thomas T. Hanley	New York 7, N. Y.	Commercial Agent	6-10-48
Thomas P. Ward, Jr.	Newark 2, N. J.	Commercial Agent	6-24-40
Chester E. Greenleaf	Jersey City 2, N. J.	Commercial Agent	12-1-31
John D. Malefyt	Chicago 4, Ill.	Passenger Repr.	11-1-52
John W. Creasap	Cleveland, Ohio	Storekeeper	4-5-45
Fred R. Ball	Barberton, Ohio	Agent	6-23-24
John J. Callahan	New Castle, Pa.	Agent	9-4-23

HAMMOND CONSOLIDATED

By Grace Connoles

It's a boy (dog) at the Charles F. Klemsman home (relief clerk). "Digger," a boxer bull, arrived from Philadelphia, not via the stork line but via Railway Express. Daughter Karen especially is fond of him and they are great pals.

Welcome additions to the staff are Louise Davis, relief typist-machine operator, and J. L. Fisk, relief mail handler.

Wilbur Bobst, chief yard clerk, literally tall, dark and handsome, looks good behind the wheel of that new red Nash sedan he acquired recently.

Congratulations to the R. J. Schultz and K. V. Carroll (yard brakemen) families on new additions. Thomas Wayne Schultz, 7 lb. 14½ oz., arrived Jan. 20 to join a brother, Robert Alan, 4, and sister, Janice Helene, 2. Joseph was the name chosen by the Carrolls for their baby son, born Dec. 29. They have five other children.

When shopping in the J. C. Penney store in Hammond, the correspondent received a fine compliment for Erie passenger conductors and brakemen which should be passed on to the men who really deserve the praise. The clerk, on seeing my Erie Railroad pay check, enthusiastically exclaimed, "That's certainly a good railroad. I have traveled on lots of railroads, but never have I received the courteous treatment I get when traveling on the Erie. It's a real pleasure to travel on your railroad."

Frank Harris, patrolman, still is a little bewildered about some of his Christmas gifts, a large bottle of hair tonic, which he admits would have been nice for anyone with a head of hair; six pairs of size 10 socks (he wears size 12); an expensive belt, size 36. Frank has worn a 40 for years.

Sympathy is extended to Ronald K.

Ward, relief clerk, whose father, J. M. Ward, 81, passed away at his home in Rensselaer, Ind., Jan. 6.

At the annual meeting of the Erie Employees Federal Credit Union at the Whiting Community Center Jan. 25, Treasurer H. L. Kinzie's report indicated that business for the credit union during 1955 is triple that of 1954. Officers were elected, R. K. Ward, president, and H. L. Kinzie, treasurer, being returned to office. A. Breland of the Chicago general office was elected to the board of directors. At the conclusion of the business meeting a delicious luncheon was served by the members' wives.

Third Trick Operator J. C. Schug, who works in the Hammond yard office and resides in Huntington, spent his vacation at home with the family. Two of the Schug children were ill and were unable to travel. They are well now and Jack is back at work.

H. L. Kinzie, rate clerk, had what most people would consider an ideal vacation. He and his 84-year-old mother of Bremen, Ind., traveled to California for a Christmas visit with three of his children and their families, Bill of San Diego, Karl of Larcena, and daughter Margaret of North Hollywood. One of the moments to remember was the fishing trip with his two boys at Ensenada, Mexico. On the return trip they stopped at the Belleville, Ill. Air Force Base to visit Airman 2/C David, Mr. Kinzie's youngest son.

Pat Witwer, daughter of Agent W. G. Witwer and Mrs. Witwer, celebrated her 17th birthday Jan. 25. Mom, dad and brother Billy left for the evening and turned the place over to the 17 girls who came to help Pat celebrate.

Asst. Supt. W. M. Wiarda and Mrs. Wiarda now are settled in their new home in Munster, Ind., a quiet, lovely suburb of Hammond.

Puns "N" Patter...

AT ALL ERIE STOPS

MARION DIVISION

14TH STREET, CHICAGO

By Chris Harát

We mourn deeply the sudden death of David J. Brown of Lifschultz Fast Freight, Chicago, at Miami Beach, Fla., Jan. 21. We will miss him. He was well liked as was demonstrated by the large number of friends who attended his funeral.

Office forces at 14th St. and 51st St. regret the death of Engineer Ernest V. Neely.

Our sympathy also to Mary Heenan, O. S. & D. clerk, and the Heenan family on the death of Mary's brother, Michael.

Edward G. Fulcher, retired police lieutenant, is making his home at Amherst, Va. In January he attended the Erie veterans' annual installation of system officers in New York and also stopped off here to visit with friends.

51ST STREET, CHICAGO

James W. Ward, now one of Conductor Charles Dempsey's assistants at the 14th St. tracks, has proved himself capable of handling students with the humble help of Eugene C. Gertz.

Understand Brakeman Edward Meehan enjoys watching the animals at the Chicago stock yards during his leisure time.

T. D. McInerney was off four days and everybody agreed his efficient performance was missed, especially by Thomas Morgan, one of his assistants.

The boys gladly welcomed back Sig Thorsen, general yardmaster, after a few days' illness.

Howard May is enjoying the palms in Florida.

43 Years Behind Him



A career of 43 years with the Erie behind him, Bill Eidel (center), claim agent at Jersey City, has retired. He is shown here receiving a certificate of merit from J. F. Murray, chief claim agent, Cleveland. At right is A. C. Gall, claim agent at Port Jervis.

TRANSPORTATION

By C. R. Swank

E. H. Drabenstot, operator at WR Tower, Huntington, and family spent a vacation at Fort Lauderdale, Fla.

Conductor **H. L. Kramer** and wife anticipate a trip to Riverside, Cal., in the near future.

Helen Myers, superintendent's stenographer, fortunately escaped with only aches and bruises when her car was hit by another car, turned over and was demolished.

Understand Lieut. of Police **Jake Zinsmeister** went fishing the other day at his brother's farm, broke through the ice and fell in. That must have been some splash!

L. C. Hughes, Alger, Ohio, has returned from military service and resumed as an extra operator.

MAINTENANCE OF WAY

By Maralene Trainer

We welcome Section Foreman **R. D. Spath** back at Foraker, Ohio, following an illness.

We extend our sympathy to Signalman **W. J. Bryant** and family on the death of his father in Pennsylvania and to Levelman **H. J. Weseli** and his wife on the death of her father. Also, we have learned of the death of former Section Foreman **C. C. Dettinger** of Decatur, Ind.

Welder Helper **L. F. Ebbinghaus** has resumed duty following surgery.

Very sorry to learn of the illness of Trackman **Grover Smith** at Rochester and wish him speedy recovery.

CHICAGO GENERAL OFFICE

By Denise J. Alkim

Congratulations are extended to **Honus Breland** who recently was elected a director of the Erie Employees' Marion Division Federal Credit Union.

