



**ERIE POLIO
PLAN STARTS**

OUR 53RD YEAR OF PUBLICATION

MARCH 1957

The President's Page

AFTER MANY YEARS of painstaking research, the dreaded polio disease is now being conquered—a blessing in which all of us can rejoice.

Salk polio vaccine is now available in sufficient quantities so that its benefits can be broadened beyond the child level.

In the interests of protecting the health of our employes, the Erie is adopting a program whereby Erie men and women can receive polio immunization vaccine, if they desire to do so, free of charge. The company will pay for the serum and the fees of the doctors who administer the inoculations. A simple administrative procedure has been set up, details of which appear elsewhere in the magazine.

In offering this benefit to our employes, it is our earnest hope that we can help strike out the ravages of polio and spare our people the heartache and suffering that so often accompanies it.

H. W. Van Weller



Oldest Employee Magazine in Railroad Industry . . . Our 53rd Year of Publication

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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.

March 1957

Vol. 53, No. 1

THE COVER:

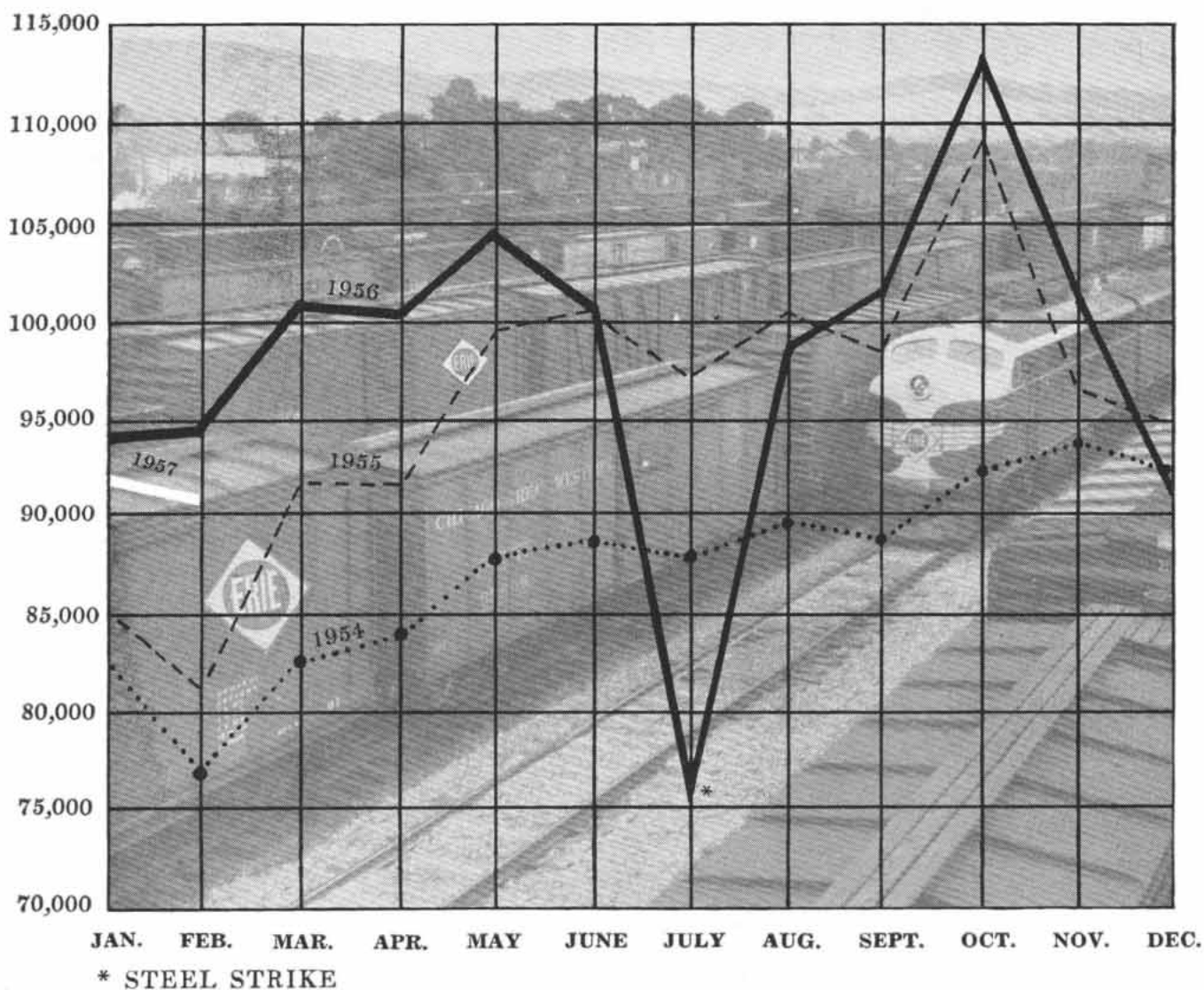
Nurse Kathleen Flaherty fills a syringe with Salk polio vaccine to start the Erie's free inoculation program.

The program is the first of its kind, so far as is known, on any railroad, and believed to be the first of its kind in any large business organization. You can learn more about it—and see Nurse Flaherty on the other end of the needle—on Page 6.

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

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Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Erie Safety Program Starts Second Century

Latest Book of Rules Issued; 36 Pages Cover Many Jobs

THIS month Erie Railroad employes in engine, train and yard service are being given the latest 36-page edition of the safety book of rules, a book of rules that marks the beginning of the railroad's second century of safety education.

For it was on Dec. 1, 1856 that Daniel Craig McCallum, later a Civil War general, startled his engineers with a set of nine rules for safe operation.

The first of those rules, "Run safely first, and fast afterward," seems commonsense enough today, and one that today's well-trained, responsible engineer would live up to at any time.

"Who's McCallum?"

But it didn't seem so then, for a century ago many of the men in the cab were there because the locomotive offered the world's fastest means of transport.



PAUL A. MILLER, yard brakeman at Akron, demonstrates the safe and sane way to throw a switch. This job is completely analyzed in the new book of safety rules.

March, 1957



NINE SAFETY RULES were promulgated by Gen. Daniel C. McCallum when he was general superintendent of the New York & Erie. Emphasis on the safety of Erie employes has grown in the succeeding century, and today's book of safety rules has 36 pages.

McCallum might be general superintendent of the New York and Erie Railroad, these men felt, but he had no business telling engineers to run safely. Most of them had hired out to run fast, faster than any horse could ever run, and they saw no sense in running safely.

Many left because of his rules—so many that in March of 1857 McCallum was faced with such a shortage of enginemen of the hot-rod variety that the road could hardly operate, and he resigned.

But other men carried on his safety program. Fearful of McCallum's fate, many were slow about it. But his slogan, slightly amended, lives today in the "Safety First" admonitions common in all of industry.

Every Job Covered

And today's rules are much more detailed than his nine. They cover every aspect of every train service job, from throwing switches to setting hand brakes, from coupling cars to getting on and off them.

Nor do today's rules find employes opposed to them. The men who make the Erie today are solid citizens, family men, with a due sense of their responsibility for safe



operation, safe for themselves, for their fellow workers and for the traveling public.

It is not necessary to warn them against running ahead of schedule, of passing stations where they are supposed to wait for a meet, nor do they need to be told not to run their trains across drawbridges that might be open.

Those rules today find their place in the operating book of rules, and everyone on the railroad understands the necessity for them.

Yet it was such simple rules that men of McCallum's day found so objectionable.

Hotrodders of 1856

Today the safety rules are a subject of hot discussion among men in train service, the subject of argument, analysis, and even bets, with the book of safety rules the final arbiter of what is and what is not the safe and proper way to do a job.

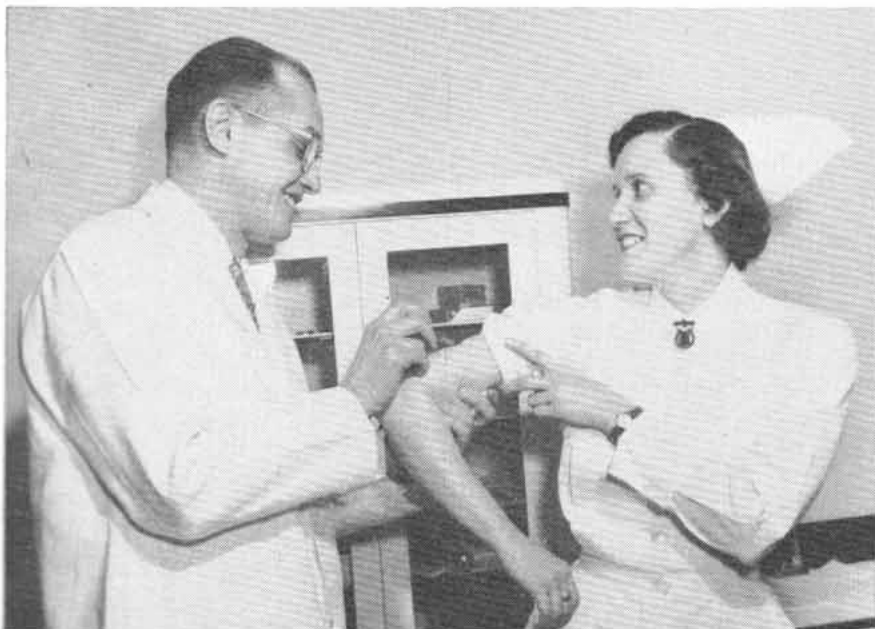
In 1856 foolhardiness and bravery were confused in the minds of many of the men who had been attracted to the new form of transport; today such ideas are to be found only among those entrusted with their first 'souped-up' cars.

(Please turn to page 34)

Company Offers Free Polio Inoculations to Employees



NURSE KATHLEEN FLAHERTY smiles broadly as Dr. Robert W. Edmonds prepares to give her the first polio injection—



BUT HER EXPRESSION changes as she feels the vaccine entering her arm.



AND THEN IT IS HER TURN to watch expressions change. Getting the needle is Miss Estelle Kokicki. Those whose expressions have yet to change are Miss Kay Nolan and Mrs. Helen McCarthy (right).

Action Thought First of Its Kind by Any Railroad

ANY of the Erie Railroad's 18,000 employees who want to be inoculated against polio with the Salk vaccine may receive the full series at no cost to them.

That seems a simple statement, but it is one that is most unusual. So far as is known, the Erie is the first railroad, and the only business organization of its size or larger, to offer such an opportunity to its employees.

Operation Polio has already begun, on a pilot basis, and 900 employees have taken advantage of the offer. Now Dr. William E. Mishler, chief surgeon, has announced that all employees, anywhere on the line, in any department, may be immunized at company expense.

"Medical authorities recommend immunization for persons under 19," Dr. Mishler points out. "But we are offering the series to all who want it."

Procedure Simple

Procedure is simple for anyone who wants the inoculations, a series of three shots, the second given a few weeks after the first, and the third, a booster, given some months later.

Those desiring to take advantage of the offer by the company may do so by asking their supervisors for authorization. This will be made out on the "Request for Physical Examination" form, Form SC-5415.

The series will be given by the company surgeons along the line, and their fees and the cost of the vaccine will be paid for by the railroad, giving all employees, whether they take the shots or not, another benefit as members of the Erie family.

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Erie Railroad Magazine

Ferry Meadville Leaves Family

Going-Away Dress Includes Two New Bustles

CLAD in a going-away dress of brown, white and black, set off by new bustles, the Erie ferry Meadville, just like any bride leaving her father's house for her husband's home moved up the North River on Feb. 20 to the Erie-Lackawanna terminal in Jersey City.

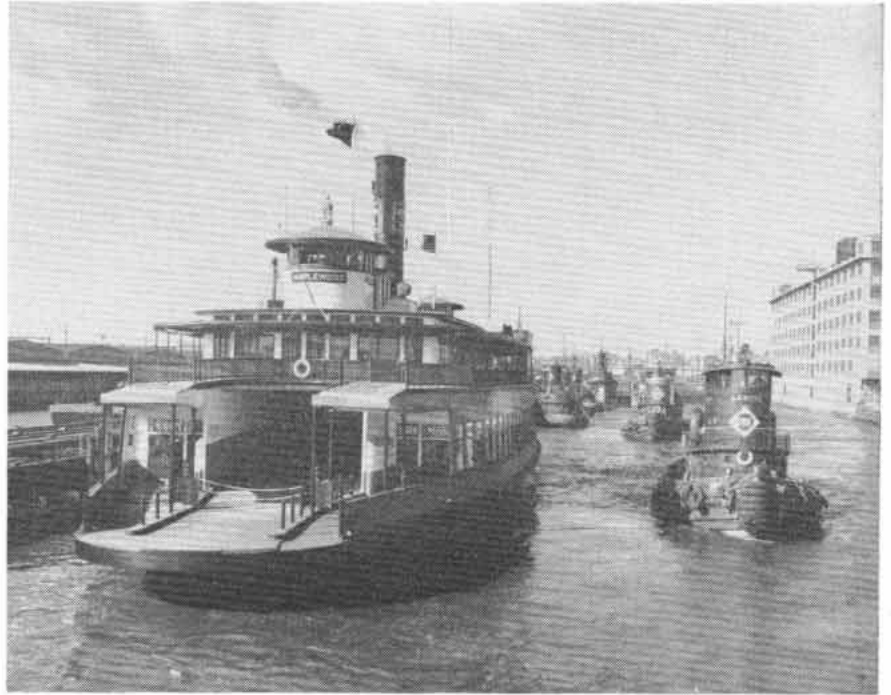
The marriage contract had been signed the day before in the New York Customs House at the foot of Broadway, where Carman E. DeJoia, superintendent of the Erie's marine department, represented her at ceremonies participated in by L. L. Larsen, Lackawanna's marine superintendent, and attended by much signing of documents.

That day had been a day of excitement and strain for everyone who knew and loved the Meadville, now, since her marriage, the Maplewood.

Young and petite as ships go—she was built after the Queen Mary was launched—the bride is a young girl as ships go, for ships often outlive men, and the Meadville-Maplewood has yet to see her 21st birthday.

Gossips might say that she was fast—but to a commuter that is not a libel on the lady that carries him from the Jersey shore to Manhattan in the morning and home again in the evening.

Her speed was the result of her graceful underbody, as the marine architects refer to the submerged portion of hulls, which was lean and double-ended, a series of sweeping graceful curves.



CLAD IN A NEW DRESS, the Meadville, now the Maplewood, leaves her berth, and the Erie family, escorted by the Hornell and the Akron.

True, above the waterline her dimensions were larger, but not vulgarly so. She was buxom without being stout, much as Mae West might have been in her salad days.

In the years that she spent at home she wore a green and gold dress, set off with white and gold ornamentation, with a diamond on her funnel.

Some who saw her new trousseau before her trip to her new home thought the new color scheme did not suit her well, and many of her old friends could not bring themselves to call her by her new name, but found themselves referring to her as the Meadville, even after the Erie diamond had been replaced by a Lackawanna rectangle.

But all that was forgotten when the great day of her bridal trip began. The day dawned bright and clear, and two tugs came from her husband's house to escort her to her new home.

And two others in Erie green livery, their brightwork shining, and their whistles blowing completed the guard of honor as she left the Erie marine yard for her voyage to her new home.

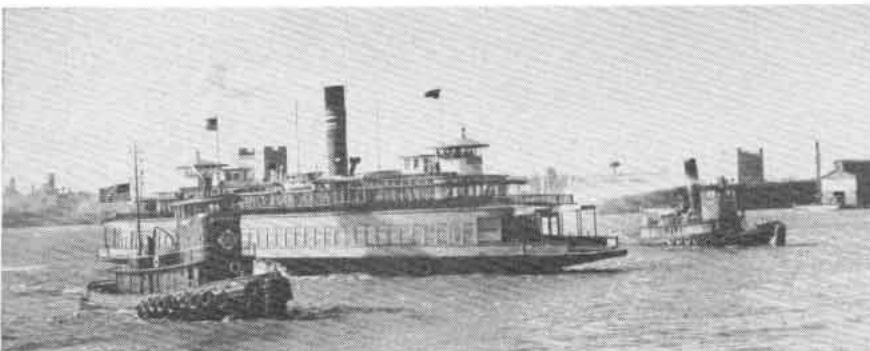
The four escorts blew their whistles and shot streams of water high into the air to form a triumphal arch for her, but were careful not to spoil her new dress with water stains.

Chosen for the escort from the Erie tug fleet were the Akron and the Hornell, old friends and close relatives of the bride.

They and the Lackawanna tugs accompanied her to her new home, where, like any woman, she immediately investigated all the rooms, poking her bows, one after the other—for like all ferries, she has two—into each of the Lackawanna berths in turn.

She found them perfectly to her liking. Since her engagement they have both been lengthened 15 feet, giving her the bustles that were so important a part of her trousseau.

(Please turn to page 32)



ESCORTED BY TUGS FROM BOTH Erie and Lackawanna families, Maplewood, formerly Meadville, heads up-river toward her new home.

Cities Use Strange Methods to Hide Airports' Losses

RISING COSTS of normal city government functions have led defenders of municipal airport operations to shift to a new line in their battle to forestall any cut in their appropriations.

To protect their subsidies and keep their seats on the gravy train, they are trying to hoodwink the public into thinking that the operations of airports are a great financial success—that money is going into the city treasury instead of going out.

They are telling only half the story. The truth is that the taxpayers are still digging down to pay a big portion of the tab for air travelers.

The new line, based on a "now you see it, now you don't" form of accounting emphasizes airport revenue from all sorts of concessions, including nominal payments from the airlines themselves, mentions some expenses—but conveniently ignores the normal and basic business expenses that any privately owned business must absorb, such as interest on debt, depreciation, taxes and overhead. Sound businessmen know that these costs of doing business must be included to get a real picture of where you stand.

Thus one airport boasting a new \$12 million terminal building plus hangars, runways and land costing many millions more, reports that it will have an income of \$1,200,000 this year "of which \$615,000 will be returned to the city's general fund." It is labeled a "great financial success for the city."

Overlooked in the accounting are such items as yearly interest payments of more than \$225,000 on the money borrowed to build the terminal and principal payments of \$665,000 to say nothing of depreciation charges and other overhead costs. There goes the fictitious profit!

And what about taxes? Not a cent of tax money is received by the city on this valuable property. Quite a contrast to what the railroads have to pay on their passenger terminals. Yet the function of both facilities is exactly the same—to pick up and discharge passengers.

At Washington, D. C., for example, the railroads spent \$23 million of their own to build the Union Station and pay taxes of \$650,000 a year on it. The Washington Airport cost \$32 million of public funds and pays no taxes at all.

Or take New York City—when the Port of New York Authority assumed operation of LaGuardia and Idlewild Airports, it did not take over the debt service on \$80 million of city financed airport bonds. The Port Authority pays only \$325,000 a year to the city for the use of these airports while the city pays \$3,250,000 a year in interest on the airport bonds. The railroad terminals in New York City are taxed in excess of \$3 million a year. Quite a contrast!