Carrie Saydak, **Eleanore Lukawski** and **Vivian Cetnar** visited **Marie Giangreco's** beautiful new home and feasted on "woomkies," a specialty of **Marie's** culinary art.

Prick up your ears when passing by **Grace Battaglini** for a melodious rendition of "La Vien Rose" tinkling from **Grace's** musical bracelet.

Roger Kirtland gulps down a vitamin pill a day to renew energy lost while flying Piper planes, a very exciting hobby he pursues during weekends.

Recent visitors to the office were **John Fischer**, **Herman Breitkopf**, **Steve De Witt**, **Mary Dugan**, **Helen** and **Mark Hill**, **Cy Ewing** and **Gordon Miller**.

"Hobble-Along" **Keating**, injured ankle and musical canes, now is defying fate by driving to work these days to protect "bum-leggo" until complete recovery. **Blanche Lewan**, **Bill** and **Bob Voltz** and **Phil Bateman** are living daringly by sharing the ride and giving **Tom** a sales talk on purchasing a bus for their added comfort.

Carl Grunwald, chief clerk to the freight agent at Cleveland, made a trip to Chicago "sans" his new Pontiac and was **Art Haase's** house guest.

Ronnie Dykman, **Hank Vandenberg**, **Al Watkins**, **Bill O'Dea**, **Phil Bateman** and **Al Anderson** attended

the annual rate clerks' dinner at **Stella's**.

Roger Kirtland, **George Lange**, **Al Anderson**, **Bill Powell**, **Bill Voltz** and **Bob Johnson** packed their bags and balls for the Erie bowling tournament held in Youngstown.

Evie Coakley, **Grace** and **Toni Battaglini**, **Art Hartman**, **Steve De Witt** and **Fred Bell** were among the "trail-blazers" who attended the Erie veterans convention in New York. **H. A. Kelly** from Huntington, camera fiend at heart, surprised the girls by snapping their pictures in the dead of night while they were off in dreamland.

Marie Giangreco received a telephone bill with overcalls amounting to \$8. The phone company monitored **Marie's** phone line for awhile and reported that her dog, "Stormy," was enjoying dog-talk nonsense on the phone while home alone.

Wally Myrer says he enjoyed his wife's vacation.

Good to see **Roger Hilpp** anchored back in his mooring after being in dry dock for awhile.

This month only one box of candy will be passed around as **Blanche Lewan** exclusively is celebrating her birthday in March.

PASSENGER TRAFFIC

CHICAGO, ILL.

By Vivian Cetnar

Congratulations are in order to the following: Assistant General Passen-

ger Agent **R. E. Towns** on his election as chairman of the Chicago General Agents' Association; **William Lightholder** who now is our representative in Jersey City; **John De Waal Malefyt**, our bachelor, who was promoted from chief clerk to passenger representative.

Welcome to Chicago to **Lawrence Carpenter**, chief clerk.

Mr. and Mrs. Towns treated the office staff to a delicious dinner at their home on Jan. 21.

R. A. Johnson is an eager salesman, visiting seniors at high schools in Huntington, Lima and Rochester, arranging spring tours to Washington, D. C.

H. P. Morgan performs wonders at the depot. He meets and assists many people and manages to satisfy the most discontented passengers.

Charles Crimm, Jr. is our good will ambassador. During January he was in Wisconsin and Minnesota, visiting industrial firms and railroads.

KENT DIVISION

AKRON, OHIO

E. K. Bennett, flag clerk, has returned from a six-week stay in London, England, and France where he visited relatives. . . **Ronald Holman**, stenographer in the general agent's office, has been promoted to chief clerk at Toledo. He was presented with a desk set by co-workers with all best wishes for continued success.

Robert Burns succeeds **Ronnie** in

GIVE



Jersey City Veteran Retires



Jan. 31 was the last day on the job for William G. Tedford, traveling passenger agent, Jersey City. He retired after 46 years of service with the Erie. He is shown here with fellow-employees of the Jersey City passenger office after receiving his retirement certificate from Henry Herrmann (left), general agent. From the left are Mr. Herrmann, Evana Vander Woude, Mr. Tedford, Don Campbell and Joe Gallagher.

Akron. . . Paul Zent, checker, made headlines in the Akron *Beacon Journal* after rolling a 606 series in Class B bowling in the *Beacon Journal* classic.

BARBERTON, OHIO

We welcome F. R. Ball as agent. He succeeds L. V. Yoder who retired Jan. 31.

MARION, OHIO

Charles W. Sidenstricker, clerk in the stores department, and wife, Geneva, file clerk in the superintendent's office, attended the January all-state meeting of the Junior Chamber of Commerce in Columbus Jan. 14-15. Charley is state chairman of the ways and means committee. . . C. A. Leferts and wife have returned from a vacation in San Antonio, Texas, where they visited their daughter and family. Their son-in-law is stationed at the Air Force base at Randolph Field. . . D. G. Glessner, signal maintainer, who was absent because of illness, has resumed work. . . Speedy recovery wishes to H. P. Amann, leading signalman, who is confined in the University Hospital at Columbus. . . Sympathy is extended to the family of H. E. Shackelford, retired chief clerk at the freight station, who died at home Jan. 28. . . J. L. Tjaden, division freight agent and wife spent the holidays in New York City.

Congratulations to Eleanor Kelleher, wife of Engineer C. H. Kelleher, who won a Dodge sedan, and Helen Lott, wife of Operator J. A. Lott, GN of-

fice, who won a Pontiac, both from the Wise Super Market in Marion.

MARION CAR

By H. M. Robbins

Leon H. Huffman, 61, box packer, died Dec. 31 after 30 years' service.

Herman E. Alexander, retired derick engineer, 63, died Jan. 30 (30 years, seven months' service).

MAHONING DIVISION

M. OF W., YOUNGSTOWN

By Catherine E. Holzbach

Track Supervisor B. L. Dicasali, wife and son, Raymond Lee, vacationed in Florida.

We extend sympathy to D. F. Scott, general foreman, Meadville, and family on the death of a new born son, Robert James.

E. E. Clair, leading clerk to master carpenter and supervisor of communications and signals, attended the "Salute to Eisenhower" dinner in Cleveland and reports that the \$100 lobster dinner was pretty good—for the price.

Congratulations to C. R. Alsdorf, truck driver, Meadville, proud father of a seven-pound boy named Charles William.

Ernest Garrett, carpenter, Mantua, retired Jan. 25 after 33 years' service. Richard E. Mushrush, section foreman, Franklin, retired Jan. 20 (41 years' service) and Milan Obradovich, trackman, Cleveland retired Jan. 16 after 14 years.

YOUNGSTOWN FREIGHT

By Dorothy Danks

Anita Coughlin and husband returned recently from a honeymoon in Miami, Fla. I might add that Anita was a beautiful bride on her wedding day.

A welcome hand is extended to Bernice Kulesa who is acting revision clerk in place of Rose Marie Patrick.

Best (birthday) wishes to Nina Cancilla and Tommy Swogger, Sr.