The federal government's 1958 budget calls for \$434 million for aids to air transportation—not a penny is included for aid to railroad transportation. It's a case of "one pays, the other gets."

Is it any wonder that air fares can compete so successfully with railroad fares? Is it any wonder that railroad passenger business is becoming such a national problem?

Isn't it about time the airlines stood on their own feet to relieve the burden on the taxpayer? Isn't it about time our local, state and federal governments took a more realistic and statesmanlike view of the whole situation before it gets much worse?

Flagman's Story Left McNulty in Skeptical Mood

THE tallest tale I ever heard from a flagman was told by a man I'll call Spooky," Conductor Joseph P. McNulty told the group in the smoking compartment of No. 7.

"I'll call him Spooky because he might have reformed, and that will hide his real identity, and also because he was really spooky—always gone when you needed him, and not given to paying close attention to anything—the book of rules, his duties or the truth."

But let McNulty tell the story:

Spooky was flagging for me when I had a freight run, say about 30 years ago.

I was new in the job and Spooky may have been taking liberties with me that he wouldn't with others, but I doubt it, for the trainmaster apologized for giving him to me.

In fact, the trainmaster admitted that a conductor senior to me had caused so much trouble about Spooky being in his crew that I was getting Spooky on a sort of 'seniority has privileges' basis. I was the junior freight conductor on the division then, and I had Spooky by right of lack of seniority.

Spooky did lots of things to annoy me, and never, never told the truth. No matter what happened, I could never get a straight story out of him, or his real reason for doing, or not doing, anything.

I soon saw it was a game with him. He wanted me to write down what he said in my reports. Then he'd give the straight story when he was asked for a report, and I'd have to do my report over again. He was having his fun, but I soon began having mine.

I just quit paying attention to his stories. Sometimes I'd ask him, but I'd never make out a report until I'd asked others.

Things went along like that for several months, but I'll never forget the last big lie he told me.

We had a long eastbound freight that night, long for those days, that is, about 60 or 65 loads and a few empties. It was a fine summer night, clear but dark, and all was going well until we started up a grade.

When the train was halfway up the grade there was a sudden emergency brake application. I couldn't

(Please turn to page 33)

Phone Company Pays Honor to Erie Operators

The Ohio Bell Telephone Co. has recognized something that all who have occasion to use the Erie Railroad telephones have long known—that the women who “man” the switchboard in the Cleveland offices are efficient, pleasant and courteous beyond the mere call of duty.

These women who help build good will for the Erie now are proud possessors of two commendations from the phone company—one for the manner in which they place outgoing long distance calls, the other for the way in which they handle incoming calls, both local and long distance.

Those who won the awards did not know they were being judged. They were doing what comes natural to them—giving the best service they know how to give.

Here are their names: Mrs. Alma L. McHugh, chief telephone operator; Mrs. Sara L. Craft, assistant chief telephone operator; Mrs. Irene F. Coyne, and Mrs. Catherine F. Stephen, operators.

Portrait Series Attracts Editors

The Erie Magazine's series of portraits of men (and women) who make the Erie has attracted the attention of editors of two national magazines.

Inquiries about the series have been received from the editor of *Partners*, a magazine devoted to labor-management relations, and from the editor of the *Railway Employees Journal*.

Meanwhile the series continues in your own magazine. This month the pictures begin on Page 18.

More Commuter Runs to End at Hoboken

Except for Northern Branch trains, all Erie trains will use the Erie-Lackawanna station at Hoboken instead of Erie's Jersey City terminal beginning March 25.

On that day the only passenger service into the Jersey City station will be Northern Branch trains and the trains operated by the NYS&W.

To handle the increased ferry traffic, the Lackawanna ferry fleet has been increased. Commuters will arrive at Barclay Street instead of Chambers Street in Manhattan.

OUT OF HIS WALLET...!



Notre Dame Alumni Name Erie Man Head

An Erie Railroad man, James Patrick (Pat) Canny, of the University of Notre Dame class of 1928, was elected national president of the Notre Dame alumni association at a meeting at South Bend on Washington's Birthday.

Pat, who says his mother is the only one who ever called him James, is general attorney in the legal department at Cleveland.

His Notre Dame honor makes him the recognized head of more than 25,000 Notre Dame alumni in 164 clubs scattered over the nation.

Magazine to Run Westward

A new series begins in this month's Erie Magazine, a series devoted to the Erie Railroad as such and to the thousands of men and women who make the Erie.

The stories, to appear every month, will cover the railroad from end to end. Just as the Erie was originally planned to connect the Atlantic with the Great Lakes, so will the series—subject to the usual timetable proviso “subject to change without notice.”

This month's story begins at the tip of Manhattan Island, where the lighterage department has its offices in the nautical setting of the Cunard Building at 25 Broadway. The series will take you along our waterfront and then west, over mountain and plain, to Chicago.

Time Is Short for Scholars

TIME is running out for children of employees to apply for the 1957 Erie Railroad college scholarships, Paul J. Kinder, secretary of the scholarship committee, warns. If you have a son or daughter who wishes to apply, he suggests you have him do so right away.

Five four-year scholarships, each worth \$1,000 a year, are to be granted to boys and girls now in their last year of high school, but the committee must have the applications by April 1.

Applicants will be given a competitive examination in a city reasonably near their homes. The results will be graded by an electronic processing machine, which uses code numbers to hide the students' identities.

From the results so tabulated a committee of three men, not associated with the railroad, will choose those to receive the scholarships, worth \$4,000 apiece to every student who maintains a proper standard for scholarship and conduct at the college or university of his choice.

Eligible are:

1. Sons and daughters of Erie employees whose earnings did not exceed \$7,500 in the previous year.
2. Children of deceased or retired Erie employees, provided the deceased or retired parent was an Erie employee at death or retirement.
3. Only boys and girls now in the senior year of high school and who plan to enter college in the fall of 1957 are eligible.

Application forms may be obtained by writing to the secretary of the Erie Railroad Scholarship Committee, 1302 Midland Building, Cleveland 15, O., and giving information as to the parent's name and railroad occupation.

More than one-half of the entire Diesel-electric locomotive fleet on Class I railroads is less than seven years old.

Erie Begins at Manhattan's Tip, Within Sight of Sea



THE PILES of through import bills of lading on Charles A. Stoerber's desk represent many carloads of freight that will move west over the Erie.



OSCAR A. FRAUSON, superintendent of lighterage and stations, points out the Erie's Harlem station on a map of the port.



JOHN J. SULLIVAN, assistant superintendent, lighterage, has a true telephone voice with a smile.

NEAL ANDRES, claim clerk, dictates a letter.



EXPORT ORDER CLERK Anne Schreier is given an order by Salvatore A. Frangipane, shore foreman.

Links Atlantic Ocean with Great Lakes, Middle West

THE ERIE RAILROAD really begins near the tip of Manhattan, at 25 Broadway, across from the Customs House, in sight and sound of the sea, near the Battery.

This is as it should be, for the road was planned to connect the commerce of the Atlantic with that of the Great Lakes Region, to link the world at large with the Middle West.

Thus the railroad has both feet wet—one in the fresh water of the Lakes, the other in the salt water of New York Bay and the North (Hudson) and East Rivers.

Even the elevator operators in the building have a nautical touch, and an exotic air about them. For they wear the dress uniforms of Cunard Line stewards, and on their lapels are silver lions holding globes representing the earth.

The emblem is that of the steamship line; but the ball in the Erie diamond might well represent the earth, for it is in the Erie lighterage department offices on the ninth floor that the webs are spun, woven and untangled again to see that freight shipped abroad by the Erie reaches the proper ship at the proper time for delivery anywhere in the world.

(Next page, please)

MRS. FRANCES KING'S fingers fly as she leafs through arrival notices.



And what a pile of freight—in 1956 more than 47,000 carloads were exported via Erie and the Port of New York, much of it special loadings of the high and wide variety—locomotives for the Spanish Railways, widest in the world; cranes and heavy machinery for the Royal Australian Air Force stations on the Malay Peninsula and mining equipment for lands north of the Arctic Circle.

But much of it is everyday material bound for everyday ports and everyday uses — automobiles for South America, plows for Europe and tractors bound, via Panama, for the vineyards of California.

But here we are at the ninth floor, and there is the familiar Erie diamond and directional arrow. Before we stop in at the lighterage office proper, let us visit the office of Charles A. Stoeber, assistant foreign freight traffic manager.

Friendly Fence

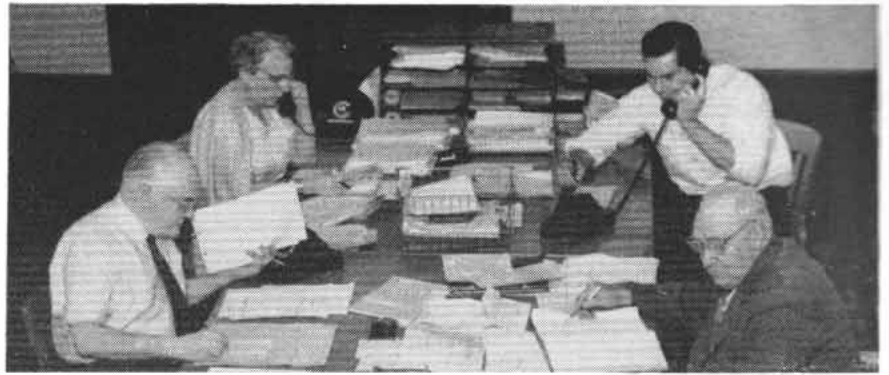
Affable, hospitable Charley Stoeber will tell you quickly that he doesn't "belong" where he is—he is responsible to William C. Otten, several blocks uptown at 50 Church Street. Otten is foreign freight traffic manager, and Stoeber is the liaison officer between the freight department and the lighterage department.

He and his foreign freight and customs clerk are separated from the lighterage office, the domain of Oscar A. Frauson, superintendent of lighterage and stations, New York Harbor, by a low railing.

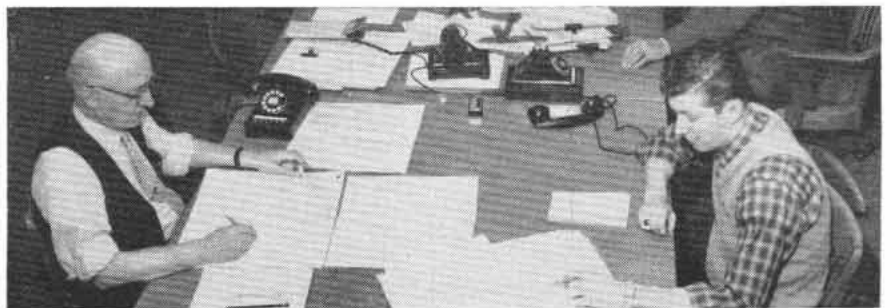
"Don't let the fence fool you," Stoeber says. "They couldn't keep me out if they wanted to, and they don't want to. We get along perfectly."

(Please turn the page)

EXPORT ORDERS and arrival notices are matched by Mrs. Regina Frey, chief lighterage clerk.



BOATS ARE DISPATCHED by a team of six persons. At far left is Miss Loretta R. Londregan, boat dispatcher; opposite her is James J. Kelly, clerk to boat dispatchers; next to him is Charles W. King, chief boat dispatcher, while at near left is Frank McGerrity, boat dispatcher.



CAESAR L. SEVILLE, acting boat dispatcher, left, and **Cornelius P. Duffy**, messenger, are the other two members of the dispatching team.



WHILE HIS SISTER, Lillian M. Skupin, teletypes a message to Weehawken, Emil J. Skupin, chief clerk, waits for the answer.



CHARGES ARE COMPUTED by Thomas R. McGowan, assistant chief lighterage clerk.

HARRY J. MONDELLO is foreign freight and customs clerk.



A BRIGHT SMILE from the cashier, Mrs. Edna Andrews.

HERMAN F. MILLER is assistant chief clerk, and is shown at that delightful task, making up the payroll.



IMPORT MOVEMENTS are the concern of William H. Evans, west-bound clerk.

Erie Begins at Sea

(Story begins on page 10)

That sentiment is plainly echoed from the other side of the fence, which separates, but does not divide, the two offices.

That spirit is a tribute not only to the men concerned but to the Erie desire to serve as a unit, for it is the special tricky problems that Stoeber is there to ask help on.

A shipper finds he will be late loading his freight at Chicago—can the Erie sort out the car, place its load aboard a lighter, and put it alongside a certain ship at a certain hour, a day or two faster than usual?

47,000 Carloads

That is the sort of problem that Stoeber takes to the lighterage department, and that is hardly a job to make a man popular.

For every one of those 47,000 and more cars a year—about a fifth of the freight shipped out of New York—is the concern of the lighterage department, as well as many thousands of other carloads that arrive in New York destined, via Erie, for inland points.

(Next page, please)

MISS DOROTHY SHEA is stenographer and file clerk.



ERIE'S COPY of the signed dock receipt, proof of delivery, is filed safely away by Mrs. Julia Towey.



And those carloads are not simply carloads to the lighterage department. The lighterage department knows them as single crates, boxes and packages, together with their contents and weight and the marks on every bale, barrel and bundle, the name of the consignor, the forwarder, the customs house broker and the consignee.

Dock Receipts

Too, the department keeps in constant touch with both the steamship lines and Croxton Yard to know just when a steamer can load the freight destined for it, and just when Croxton will have the car ready to be forwarded to the Erie piers on the Jersey side of the Hudson.

And involved, too, are questions as delicate as any that ever faced a banker. For while the men and women in the office are seeing that thousands of packages get just where they should go, they are producing negotiable paper—dock receipts—at the same time.

To the shipper, the dock receipts are money, and he can deposit them with a draft on the consignee as soon as he receives them—hence still another need for extreme care. But we are getting ahead of the story.

Orders to Export

Save in those cases in which a shipper telephones or telegraphs about some special situation, the lighterage department deals with three basic documents, and issues a fourth, the dock receipt, worth many times its weight in gold.

First, there is the export order, which usually comes from a freight forwarding company, a customs broker, or a house specializing in exporting, which includes export subsidiaries of large corporations that do their own export work.

This shows the ship on which the freight is to move and the day the ship is scheduled to sail. It identifies the freight completely, down to the last mark, and tells what freight car or cars it was shipped in. Attached to this form may be permits from foreign consuls certifying that the shipment is not considered contraband by his country, and may be imported.

Too, there may be special permits from our own government approving the export of the commodity if it is a strategic one.

Notices and Permits

Next there is the arrival notice. This notice, prepared by other Erie men and women shows that the car has arrived at Croxton Yard, not far from Jersey City.



PAUL O'NEILL, stevedore clerk, observes while Arthur W. Gannon, just promoted to shore foreman (seated, left) instructs Joseph A. DiMitri, new demurrage clerk in his duties. Demurrage runs from \$69.95 to \$89.77 a day a boat.

But these papers alone are not enough. Before a definite decision can be made as to the disposal of the car and its freight another is necessary—the dock permit.

Issued by the steamship company concerned, the dock permit gives the pier number, day and hour where the freight may be delivered either at ship side or stored aboard the pier. Once this is received, the lighterage department can begin its serious work.

This consists of ordering the freight aboard a certain lighter—and lighters are great scows that can carry as much as eight 50-ton freight cars—in time for the freight to reach shipside at the specified hour, and preparing the dock receipt in quadruplicate.

Right Lighter, Right Time

But picking the right lighter at the right time is not so easy. There are four basic types—scows, open to the weather like any flat car; barges, which are lighters with freight houses on them; refrigerators, which like overgrown reefers protect their contents from both heat and cold, and stick boats.

Stick boats are lighters equipped with their own hoisting equipment, a mast, boom and engine, and help in loading and unloading other lighters.

Too, at times, the shipper or receiver may ask that the freight be moved direct from refrigerator cars to refrigerated ship or vice versa, in which case the lighterage department will send the cars alongside aboard car floats.

No Easy Task

The boat dispatchers have no easy task, for they must remember that certain shipments must not travel aboard the same barge—cheese and kerosene, for example—and must not tie up any equipment too soon.

And still other shipments may require Erie's giant 50-ton floating crane as well as the lighters.

Too, besides the export and import movements there are movements about the harbor—but more of those in the next installment.

All this work, and more besides, is handled by 30 men and women in the office, plus seven shore foremen, the organization's eyes and ears. But does nothing ever slip in this smooth-running office?

Well, one employee put it this way: "Mr. Frauson is a wonderful boss. He can bawl you out and tell you the most demolishing things about your work with a smile, and instead of getting mad at him, you want to weep and do better the next time." (Next installment: The Jersey Shore)

Let Railroads Compete, McInnes Urges Kiwanis



FINE POINTS OF THE ERIE'S piggy-back equipment are pointed out by Milton G. McInnes (left), executive vice president of the railroad, to Fred Pockrandt, president of the Akron Kiwanis Club, and to Frank A. Sanic (right), the club's program chairman.

Sees Great Advance Certain If Rules Are Made Equal

IF railroads are given a chance to compete on an equal basis with other forms of transport, America will see a great and revolutionary advance in transportation, Milton G. McInnes, executive vice president of the Erie Railroad, told members of the Akron Kiwanis club at a Railroad Day luncheon on Feb. 14.

He spoke to the group as a representative of the Railroad Community Committee of Cleveland.

"We seek no favored treatment—all we ask is relief from archaic regulations and the chance to compete on a fair and equal basis with other forms of transportation," he said. "We will pay our own way without benefit of handouts from the taxpayers."

Mr. McInnes pointed out that railroads are still governed by laws and regulations established years ago when they had a virtual monopoly of land transport.

"Despite handcuffs of antiquated, restrictive regulations which do not apply to their competitors," he said, "the railroads have continued to haul anything anywhere, quickly and safely in all kinds of weather at a price lower than any other common carrier of unrestricted commodities."

To improve service and efficiency, railroads spent about one-and-one quarter billion dollars for capital improvements in 1956, continuing a program that has exceeded \$11 billion in the last 10 years, he said.

Mr. McInnes explained that the expenditures of the last decade were used to convert from steam to Diesel locomotives; to buy more than 600,000 freight cars; to improve and mechanize maintenance of tracks; to install electronic traffic control systems and push-button control of freight yards; to modernize communications systems; and to adapt radio and television to railroad operations.

"The remarkable aspect of this program was that these expenditures of the last ten years were carried out while the average annual return on investment in rail property was less than 4%," he stressed.

(Please turn to page 32)

Members of Erie Family Live in Southwest Area

Members of the Erie family planning trips to the Southwest have asked that we print the names of those who receive the magazine at the addresses in New Mexico and Arizona.

Only one Erie magazine is going to New Mexico this month, and is addressed to Charles A. Black at Belen, Route 1.