All join in extending deep sympathy to Arthur Hopwood on his mother's death.

Among those at the Erie veterans' annual installation of officers in New York were Ralph Fero, Tommy Swogger, Sr., Jimmy Bowser and their wives. During their stay in New York the Feros visited Ralph's brother and family.

During the past month I have been receiving various tips on cooking and hunting from the newly-wed Rose Marie Patrick and Jimmy Morris.

On request for blood donors, Carl Briggs, assistant cashier, volunteered blood for Scott Barger, fellow employee (M. of W.).

CLEVELAND FREIGHT

By R. M. O'Connor

We welcome new employees, John Stypula, vacation relief clerk, and S. Q. Bulger, janitor.

J. W. Fogarty and wife, Ethel, celebrated their 25th wedding anniversary Jan. 15 and are looking forward to 25 more.

After 42 years with the Erie, John Miller, janitor, decided to take life a little easier and retired in December.

J. F. Cloud, chief rate clerk, became grandfather to a little redhead, Terry Lea, presented by daughter Alice and son-in-law, Ken Williams.

After due consideration, Jake Tischler, rate clerk, invested in a blue and white Olds 88.

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets and wife celebrated another wedding anniversary last month.

Patrolman Andrew Herrick and family are planning several fishing trips in the spring.

Patrolman Robert E. Hamilton spends most of his spare time working around his new home.

SHARON, PA.

A party was held at the Schuster Casino Jan. 28 in honor of Frank H. Lang who was retiring after 28 years' service in Ferrona yard. About 80 attended. Edward McMahon, assistant secretary, property and supplies, State of Pennsylvania, acted as toastmaster. Conductor Jack Weldon made the gift presentation.

ALLEGANY DIVISION

SALAMANCA, N. Y.

By S. Minneci

Shop Report Clerk Stanley E. Am-

Erie Railroad Magazine

Railroaders Sponsor Scholarship



Representatives of the Order of St. Christopher for Catholic Railroad Men present a check for \$2,500 to Cardinal Stritch of Chicago. The check is to be the start of a fund to establish a permanent scholarship for boys to study for the priesthood at the Quigley Preparatory Seminary of the Chicago Roman Catholic archdiocese. In the picture, from the left, are John J. Brynda, general foreman, 14th St. freight house, Chicago, who is chairman of the scholarship fund; Rev. Valerian Rezek, chaplain for the railroad men's organization; Cardinal Stritch; Robert J. Keating, president of the order; Rev. Martin M. Howard, rector at Quigley, and Adam Banasik, founder of the order.

buski was re-elected to a fourth consecutive term as president of the board of managers of Salamanca District Hospital at its annual organization meeting Jan. 10.

Yard Brakeman Robert D. Plunkett was awarded a bronze medal Jan. 8 at the Niagara Falls Naval Reserve Base for completing 10 years in the Naval Reserve. The presentation was made by R. Burroughs, chief of personnel.

John J. Malone, retired general yardmaster, and Mrs. Malone left Jan. 18 for a winter vacation at Fort Lauderdale, Fla. He expected to visit some of the retired Erie men living in Florida.

First Lieut. James Ainey, Jr., Santa Rosa Island Air Force Base, Cal., Pfc. Ronald Ainey and Mrs. Ainey of Pine Bluff Arsenal, Ark., and Marvin Ainey, a senior at the University of Buffalo, all have returned to their duties after spending the holidays with their parents. Trainmaster J. G. Ainey and Mrs. Ainey.

Assistant Division Engineer Luis Martorell's numerous friends are wishing speedy recovery for his wife who is a patient at the J. N. Adams Memorial Hospital in Perysburg, N. Y.

L. Rossman, division engineer, and Mrs. Rossman made a fascinating three-week trip to Mexico City and Vera Cruz. Mr. Rossman reports that since watching a bullfight in Mexico City he can perform his duties with more intelligence. Highlight of the trip was seeing an Erie box car being loaded on the docks at Vera Cruz.

March, 1956

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

Our best wishes go with Loran Raecher, who retired the first of the year.

Bill Schinning will be moving soon, having bought a home.

New car department employees are Stan Rychcik, Russ Carr, Tom Pa-procki, Tom O'Brien and Cliff Owens.

FREIGHT CLAIM CLEVELAND, OHIO

By Joe Revana

Local keggers are sharpening up for the annual Erie tournament to be held at Youngstown, March 10 and 11. Their chief concern is a chunk of that prize money.

Our newest employee is Ann Gusdanovic, comptometer operator. Dorothy Haschack and Mary Marce each walked off with a door prize at the Erie credit union meeting. . . . Bill Jordan, pugilistic prognosticator, is going great guns with 17 out of 20—wrong. . . . We express deep sympathy to the Komora family on the death of John Komora of the A. A. R. Bureau. . . . The stork left a girl (6 lb. 2 oz.) at the Masterson residence.

CAR ACCOUNTANT

By Ella Carpenter

Mary Ann Sabo, Betty Schneider and Shirley Walker still are reminiscing over their exciting week-end in New York. They saw "Plain and Fancy,"

the new screen version of "Oklahoma," dined at the Roosevelt and to top it off, almost missed the train home.

The Governor Clinton in New York was the headquarters for the Erie veterans' annual system meeting which was attended by Les and Betty Arold. Les duly was installed as financial secretary.

Lu Landers and family again are enjoying the balmy southern breezes, this time at Hollywood, Fla. They plan a side trip to Key West.

Word from Centerville, Pa., is that former Key Punch Operator Edna Post and her husband are proud parents of a baby boy who has been named Ernest.

It was wonderful to have Anne (Kempel) Hackmyer, now residing in Florida, visit us recently.

Dorothy Cinadr bid us a fond adieu and will now await a visit from the stork.

Loretta Goslin has taken a month's leave of absence and is under the doctor's care. We hope she will be feeling fine very soon.

The cute little brunette who is the new PR clerk looks just like Mary Krapf and no wonder, it's her sister, JoAnn Corsi. The tall redhead who is the new night tabulator operator answers to the name of Bruce Menchke. Welcome to the force!

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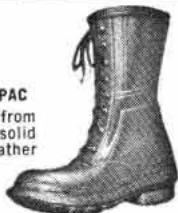
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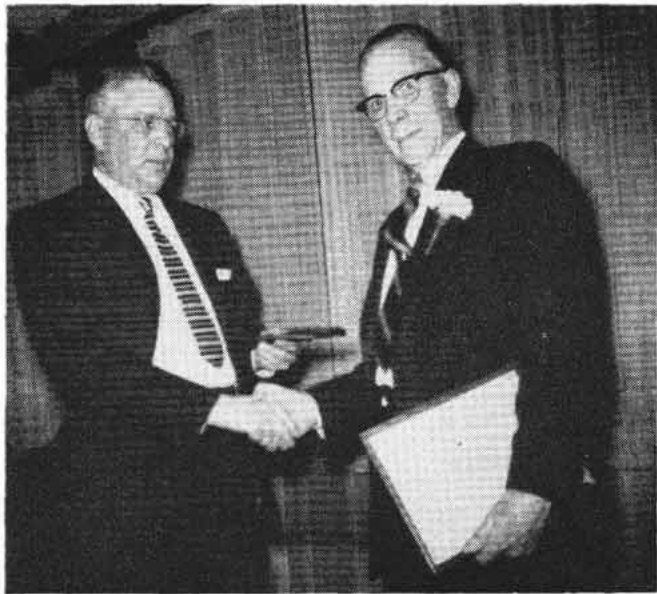


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Ending a career of 34 years' service with the Erie, Ralph Norton (right), exterior finish foreman at our Susquehanna, Pa., car repair shops, has retired and is shown here receiving his retirement certificate from D. H. Decker, shop superintendent, at a dinner for Mr. Norton at Susquehanna on Jan. 3. Fifty fellow-workers attended, and Mr. Norton also received a purse.

his family over the holidays, Carl G. Lehman, assistant comptroller, received a cablegram from his son, Glen, telling Carl he had become a grandfather for the first time Christmas morning. Glen, who is with the American Embassy in Paris, wrote that he named his son John. Mrs. Glen Lehman is a native of Norway.

The blue bow tied to the back of Bill Harter's chair (stenographer) had a significant meaning to him. If asked, and even if he wasn't asked he'd proudly tell it was in honor of Bill, Jr., born Jan. 23. T. J. Tobin, retired comptroller, was in the office when Bill, Sr. made the announcement. When Mr. Tobin heard the good news, he bought a box of candy for the office in honor of Bill, Jr.

Norman, son of Marge Kitzerow, comptometer operator, was graduated from high school in January. As a good Erie employee, Marge promptly put him to work in Erie's communications department.

Since January was the end of the semester at Western Reserve, the part-time college boys in our office have been waiting to get their grades mailed to them by the school. Harry Coykendall, secretary, got the jump on everyone by giving his professor a post card so he would get his grade sooner. His waiting is over now.

Byron Webster, cash book clerk, rapidly is becoming the office's No. 1 handyman. Byron has two big projects in the fire: painting the walls of his house and building a clothes closet. He's proud to report that he has completely read the first two pages of the section on painting in his new Better Homes and Gardens handyman's book.

Wilma Kanovsky, file clerk, spent the first week-end in February in New York with her sister. The two

girls planned to take in several of the new Broadway plays and just have a good time.

AUDITOR OF DISBURSEMENTS

By Don Keister and Rita Talbott

Rita Mazur is excited about her forthcoming trip to Florida. . . Fred Talbot burned a few meals while his wife was in Hornell for a few days. . . Virginia Blackley is one of the proudest new aunts we've seen in many a moon. . . Lottie Scholz spent several days in New Jersey with her family.

Some days you should stay in bed probably is the thought Frank Troyano, chief clerk, has had since he fell and broke his arm one morning while coming to work.

Virginia Farson spent the better part of her vacation time nursing her sick husband. . . Dave Murg, messenger, is sadder but wiser for his day in court—speeding! . . . The men's bowling team now feels that it has everything to gain—they're in last place!

Gerry Sapp also has Florida on her vacation calendar, but not for several weeks. . . Georgia Bateson is contemplating a move to Los Angeles. . . Kathryn Guiton went all out for charity during the annual March of Dimes campaign by donating her time and services.

Capt. Virginia Farson's bowling team currently holds first place in the women's league with Agnes Fortunato's team but a single game behind. Mary Jacubie holds high individual game score of 221 and individual high three-game series of 476. Agnes is high up on the average list.

We all miss Fergie Small, supervisor of the payroll department, who was confined to the hospital recently due to a gall bladder ailment. We

wish him speedy recovery and hope to have him with us again soon.

AUDITOR OF REVENUES

By Jimmy Murphy

A visit from **Charlie Glass**, retired, pleased us and especially to learn that he and his wife are contemplating an extended trip to add more happiness to his retirement years. . . It was quite a shock to his many friends to learn that our efficient statistical clerk, **Bill McGrath, Sr.**, was ordered to the hospital for necessary repair and treatment. However, we hear that he is in fine spirits and doing nicely at home. He cannot get well too soon as we miss his kind and friendly manner toward fellow workers. . . Congratulations to **August Steinhilber** who was awarded a diploma by Western Reserve U on Feb. 1. Graduation exercises were held in Severance Hall and **August** received his bachelor of arts degree in political science. We wish him genuine success. . . It's a girl for the **Jim Feeney** family. **Claudia Ann** joins **Jim, Jr.**, **Clare** and **Daniel**. Claim Investigator **Jim, Sr.** is bursting with pride. . . We were very sorry to learn of the accident which befell **Jimmy Reilly's** 15-year-old son during a recent snowstorm. **Jim, Jr.** suffered fractures of both legs when he attempted to push a friend's car and was struck by a motorist. We do hope he will recover soon. . . Last month we reported the engagement of **Sue Callaghan**. We now are told wedding bells will peal out for her Oct. 6. . . We are sorry that **Shirley Kaiser** has decided to devote full time to her housewife duties. We will miss her. . . We happily welcome two more new waybill sorters, **Tom Maloney** and **Ken Russell**, who say they are well pleased with the beginning of their railroad experience. . . If you've been wondering about your next vacation, **Gladys Reed**, **Jennie Sakarozok**, **Adeline Stelmack**, **Alfreda Jasinski** and **Mary Falsasco** are the ones to see. The way they talk about their trip to the Greenbrier Hotel, White Sulphur Springs, W. Va., makes you want to take off the next day. . . **Mike McNalley** is used to the better things in life. He is now riding around town in a late model Ford. . . **Bill Mauerer** finally has turned into a staunch Rapid Transit supporter after being a life-long proponent of automobiles as the only mode of transportation to work. You probably have heard that West Cleveland recently was blessed with a new Rapid Transit which stops right at the Erie's doorstep.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Lodge No. 486 of the Brotherhood of Railway Clerks had its annual valentine party at the American Legion home where delicious steaks were served to members and guests. The committees appointed by President **Bob Ward** did an excellent job and deserve a lot of credit for making the affair a success. Co-chairmen were **Bill Cregan** and **Joe Bullock**; time and place, **Tunney Vet**, chairman, **Jack Meehan**, **Phil McEntee**; decorations, **Jane Moore** in charge, **Nipper Trowbridge**, **Bill Leonard**, **Ben Bayly**, **Ernie**