Arizona subscribers to the magazine are:

Tucson

John W. Rokenbrod
720 South Third Avenue
H. M. Righter
2516 Linden Street
R. F. MacFarlane
3342 East Seneca Street
Irwin W. Lutz
3932 North Oracle Blvd.
Ralph Furno
632 South Fifth Avenue
Arthur N. Foster
453 East Prince Road

Phoenix

Clyde R. Stewart
3330 North 27th Avenue
A. C. Steele
2505 Foote Drive
George A. Laux
1204 W. Washington Street
Louis D. Guillemette
27 East Monroe Street
J. G. Bolley
2330 West Eighth Street

Mesa

Charles G. Weissert
511 South Grand Street
A. R. Smith
535 West Eighth Street

...



"What we want with reservation? We got reservation. We just want ride."

Erie Railroad Magazine

Daniels Motor Freight Trailers

First to Use New Erie Service

Twenty Ride Rails from Ohio Point to Jersey City

A NEW type of freight service was formally inaugurated on Feb. 15 at Leavittsburg when 20 trailers owned by Daniels Motor Freight, Inc., were loaded aboard 75-foot Erie piggy-back flat cars for transport to Jersey City.

Present for the ceremonies were Harry W. Von Willer, president of the Erie, and J. Willard Cox, president of Daniels, and other officers of both companies.

They and men from newspapers, radio and television stations watched as the trailers were loaded aboard the cars and tied down with the special equipment on the all-steel, roller-bearing flats.

The service is the first offered by the Erie to haul trailers owned by a common-carrier trucking company. Heretofore all Erie piggy-back has been on the basis of the railroad furnishing trailers to shippers and handling the complete door-to-door job.

Erie piggy-back service has grown in two short years from two terminals, Jersey City and Chicago, to 1,077 points in 20 states from New England to the West and Southwest through interchange agreements with other railroads.

The Erie will continue to provide that service, which it offers on a door-to-door basis dealing directly with shippers to furnish complete pickup and delivery of trailers from consignor to consignee, and more points are to be added to the list of 1,077 now so served.



NEW SERVICE BEGINS. When the Erie Railroad opened its piggy-back service to common-carrier truckers, and Daniels Motor Freight, Inc., took advantage of the opportunity, J. Willard Cox (left), president of Daniels, and Harry W. Von Willer, president of the Erie, were on hand to watch the first trailers loaded for the trip between Leavittsburg and Jersey City.

• • •

Under the arrangement with Daniels the Erie will move the Daniels trailers at an established rate based on the load weight in the trailer.

Chicago-Boston Run Opened to Truckers

The Erie's expanding piggy-back freight service will be opened to common-carrier truckers for movement of their trailers between Chicago and Boston under a new agreement now in effect, Bernard F. Conway, freight traffic manager for piggy-back and less-than-carload shipments, has announced.

The service will be offered through Piggy-Back Service Corp., acting as agent for the railroad. Piggy-Back Service will solicit trailer loads of freight from truck lines for movement by rail instead of over the highway. The New Haven will participate in the service with the Erie.

For the Chicago-Boston service the Erie has purchased 50 "Clejan" flat cars. These cars, 79 feet 6 inches long, are equipped with special centering and tie-down devices for securing the trailers.

The Clejan car is designed so that the trailer wheels are carried on narrow floors arranged beside the center sill, and below the top of the center sill. This lowers the combined total height of flat car and trailer to the point that no special routing is needed on roads not blessed with the Erie's high and wide clearances.

• • •

Latest Promotions

Name	Location	Promotion	Date Started With Erie
A. A. Moore	Oil City, Pa.	Agent	3-10-30
E. T. Bolmer	Franklin, Pa.	Agent	8- 5-48
W. L. Hoffman	Hammond, Ind.	Actg. Gen. Foreman	5- 8-43
R. L. Borchers	Los Angeles, Cal.	Commercial Agent	10- 4-54

March, 1957

The Railway Express Agency maintains 15,000 offices and through them serves 23,000 communities.

Praise Earned by Erie Men, Women at Work

Sir:

On Sunday, Dec. 23, we were called to Minneapolis due to a death in the family.

Paul Jones, your passenger ticket agent here in Endicott, took care of our reservations and of us with great kindness and in record time despite the holiday load.

O. F. Johnston of Chicago was our Pullman conductor into Chicago and went far beyond the call of duty in befriending my aged mother and me. He ordered a wheel chair to meet the train in Chicago and had a taxi waiting and because our train was one-half hour late had our Minneapolis train held for us.

Mr. Johnston's kindness, thoughtfulness and winning personality endeared him to mother and me and, I assure you, made our otherwise sad journey just a little easier to bear.

I felt that I wanted to share this experience with you and to congratulate you and the Erie Railroad on having employees in your service who are "above average" in going the second mile.

Catherine J. Sullivan
Endicott, N. Y.

Sir:

Quite recently we had an opportunity to make use of your traffic agent, Robert Fox, [assistant general freight agent's office, Youngstown] in locating and assuring delivery of a car of material. His assistance, then and in the past, has been very courteous and rewarding.

I certainly wish to convey my appreciation and thanks for his efforts, even though such service often is considered "just part of the job."

G. E. Kellenberger
Niles Glass Plant
Niles, Ohio

Sir:

... This is about a trip that I took from my home town of Biwabik, Minn., 65 miles northeast of Duluth on Nov. 7.

The next day I left Chicago on [your] Train 6 to go to Sharon, Pa. to visit my son. It is something to remember as it was my first train trip in 26 years.

The service was wonderful! Special thanks to the brakeman and conductor...

Mrs. Frances Mattson

Sir:

The ride from Huntington, particularly through the section from Hammond into Chicago, was especially interesting and I can't help marveling at the ability of an engineer in working his way through the varicolored maze of signal lights. To the layman it would certainly be most confusing.

Mrs. Waste and I enjoyed the Erie passenger service very much and hope to make use of it again on our trips east. The dining car service was good and the train crews most friendly.

The hour and fifty minute connection on No. 5 in Chicago with westbound trains might be a little tight for one's peace of mind but if the on-time record is as good as Engineer John Kutz says, then one has little reason to be concerned in this area.

I am sending a copy of this letter to George A. Horton who is our traffic representative, as I know that he has a special fondness for the Erie in connection with our freight movements. I am sure he will be more than glad to keep the Erie in mind even further...

W. E. Waste
Bechtel Corporation
San Francisco, Calif.

Sir:

Thank you for your letter of Dec. 21.

Fortunately, even though there was an error in the diversion plans, we made up time with a terrific move via the "J." This was accomplished by the splendid cooperation between the Erie and EJ&E railroads.

Let me assure you that there was no harm done and that we appreciate your efforts in giving us the best service possible. Your cooperation, along with that of Mr. [Harold] Keeler in Chicago and Mr. [Everett] Talbot in Albany [traffic chief clerks], made my recent trip more of a vacation than a business trip.

It is service such as this that makes it a pleasure for us to do business with the Erie Railroad.

H. P. Morgan
General Electric Co.
Schenectady, N. Y.

Sir:

On Jan. 19, I traveled in your Train No. 5 at 8:15 p.m. from Hoboken, N. J. to Deposit, N. Y., with my sick uncle who was an ambulance case.

We traveled in Car 51, and I do wish to tell you how wonderful and helpful and sympathetic the conductor and the porter were. They did everything they could to make things easier for us. I had just gone through a rather harassing experience... in New York, so I was doubly grateful for the kind and considerate way these two people helped me...

Mrs. Werner Grutter
Sidney, N. Y.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Allen, Joseph	Watchman (Police)	New York City	1-14-57
*Bachman, Herman Eugene	Engineer	New York Division	11-11-56
*Bailey, Louis Kline	Carpenter Helper	Susquehanna Division	1-11-57
Barger, Scott Dustman	Equipment Operator	Mahoning Division	12-12-56
Clawson, Gerard Vincent	Cashier-Clerk	New York City	1- 5-57
Corbett, John Joseph	Yard Brakeman	Youngstown	12-18-56
*Elder, Price Speer	Patrolman	Crofton Yards	1- 7-57
*Engelhart, Valentine	Bridgeman	Port Jervis (Structures)	1-17-57
*Fleming, Edward John	Trackman	New York Division	12-26-56
*Forbes, Donald	Car Repairer	Port Jervis	12-26-56
*Galbraith, Robert Charles	Locomotive Engineer	Meadville Division	10-19-56
Gilgallon, John Joseph	Trackman	Susquehanna Division	12- 3-56
*Hickey, David James	Stationary Fireman	Hornell Shop	1-14-57
*Kucek, Steve	Crossing Watchman	New York Division	12- 2-56
Lashick, George	Laborer	Avoca Shop	12-28-56
Mannix, James Andrew	Baggageman	Corning	1-17-57
*McDonagh, John F.	Manager, NYSTAB	Jersey City	1-26-57
*Moore, John Edward	Car Inspector	Buffalo	1-14-57
Newton, Edwin William	Machinist	Avoca Shop	12-28-56
Pace, Alfred Allen	Engineer	Bradford Division	12-11-56
*Palmer, Fred Matthew	Conductor	Allegany Division	11-24-56
*Paone, Ross	Car Inspector	Kent Car Shop	11-23-56
*Parry, Edward William	Machinist	Avoca Shop	1-11-57
Peterson, Edward	Walter	Dining Car Department	1- 7-57
*Rodgers, Stephen Vernor	Ferryboat Captain	Marine Department	1- 5-57
*Sabich, Samuel Nicholas	Carpenter	Marine Department	10-22-56
*Shaw, William Clifford	Ferryboat Porter	Marine Department	1- 5-57
*Smith, Sheridan William	Carpenter (M.of W.)	Buffalo Division	10- 1-56
*Suszynski, Dominick Stanley	Carpenter	Jersey City Shop	1- 3-57
*Timson, Clarence Eugene	Signal Maintainer	Kent Division	12-12-56
*Tyrrell, Howard Archibald	Yard Brakeman	Crofton	1- 5-57
Ulmer, Milford	Trackman	B&SW Division	1-12-57
*Vernold, Harry Dewitt	Signal Maint. Helper	Delaware Division	1- 5-57
Welch, Christopher Dalton	Dock Laborer	Weehawken	12-26-56
Welker, Robert Bernard	Operator-Clerk	Buffalo Division	12-18-56
*Retired Employees			

Railroad Quiz

1. Is a passenger locomotive engineer an employee of the traffic department, the transportation department, or the engineering department?
2. What is the present per diem rate for freight cars: \$2.00, \$2.40, or \$2.75?
3. Are freight cars bearing the initials ISTX owned by a private car company, a Class I railroad, or a Class II railroad?
4. Is the Pocahontas territory identified with the Rocky Mountain region, the Ozark region, or the Appalachian region?
5. Are unsettled claims those claims which have been apportioned by the carriers and not paid, or claims which have not been so apportioned and paid?
6. Railway A delivers one of its own freight cars, loaded, to Railway B at 10:00 p.m., Monday. Railway B delivers it to Railway C at 8:00 p.m., Tuesday. Railway C delivers the car, empty, to Railway B at 6:00 p.m., Wednesday. And B delivers it to A, its home road, at 10:00 p.m. the same day. Who pays per diem to A, and how much?
7. What is a party ticket issued specifically to cover the movement of a special baggage car called—a block ticket or a contract ticket?
8. In the last 20 years (1936-1956) has the average load per freight train, expressed in tons, increased about 40 per cent, 60 per cent or 80 per cent?
9. In what publication will one find the reporting marks of railroads—Official Railway Equipment Register, Official Guide of the Railways, or Pocket List of Railroad Officials.
10. What is the conductor's or trainmen's lantern signal to the engineer for a train to back up—lantern swung back and forth horizontally, swung up and down vertically, or swung in a circle about head high?

Pin Tourney Date Set

The 12th annual Erie System Bowling Tournament will be held March 23 and 24 at the Marvondale Alleys, Youngstown, O., H. E. (Bud) Fowle, tournament secretary, has announced.

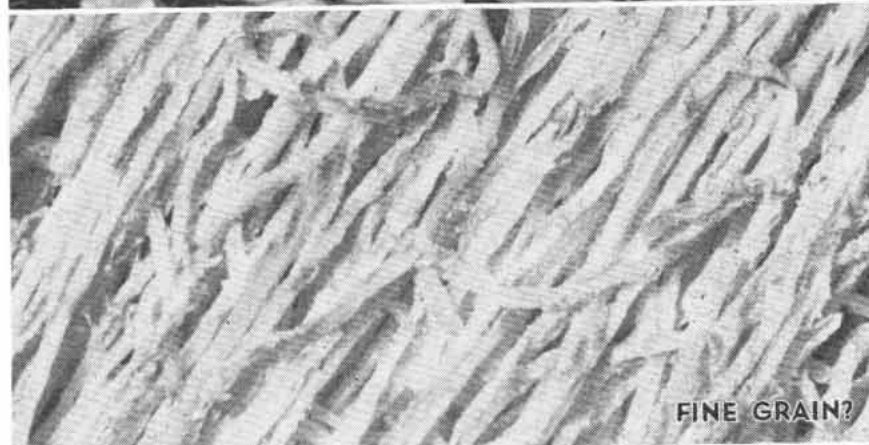
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March, 1957

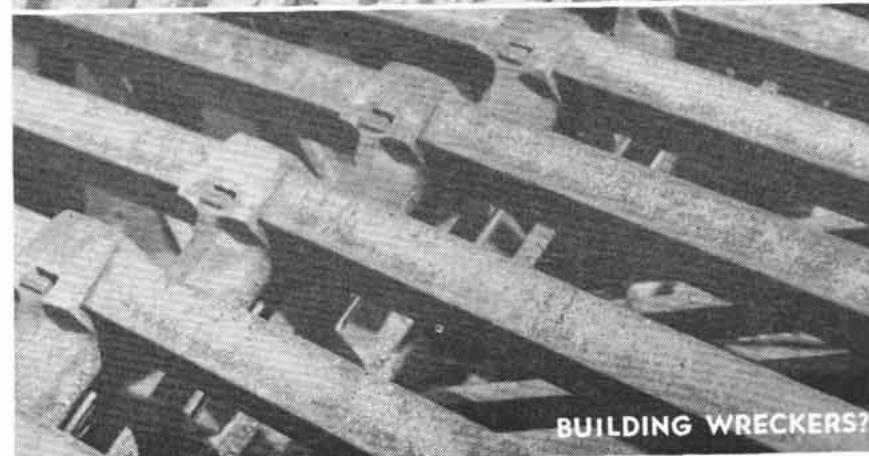
What's Your Guess?



TODAY'S PITCHER?

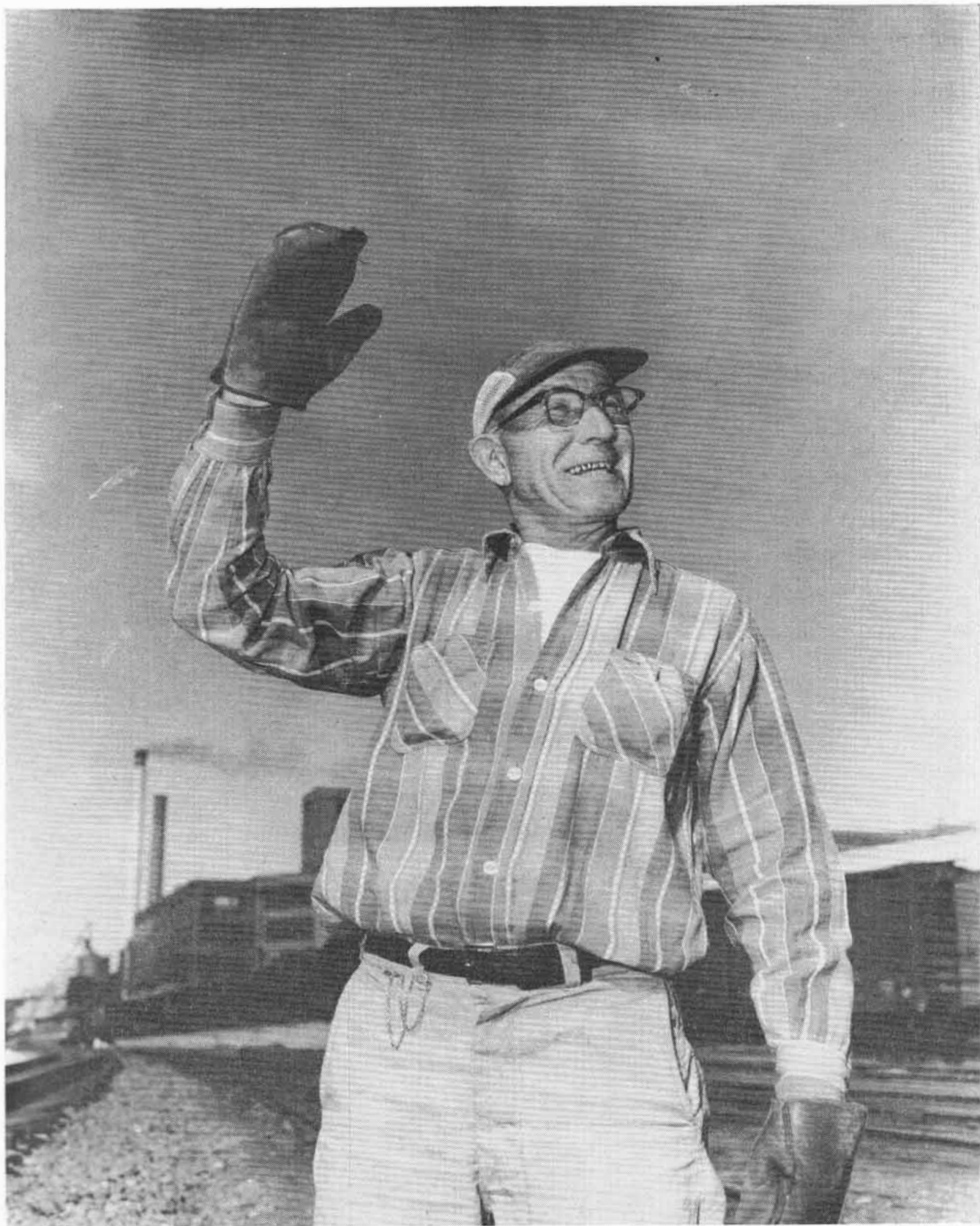


FINE GRAIN?



BUILDING WRECKERS?