Dungan, **Susan Feeley**, **Ruth Hedden**, **E. Van Craig**; tickets, **Don Lindeman**, **Eddie Gillette**, **Pauline Bove**, **Neil Crandall**. The entertainment committee really knocked themselves out to provide laughs. Co-chairmen were **Olga Nazar** and **Jim Barnett**, with unselfish assistance from **Mary Recktenwald**, **Carolyn Benson**, **Delores Lindeman**, **John Kelly**, **Harvey Schneegas**, **Freddie Cortese**, **Fred Schmitt**, **Heinz Muhleisen**, **Bill Pawling**, **Dick Schieder**, **John Hitchcock**, **Nancy Watt**, **Jack Loree**, **Ruth Hunt** and **Henry Drury**. . . **Nell Singleton** shopped in Binghamton. . . **Harry Vanderhoof** is sporting a new Dodge. . . **Tunney Vet** was elected to the council of St. Paul's Church. . . **Jerry Curran** has a new homemade coffee carrier. . . **Ruth Hoyt** lost her voice but it was only for a day. . . **Dick Tyson** set-

tled for a station wagon. . . **Tom Halloran** holds one of the highest averages in the Erie bowling tournament. . . **Jack Meehan** won a "flame thrower" at the annual meeting of the Hornell Erie Employees Credit Union. . . **Howard Hamilton** won a lovely set of ear-rings and a dazzling necklace at a card party. . . The M. of W. held a birthday party for boss **Ernie Dungan**. . . The girls held a maternity party for **Ginnie Argentieri** at the country club. . . **Deborah Leonard** paid her first visit to the Bureau. Her mother wanted to show her the characters her father works with. . . **Zip Zannieri** wishes that the person who borrowed his binoculars would kindly return them. . . **Pauline Bove**, **Richard Schieder**, **Olga** and **John Nazar** attended opera in New York. . . **Margaret** and **Jim Hil-**



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ton enjoyed the Florida climate. . . **Walter Coston** was re-elected president of the credit union which declared a 5½ per cent dividend at its annual meeting. **Bill Pawling** and **Jim Hilton** were elected to the supervisory and loan committees. . . **Bill Geary** is proud of his newly remodeled kitchen. . . **Bill Shafer's** engagement to **Barbara Palmer** of Howard has been announced. . . **Mr. Artman**, **Ella Dennison** and **Fred Schmitt** are back

from the Florida playgrounds. . . **Mozzy Piacenti** has taken up house-keeping. . . Little **Richard Stephen** is the latest addition to the **Eddie Yochem** family. . . Welcome to our new messengers, **Jack Loree** and **Tom Terry**. . . By the way, **Pauline Bove** saw the last part of the opera while sitting on the floor. . . **Cliff Friends** visited New York on business. . . **Lucky Mary Recktenwald** won a new electric cooker.

NEW YORK DIVISION

PASSAIC, N. J.

We welcome a new clerk, **Mario Verica**, and a new comptometer operator, **Mary Malinaro**.

Charles Dalzell spent a week-end in Callicoon, N. Y., in preparation for his spring training.

Vincent Calvino, track foreman, and wife spent a vacation at Miami Beach, Fla.

We hope and pray that **Charles Bogen's** daughter will continue to show signs of improvement from her illness.

Conductor **Leo McCauley** has recovered completely following a finger injury.

Sympathy is extended to **Harry Kinney** whose wife died.

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Sympathy is extended to the following who were bereaved recently: **Mrs. Fred Murphy** (husband); **Mr. and Mrs. Tom Rooney** (brother);

Mr. and Mrs. George Ameer (her father); the family of **Mike Downey**, retired side lines dispatcher, who died suddenly Christmas morning.

Year-end vacations: **Tom Rooney** spent the last two weeks in December getting ready for the holidays. **Mr. and Mrs. Joe Stanley** went to Virginia, **Mr. and Mrs. Harry Close**, to Carbondale, Pa., and the **Bunnells** to Pasadena, Cal., where they visited with her sister and had reserved seats at the Tournament of Roses parade.

Birthday congratulations to **Joe Nolan** of the dispatcher's office.

Mr. and Mrs. Fred Dana are proud grandparents of a girl, born to **Mrs. Edward Dana** at Valley Hospital, Ridgewood.

Glad to see **H. A. Rhoads** and **Rudy Appeld** back after illnesses. We wish speedy recovery to **John McBride** who is at St. Francis Hospital, Jersey City.

Congratulations to **Mr. and Mrs. Joseph Nalewaiski** who celebrated their 21st wedding anniversary Jan. 8 at a family dinner at home.

Recently **Mr. and Mrs. Dan Crowley** had as their dinner guest, **Bob Godfrey**, brother of **Arthur**, the radio and TV star.

Office changes are: **Al Whalen**, now station service clerk; **Alice Shama**, stenographer in place of **Joe Mamary**, transferred to Newark; **Gladys Gonsler**, stenographer-clerk in place of **Alice Shama**. In the dispatcher's office, **Jane Rymer** has taken the place of **Mrs. Ellen Mezey** who is on a leave of absence.

Dick Young was a member of a party flown to Washington in a chartered plane, to inspect the new General Motors Aerotrain and make the demonstration run to Newark.

The annual dinner-dance of the Brotherhood of Railway Clerks' Lodge was held at the Peacock Inn in Mountain View Jan. 14. Attending from here were **Mr. and Mrs. Al Whalen**, **Mr. and Mrs. J. R. Ebert**, **Mr. and Mrs. N. J. De Vito**, **Mr. and Mrs. George De Puy**, **Mr. and Mrs. R. Smith**, **Mr. and Mrs. George Ameer** (Violet, from the general manager's office); **Irene Gallagher**, general manager's office, **Mr. and Mrs. Harry R. Coleman**, **Mr. and Mrs. J. H. Close**.

A retirement dinner for **Harvey Roleson** was held at Khechenmeister's Hall, Carlstadt, Jan. 28. The gift was a wallet. Attending from here were **Mr. and Mrs. H. A. Bookstaver**, **Mr. and Mrs. H. A. Rhoads**, **Mr. and Mrs. H. R. Coleman**, **Mr. and Mrs. A. Voss**, **Mr. and Mrs. J. R. Ebert**, **E. F. Bunnell**, **Mr. and Mrs. Thomas Kelly**, **Mr. and Mrs. E. Dornan**, **Mr. and Mrs. J. D. McFadden**, **Mr. and Mrs. N. J. De Vito**, **Mr. and Mrs. V. J. Derner**, **Roger Sutton**. Entertainment was by **Don and Rosita's** dancing school, Carlstadt.

The spring dinner and dance of the welfare association will be Saturday evening, April 14, at the Lexington Cocktail Lounge, 515 Lexington Ave., Clifton.

J. C. FREIGHT CAR

By Bill Downes

Salvatora Truilo, carman helper at the Croxton yards, and **Maria Palotta** were married Feb. 4 at St. Nicholas' Church, Palisades Park. After the honeymoon they will reside

Errie Railroad Magazine

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in Union City.

Eugene A. Garvey, assistant to the car foreman at Penhorn shop, is the proud father of a six-pound, 13-ounce boy born Dec. 15 and named **Eugene, Jr.** Of course, **Gene** did the honors and passed out cigars to fellow workers.

Ray Favreau, trainyard foreman, Croxton, and his mother returned recently from a vacation trip to Miami Beach, Fla. **Ray** reports that for a few days it was just as cold down there as it was up here, so he did not get sunburned as much as he expected.

Fred Beyl, carman, Penhorn shop, has been appointed chief inspector of the movement of loaded high and wide equipment, succeeding the late **Stephen Filarki**.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

Congratulations to **John J. Callahan** and wife on the birth of a daughter, **Barbara Nancy**, Jan. 13. They also have a three-year-old son, **John Robert**.

John Bakker intends to participate in the Erie bowling tournament to be held in Youngstown the week-end of March 10-11. We hope he meets with more success than he has in previous years.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Jack Lewis, demurrage clerk, retired Feb. 6 after 43 years' service. Supt. **O. A. Frauson** presented him with a traveling bag on behalf of fellow workers. **Jack** is expecting to take a trip to Florida.

Bertha Trefry, typist, spent her vacation at Lake Worth, Fla.

Good luck to **Sam Comer**, messenger, now in the Traffic Department. Welcome to **Jack Frauson**, his successor.

Congratulations to **Edna Andrews**, **Bill Evans** and **Red Kearns** who have service anniversaries in March.

Happy birthday (March) to **Joe Di Mitri**, **Al Kennedy**, **Emil Skupin** and **Jim Kelly**.

MARINE

By Jesse E. Baker

January was old home month. We had the following visitors: Captains **Fred Decker**, **William Hulsaver**, **William Schultz**, **Mace Van Wagnen**, also **Alonzo Downing**, engineer, and **George Miller**, machinist, all retired.

This question has come up many times: "Could the steamship *Queen Elizabeth* pass under the George Washington Bridge which crosses the Hudson River at W. 178th St., Manhattan?" The Port of New York Authority pamphlet of February 1954 reads as follows: "Channel clearance of bridge at mid-span is 248 feet." Pamphlet issued by the Cunard White Star Line in July 1949 reads: "The *Queen Elizabeth* measures 234 feet from keel to topmast. The draft of the *Queen* is 38 to 40 feet, depending on the load she has aboard." The

answer is, "Yes, with 52 feet to spare."

Francis J. Rorke, who came to the Erie in November 1951 as an extra deckhand, has since procured a pilot's license and sat for his master's license. He started steering the tug *Chicago* in January 1956, a record for any young man who wants to get ahead to shoot at.

Edward A. Grace, retired tug dispatcher, was presented with a 50-year retirement certificate by **C. E. De Joia**, marine superintendent.

Fred Miller, retired deckhand, passed away Jan. 5.

Sympathy is extended to **Claude Turse**, ferry-master, on the death of a member of his family, and to **William Shaw**, retired porter, on his wife's death.

Our safety record has dropped into the sub-cellar. I ask all concerned to try and pull it out by being more careful and working safely.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

Freight Agent **Glenn A. Snyder** has been appointed a board member of the Central Railroad Association for 1956.

Associates and friends of **Jimmy Field**, numbering 110, gathered at the Hotel Markeen Jan. 28 to tender him a testimonial and retirement dinner. **Jim** was a yardmaster for 40 of his 55 years' service at East Buffalo.

Ward Wilson, trainmaster, was toastmaster and introduced many of **Jim's** friends from industries in the surrounding area. Supt. **J. M. Moonshower** presented the gifts, a pin to mark **Jim's** many years of service, a miniature train, from head-end to caboose, encased, and a cash gift. **Mrs. Field** also received a pin.

BUFFALO MACHINE SHOP

By Frank Halbleib

Proud parents of baby boys are **Mr. and Mrs. Robert Krolczyk** (Dec. 21) and **Mr. and Mrs. Stanley Urban-ski** (Jan. 15).

Frank Schwartz, machinist, retired Jan. 18.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

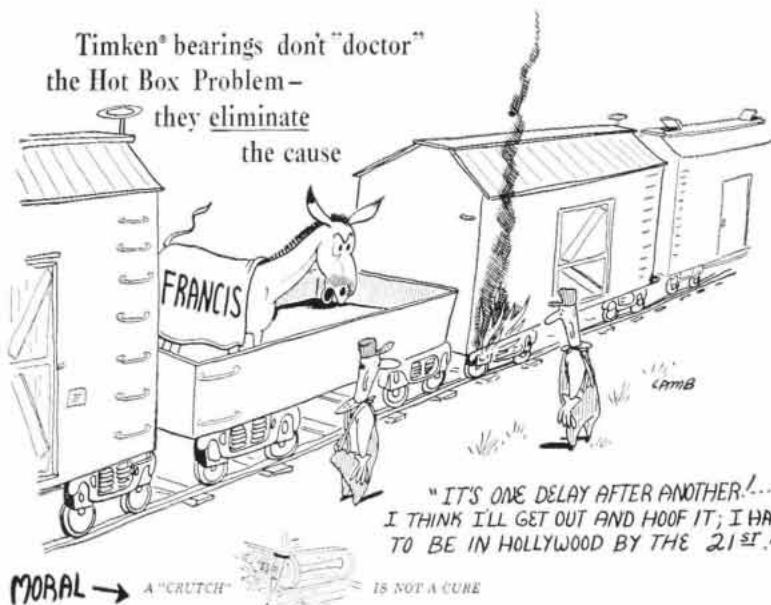
Kenny Moore, diesel foreman, has left for the Mayo Clinic at Rochester, Minn., for observation and correction of a leg injury.

Joe Hogan, electrical foreman, is off the liquid diet and has dropped 40 pounds.

Dick Klees, air brake machinist, was elected conductor of the Benefit Association of Railway Employees.

Les Campbell, electrician, and family visited their children at Baldwinsville, N. Y.

Frank Wolfanger, machinist and



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president of the Hornell Baseball Association, is in the midst of fund raising to retain the Dodger Pony League team in Hornell. Let's get behind him. George Sisler, Jr. was the principal speaker at the baseball banquet

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Feb. 14.

Master Mechanic C. E. Maahs and Frank Wolfanger attended the Y.M.C.A. convention in New York.

Eddie Powers and Jerry Parker have taken up their abode in the Hotel Hornell.

John Nagy, blacksmith foreman, and Slim Wescott, machinist, make weekly trips to Lake Canadice to fish through the ice.

Leo Stone, air brake machinist, is looking for a small farm to expand his flower raising program.

Louis Oakes' prize gold fish have taken several awards.

What happened to the elaborately planned party of Boilermaker Danny Mosgrove for New Year's Eve?

I see Joe Joseph and Matt De Gattano are back again. Leo McCarthy also is back in the pipe gang.

Jimmie Watt and Paul Grimes are backing Eddie Sullivan in his next title go.

Ralph Hammond, chief clerk, has changed his bowling night to Ladies Night.

Sympathy is extended to the families of the following retired employees who passed away: Frank L. Kaufman, machinist, Jan. 8; Frank Dodge, machinist, Jan. 16; also to the fam-

ily of Albert Hovey, boilermaker helper, on his death Jan. 10.