Answers On Page 34



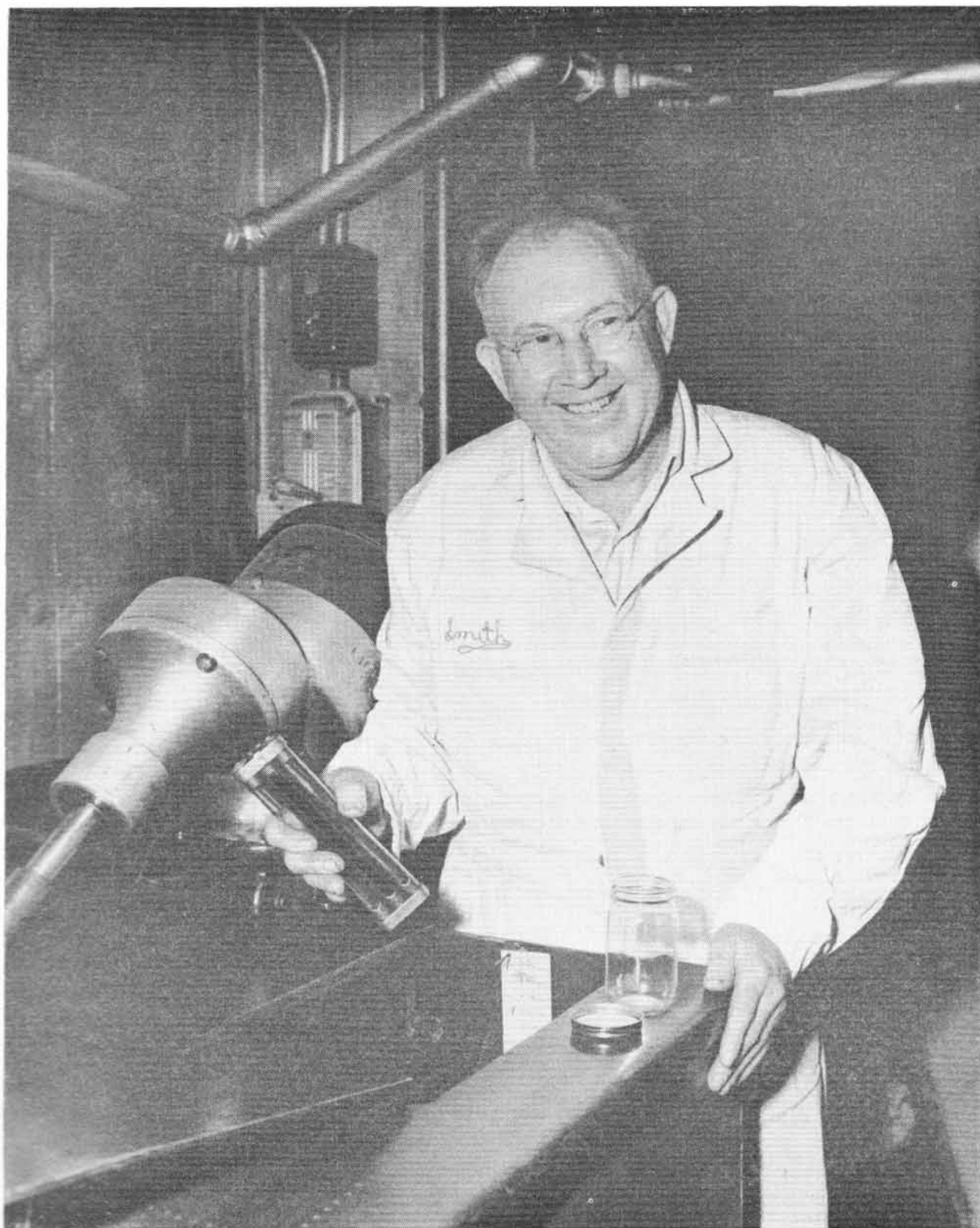
Harry Cowan . . .

. . . yard brakeman, Mansfield



Harold A. Rhoads . . .

. . . trainmaster, Jersey City



John A. Smith . . .

. . . stockkeeper, Marion

Erie Veterans

FELLOW VETERANS:

We have had a long and hard winter which undoubtedly hampered the activities of many veterans. However, we are looking forward to spring.

Let us plan for renewed activities in veteranism.

There is much to be done, but the combined efforts of all concerned will make the task much easier.

Do not hesitate to call on me if I can be of any help to you with your problems.

Fraternally,
W. W. Turner
President

Jersey City

By G. C. Kalle

The 31st annual installation dinner and dance held at Jamestown found 43 of our members making the trip and enjoying the festivities, meeting old friends and making new ones. **Frank P. Belling** again was nominated for the office of social director and **G. C. Kalle** is a candidate for the office of treasurer. Let's get behind these brothers and give them a good showing when the ballots are mailed out. Paid-up members receive ballots. See your collector earlier than usual with your 1957 dues.

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FRANK ALGER, Sr., retired after 50 years and 5 months of service to the Erie. At his retirement he was yard conductor at Jersey City. His son, Frank Alger, Jr., has been with the Erie 29 years and is assistant city ticket agent, Rockefeller Plaza.

Your secretary is trying to locate retired brothers **Richard Walls** and **Thomas Howard**. Anyone knowing their whereabouts, please contact him at Weehawken.

In spite of the weather a good turnout greeted our new chairman at his first meeting. The session was lively, after which movies were presented by our friend from the Susquehanna Railroad, **D. W. Clancy**, who took us back to Conneaut Lake, Pittsburgh, the Mummers Parade in Philadelphia, and Jamestown, N. Y. We most heartily thank him for his donation of time and effort to entertain us.

Brother **J. F. Hazzard** and his committee are busily planning for our local installation and dinner dance to be at the Brownstone House on March 9. Tickets are \$3.50. Come out and enjoy a pleasant evening with friends and fellow veterans.

Brothers **C. J. Schwarz**, **Joseph W. Elliott, Jr.**, and **Philip Ricciuto** are recuperating from illness and Brother **Charles F. Kottowski** from a recent accident. We wish them speedy recovery.

Brother **Edward A. Farrell** was presented with a 50-year button. May he have a long, healthful retirement.

Dues cards are in the hands of your collectors, brothers. Let's pick them up quickly and make his job and your secretary's a little easier. Veterans who are on the mailing list can cooperate by forwarding dues promptly.

The system organization is plugging hard to pass the 5,000 member mark this year, and your chapter is striving to pass the 1,000 member mark. Many eligibles still are to be found, so why not sign up that new member or get the old one to rejoin? Your collector or secretary has application blanks.

Buffalo-Rochester

By Ruth Nise Munger

On Jan. 12, 43 members left Buffalo in a snowstorm bound for Jamestown, N. Y., to attend the 31st annual system meeting and banquet. **George E. Adams**, chapter chairman, represented our veterans at the meeting.

Following the reception and banquet, **John Straut** introduced the speakers, which included **Paul W. Johnston**, board chairman and chief executive officer. Then the new officers were installed.

(Please turn the page)



MARY BARKLEY, daughter of Virgil Barkley, car repairer at Marion, has been installed as honored queen of Marion Bethel, International Order of Job's Daughters.



THESE TWINS give Clifford V. Harrow, freight traffic manager at Chicago, the title as the Erie's only great-grandfather on active service, Harrow says. They are shown on the lap of their mother, Mrs. William Schneller. Pat is on the left, Mike on the right.



SCOUTING'S HIGHEST AWARD for an adult, the Silver Beaver, has been presented to **Francis J. Dugan**, maintenance of way, Allegany-Meadville Division.



A CENTURY OF SERVICE to the Erie Railroad by Mrs. Elizabeth M. Baird and Harold G. Post was marked last month. Both 50-year employees work in the car accounting department at Cleveland. Here, their gold passes sure, they study a time table.

E. H. Stocker was presented with the past president's pin. The new president, W. W. Turner, spoke briefly.

Frank Belling, social chairman, presented Mrs. Stocker and Mrs. Turner with flowers. Then he called the writer to the microphone and introduced her as the "outstanding member of the United Association of Railroad Veterans as well as our association." A corsage of red roses was presented.

The biennial installation of auxiliary officers was held Jan. 23 at MacDoel's Restaurant. Mrs. William R. Stretton, retiring president, conducted the meeting, assisted by Mrs. C. J. O'Leary, Mrs. Edward Lafferty and Mrs. John W. Fagan, past presidents.

The new officers are Mrs. Henry Schultz, president; Mrs. Leo Overs, first vice president; Mrs. George Cunion, second vice president; Mrs. E. Jiminez, recording secretary; Mrs. Frank Halbleib, corresponding secretary; Mrs. Henry Matthies, treasurer; Mrs. Herbert Moyer, chaplain; Mrs. Donald Yaw, historian; Mrs. George Feltz, guard, and Mrs. Fred Kern, flag bearer.

Honor guests were Mrs. J. M. Moonshower, Mrs. J. W. Conway and Mrs. Ruth Munger, also three members from the Lackawanna veterans' auxiliary.

Edward Lafferty, retired yard conductor, and Mrs. Lafferty made a vacation trip to Florida in February. Mr. and Mrs. Casimir Cybolski traveled to Florida and Texas.

Congratulations to T. J. Martin on the arrival of his first granddaughter. He has seven grandsons.

Youngstown Auxiliary

Plans for the year were made when Mrs. Thad H. Fay entertained her officers at a luncheon at Raver's.

The chapter celebrated its 22nd anniversary with a birthday party Jan. 30 at Raver's. The traditional cake and the chapter colors were used to complete a blue and white motif. A program and card party followed the brief business session.

The veterans were special guests at a buffet supper Feb. 18 at the freight house.

March 25 is the date announced for a book review and tea. Guests will be welcomed to this party.

Mrs. Fay announced her committee chairmen for the year, Mrs. Raymond Pierce, social and hospitality; Mrs.

Carl McKnight, welfare and relief; Mrs. F. J. Mulligan, telephone; Mrs. F. T. England, sunshine; Mrs. V. F. Green, publicity.

Past president Mrs. Florence Carney is confined to her home following surgery. A card sent to 636 Glenwood Ave., Youngstown, would help cheer her up.