The following employees retired in January: William G. Jeffery, back shop boilermaker; Frank E. Smith and Thomas A. McGraw, diesel shop machinists.

Diesel Clerk M. J. Brunskill has hit the bowling hall of fame with a 255 game (Friday, Jan. 13).

We welcome back Yolanda Weidman after a brief illness.

The office of Road Foreman P. R. Frisbee and Ruth Cross, clerk, was moved to the depot Jan. 31.

STORES

HORNELL, N. Y.

By Donald E. Lindeman

The year-end holidays sort-a confused your correspondent so last month's deadline was not met. If some of the news is a bit stale, it's due to my failure to report on time.

Our sympathy is extended to Bob Ward on the death of his father in January; also to Phil McEntee whose grandfather passed away in January.

Dom Gallicchio is back with us after a sojourn in the hospital.

Rosamond Hug has moved into her new home in Canisteo.

With a few stitches in his scalp, Howard Hunt has returned to his duties after coming out second best in his argument with a rail.

June and Cyril Albaugh are being seen in their new Chevrolet.

If Suzanne Feeley is seen with her arm in a sling, it's only because of all that extra weight created by the big rock she is wearing on her finger. The lucky fellow is John Ebert, son of Supt. J. R. Ebert.

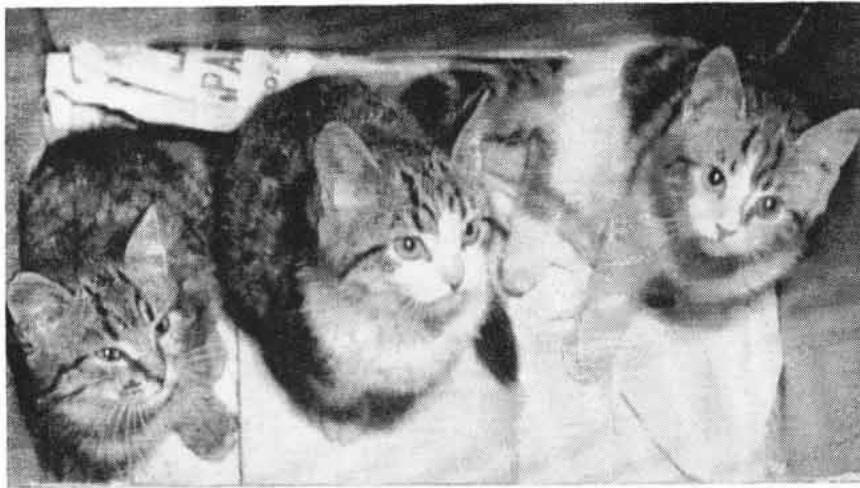
Mr. and Mrs. Edward McClenin spent the holidays with daughter Dorothy in California.

Paul Kraft made the headlines with his recent win as "all events champion" in the local bowling tournament.

We wish Bob Stickles speedy recovery from his bout with pneumonia.

Bob Ward was elected president of

Erie Railroad Magazine



The flash of the camera seems to have stumped these little rascals for an instant but Gandy-Dancer, Car-Knocker and Deckhand were a blur of fur a split-second later as they bolted for a rolling ball.

CATS continued

not to "Shipwreck." She is happy in her new home, and she wants to avoid a scandal. Her new-found friends shower her with affection and, what's even more desirable, with chopped liver, a variety of meat and all the milk she wants. The new home is warm, and she can snooze any time she pleases in a number of cozy spots. Life is so wonderful that she hasn't even looked for a boy-friend as yet. If "Shipwreck" can help it, all this isn't going to be busted up by a nasty old rumor. When it all started she was merely skin and bones—and soggy wet, at that.

"Shipwreck," however, is not the only cat living in luxury furnished by Erie employes in the Jersey City area. There are a number of other felines cared for by benign Eriemen.

Private Bed

Perhaps the luckiest and most favored of the Jersey City cats is "Buttons" whose residence is in the first aid room. The striking-looking black and white "Buttons" even has his own bed to sleep in. It was made for him by an Erie employe.

The liveliest of the group is a trio of kittens who make their home with their mother in a heated room at the end of the Railway Express pier. They're only a few weeks old and will frolic at the drop of a button.

The baggage room in our Chambers St. station across the Hudson River in Manhattan is another preferred habitat for the Erie's luxury-loving cats. At present three of the frisky rascals reside there.

For a considerable length of

time, the most noticeable of the cats were the two which camped in the busy waiting room of the Jersey City station. However, as so often happens, the lady cat there had young ones, and, since the station is so busy, Erie employes notified the Society for the Prevention of Cruelty to Animals which picked up the feline family in order to provide a quieter home for the tiny kittens and convalescing mother.

The cats seem to have a unique appeal for everybody, not only Erie employes. Many of the commuters carry food leftovers, milk and cat food many miles from their homes and offices and feed the cats regularly. As a matter of fact, the cats are treated so well, they have been known to disdainfully ignore a filet mignon for a marble which provides them with recreation.

Of course, the cats earn their room and board. They are the mortal enemies of anything smaller than a cat if it moves. Mice and other rodents long ago learned to avoid combat with Erie's Jersey City cats.

What do the cats have to say about all this? They just purr. They never had it so good.

Local 486 for the year 1956.

MEADVILLE SCRAP & RECLAM.

By George Smith

Birthday greetings to John Brecht, George Hood, Harold Mowris, John Rogers, Robert Stanford.

A purse full of money was presented to Steve Zuccaro when he retired recently.

Al Spearhouse has a 1956 red Ford. Whoops! Finding a misplaced note, I see that Trainman William S. Allen and F. F. Forbes, supervisor, and their wives attended the Toronto fair over Labor Day.



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Retirement Benefits Not Income Tax Item

With the April 15 deadline on Federal income tax returns not far off, the Railroad Retirement Board reminds persons receiving retirement and survivor benefits under the Railroad Retirement Act that these payments are not subject to Federal income taxes. The official instructions, which accompany Form 1040, *Individual Income Tax Return*, state that benefits under the Railroad Retirement Act could not be reported as income.

The unemployment and sickness benefits received under the Railroad Unemployment Insurance Act are also exempt from income taxes, and these, likewise, should not be shown on a Federal income tax return.

The Board also states that railroad employees who need a statement of earnings for income tax purposes should not write to the Board for it. Each employer is required by the income tax law to furnish all his employees with Form W-2, which is the only form acceptable to the Internal Revenue Service as a statement of wages paid and income tax withheld.

VETERANS continued

York on Jan. 21 and made a report of the business conducted at that time. Attending from Meadville beside Mr. and Mrs. King were Mr. and Mrs. W. W. Turner, Mr. and Mrs. Irving Hoy, Mrs. Fred Siverling, Mrs. Walter Faulk, Mrs. John Ebel and Mrs. W. W. Thomas.

Mrs. Harriet Seybolt was reported ill.

Mr. and Mrs. Clint Seymour celebrated their 50th wedding anniversary

sary Jan. 22.

Leo Manross made his last trip as conductor Dec. 14, and retired Dec. 15. He has 46 years' service.

Please get your 1956 dues card from Robert O'Grady at the ticket office.

Youngstown

By R. P. Reebel

Our thanks to the Jersey City Chapter for a very fine time at the annual installation of officers in New York City on Jan. 21. About 30 from Youngstown were there and all reported a splendid time. The only entertainment at the dinner was the singing of W. J. Flusk. After that, anything would have been much of an anticlimax. We hope it will not be too long before we can hear him again.

A joint dinner with the Ladies Auxiliary is being planned for the spring. More about it later.

Our next meeting will be March 7 in the K. of C. Bldg., South Hazel St., Youngstown (8 p.m.). Refreshments will be served after the meeting.

Baggage Allowance

First allowance of free checking of 150-lbs. of personal baggage on a full-fare passenger ticket was authorized by the General Ticket Agents' Association, (now the American Association of Passenger Traffic Officers) March 30, 1870. Originally the allowance applied only to colonists' tickets.

The railroads of the United States at the beginning of 1953 represented a total investment of \$33,015 million.

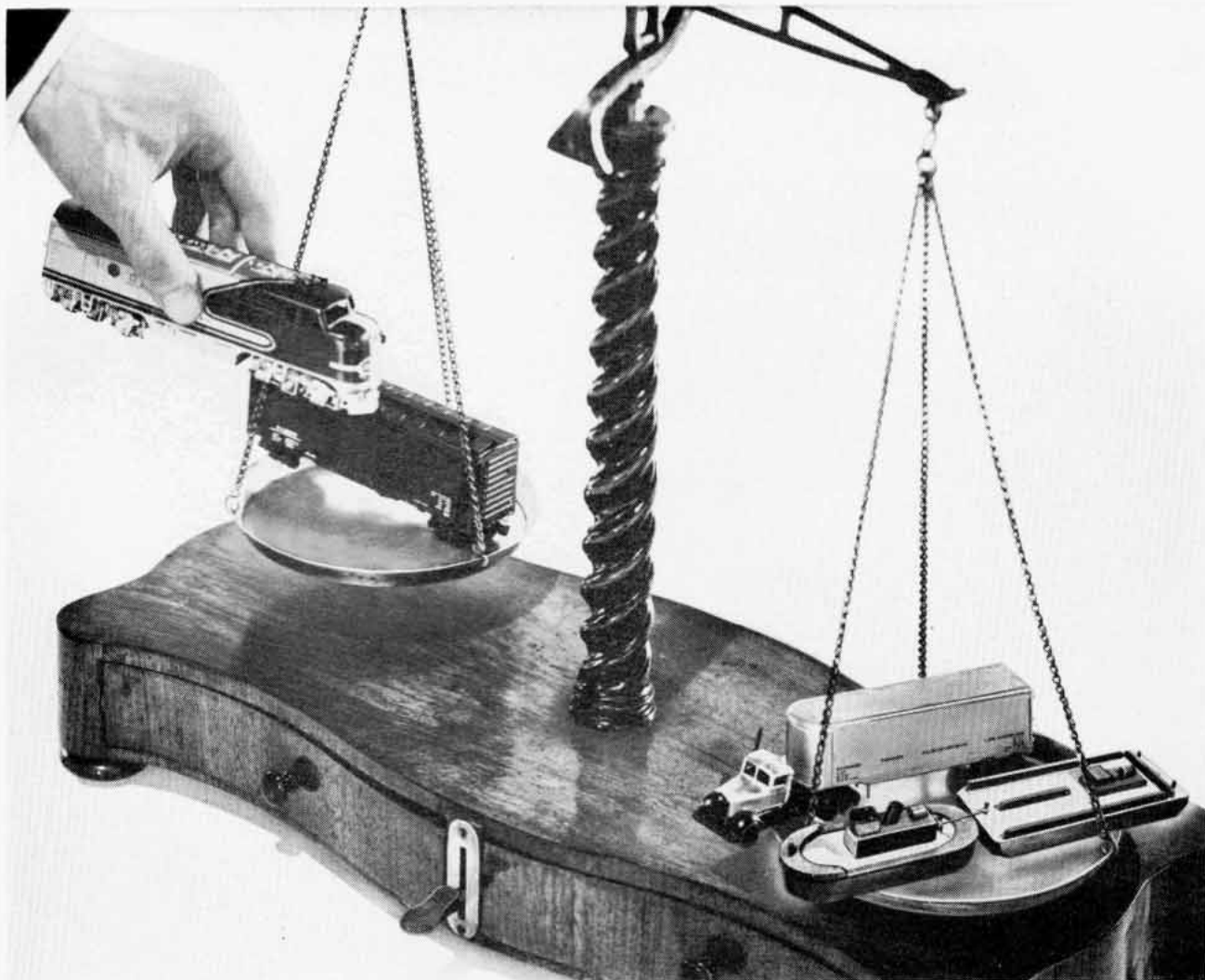
Quiz Answers

1. Central Standard Time.
2. Traffic moving from one city or town to another.
3. Everything that rolls on railway tracks.
4. Yes, but it is not equipped to operate singly or as a lead unit in a locomotive combination.
5. No difference.
6. \$3,000,000 or more.
7. Both.
8. Dead Weight.
9. Yes, on shipments moving interstate or if the rates are in competition with interstate rates.
10. Mainly by diagrams. Tickets presented, plus cash receipts, must check with space occupied.

Guess What Answers

1. Ceiling lights in center of Erie passenger coach.
2. Luggage rack in Erie passenger coach.
3. Foot-rest in Erie passenger coach.

Erie Railroad Magazine



BRINGING THINGS MORE NEARLY INTO BALANCE

Every form of transportation has some basic ability which permits it to do a particular job better than another type of carrier.

Railroads, for example, can usually haul freight more economically than trucks, except for short distances.

Outmoded government regulation, however, often keeps transportation rates higher than need be.

So President Eisenhower's Cabinet Committee has urged modernizing regulation to permit greater freedom in making competitive rates.

This would bring about a healthier balance among transportation services and encourage each type of carrier to specialize in those jobs for which it is best fitted.

The Committee estimates this would result in lower overall costs to the public*.

**The public is you.*

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PRECISION and craftsmanship—those are the qualities that give you some idea of the job of an Erie diesel repairman. He works in a specially designed diesel shop with modern tools and machines for servicing the "workhorses" of the railroad, from big road diesels to the smaller switching locomotives. On a

railroad where the key word is "Dependability," motive power must always be in tip-top shape.

It is Erie's continuous effort to provide dependable service that is so important in the transportation of people and products that go to make a better living for all.

The Erie diesel repairman is just one of more than 18,000 Erie men and women who are working together to bring better service and help contribute to the growth and prosperity of *your* community. Many of them are your neighbors and home town partners—you can depend on them . . . you can depend on the Erie.

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