Youngstown

By Jack Ilas

Youngstown Chapter was well represented at the annual installation at Jamestown Jan. 12. About 35 attended and enjoyed themselves as usual.

Our friend Ray Lewis and his wife have left for warmer parts, intending to stay in Florida for some time.

If any member has any news items, contact the writer so we can have them published.

Remember, meetings are held the first Wednesday of each month at the K. of C. Building, South Hazel Street, Youngstown.

Salamanca

Nothing new under the sun? Ah, but there is! The Veterans' Association, Salamanca chapter, has an eight team bowling league in action, all of which will be enrolled in the tournament at Youngstown on March 23 and 24. Another first for our chapter!

President J. G. Ainey of the veterans' bowling league at Salamanca announced that the recent benefit tournament netted \$41 for the March of Dimes drive. Winners were: High single, W. Meyer; second high, W. E. Pierson.



"Ouch, easy on the caboose!"

Latest Chatter About All the Erie Family

Susquehanna Division

HORNELL DIESEL SHOP

By R. L. Hammond

In the recent cold snap of 20° below zero, it was proven that new cars stay in the garage, while the old ones keep running.

Herb Benson, machinist, air brake department, is considering entering the National Rifle Club tournament at Camp Perry, Ohio, this summer with his air bazooka. He goes after big game and rarely misses.

Frank Young, laborer, is doing all his shopping in Canisteo now.

Yolanda Weldman is convalescing from illness. We all wish her speedy recovery.

Bob Ordway bagged a wild duck for his lunch box.

Dave Bordeaux is putting a different type lock on his hen house. He doesn't like being locked in.

Louie Smith spent his vacation fishing through the ice on surrounding lakes.

Jimmie Watt is grafting cherry branches onto a number of trees in his pear orchard.

Helen and Ed Schwarz have not fallen for a '57 car yet, but it won't be long now.

Now that **Jack Mahoney's** wife, **Stasia**, is done with the March of Dimes, maybe **Jack** will be on time at noon for a change.

Floyd Newell will manage the Oakes Motel, opening early in April.

Dick Klees is the new conductor of the local BARE—has an enlarged program laid out.

John Nagy, **Slim Wescott** and **Mike Slaght** are spending week ends ice fishing.

Carl Maahs, president of the Hornell Little League, is busy these days lining up the teams, managers and coaches.

Norma Neilson nearly made the headlines in the recent city bowling tournament.

HORNELL TROWEL CLUB

By H. W. Pascoe

A special meeting (Ladies Night) was held Jan. 16 at the IOOF Hall. About 60 attended and enjoyed a game supper—coon, venison, rabbit, beef. Invocation was by the Rev. **Ward Flaxington**.



HASH MARKS AND STARS on the sleeves of Conductors **William E. Ward** and **G. L. Morgan** (right) show both have served the Erie for 50 years. They are shown receiving their gold passes from **J. R. Ebert**, superintendent, New York division.

Committee in charge consisted of **L. O. Staton**, communications engineer; **H. Schneegas**, assistant chief clerk, transportation; **M. Hillis**, retired engineer; **Bill Sandford**, conductor. Supper arrangements were in charge of **Charles Gillette**, retired engineer.

Ben K. Schuman, recently returned from Israel, spoke and showed pictures.

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Buffalo Division

BUFFALO MACHINE SHOP

By Frank Halbleib

Mr. and Mrs. Robert C. Krolezyk are parents of a baby boy born Jan. 11. We extend our congratulations. Cigars were passed around by the proud father.

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AROUND BUFFALO

By Ruth Nise Munger

Charles Notora and **Bronslow Butchle**, both retired, and their wives celebrated golden wedding anniversaries in January.

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Employment

JERSEY CITY, N. J.

By V. T. Bustard

Maureen (O'Keefe) Lancia had the good fortune to spend a honeymoon in Miami, Florida, while friends at home endured the coldest weather of the winter.

Edward R. Mulhall, who has been on leave, decided to apply for his railroad retirement annuity. We wish him the best of luck.

Marine

By Jesse E. Baker

Jimmy Wood, retired barge captain, and wife **Marie** celebrated another wedding anniversary at their home in Nutley, N. J. Among the 40 guests were Barge Captains **Pete Hansen** (retired), **Joseph Sklenar** and **Edward Kuhala**.

During the seventh annual Jersey State fishing contest, sponsored by the Elizabeth Daily Journal, our ardent fisherman, **Ed Larson**, landed the largest edible fish, a 31½ pound codfish. He was feted at dinner at the Hotel Winfield Scott in Elizabeth and presented with a plaque and a savings bond. **Ed** is a sawyer in the marine yard.

The Liberty ship **John W. Brown**, tied up at Pier 73, East River, New York, at the foot of East 25th Street, is a public school for training marine engineers, seamen and stewards.

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New York Division

PASSAIC, N. J.

Helen Haycock, general clerk, is recuperating from an illness and is expected to resume her duties soon.

Congratulations to **Harry Kinney** on his marriage at Bayonne Jan. 26. The reception for 350 friends lasted until morning and included band music.

Al Stoebe has been reelected flag bearer for the local veterans.

Mary Molinaro was a recent Scranton visitor.

Marion E. Kaiser is high scorer in the women's doubles in the Journal-American championship play.

(Please turn the page)



E. D. BURKE, chief crew caller at Hornell, recently completed 50 years with the Erie, and was presented his gold pass by **Harry Joyce** (right), chief trainmaster.

John Sees is busy with the Holy Name Church drive for a new rectory.

Marcus V. Montagano, former demurrage clerk, is now a man of leisure.

We welcome **Dick Fitzgerald** as demurrage clerk.

It's another daughter, **Patricia**, for the **Al Murphys**.

SUPERINTENDENT'S OFFICE

JERSEY CITY, N. J.

By **Mary A. D. Meyer**

Retired visitors: **John Klopman**, **Joe McGirr** and **Ralph Riccardi**.

Mr. and Mrs. Harry Coleman saw the "Ten Commandments" at the Criterion Theater in New York.

Laura Coleman is general clerk in place of **Tom Decker**, now assistant division clerk.

Good luck to **Clifford Beckwith** as president of the Democratic Club of West Paterson.

Congratulations to **Mr. and Mrs. Joseph Nalewaiski** who celebrated their 22nd wedding anniversary Jan. 8 at a family dinner at home.

Glad to see **Carl Hansen** back after an illness.

The annual dinner and dance of the Brotherhood of Railway Clerks, Lodge 967, was at the Circle Inn, Mountain View, Saturday evening, Jan. 19. Attending from here were **Mr. and Mrs. J. R. Ebert**, **Mr. and Mrs. N. J. DeVito**, **Mr. and Mrs. A. Whalen**, **Mr. and Mrs. C. Volski**, **Mr. and Mrs. R. Smith**, **Mr. and Mrs. H. Close**, **Mr. and Mrs. G. DePuy**, **Alice Shama**, **Peggy Straut**, **Naomi Dicker**, **Hertha Karpinsky** and **Elviera Karpinsky**.

We are glad to report that **Andy and Tom Sanok's** father is resting comfortably at home. He had been hospitalized since November.

Our thanks to **Anne Volski** for baking cakes for special occasions in the office.

WEEHAWKEN LOCAL

By **Violet Schmitt**

We wish to convey our sincere wishes for speedy and complete recovery to **Mrs. H. H. Brown**, wife of our agent, who is convalescing slowly at Hahnemann Hospital in Philadelphia; also to **J. Hayes**, husband of **Marie Hayes**, employment clerk, who has been home ill for several weeks. **S. Choice**, cooper, has been ill and we hope he too will be back at work soon.

We welcome back **J. Welsh**, general foreman, and **J. O'Brien** following recent illnesses.

R. Marotta, telephone operator-clerk, was sponsor at the baptism of her nephew, **John Peter Brennan**, born Jan. 4 at St. Mary's Hospital. From all indications, the new baby is master not only of the **Brennan** household but the **Marottas** as well.

Mr. and Mrs. James Kalle are proud parents of a 7 pound 13 ounce baby boy named **Bruce James**, born Jan. 30. This event, of course, makes **Mr. and Mrs. G. C. Kalle** (assistant agent) grandparents! We haven't seen the parents, but our assistant agent is certainly bursting with pride.

Congratulations to the parents of **John Chrzanowski**, branch clerk, on their 50th wedding anniversary. A dinner party for about 100 relatives and friends included one son and his family who motored all the way from Maine.

Congratulations also are extended to **Margaret Dugan**, daughter of **John Dugan**, foreman, who was married to **Frank Blum** of Jersey City on Jan. 26.

William Flusk, Jr. has been assigned as storage-in-transit clerk at Jersey City Local.

Last but not least, happy birthday to **R. Marotta** and **Gil Forte**, manifest clerk.

Lighterage

NEW YORK, N. Y.

By **Regina F. Frey**

Congratulations to **Tom McGowan** on the arrival of a daughter Feb. 6 (**Theresa Ann**).

Edith Petrone, assistant chief lighterage clerk, retired recently. **Tom McGowan** is filling her former position and **Al Poschowicz** is lighterage clerk.

Edna Andrews has been advanced to cashier-clerk. **Anne Schreier** now is receipt clerk and **Jim Kelly**, clerk, is in charge of the order-mail desk.



R. J. ALLEN, yardmaster at Ferona, Pa., retired Feb. 1 after 37 years of service devoted to the Erie Railroad.

Frank Nolan, secretary to Supt. **O. A. Frauson**, has resigned and has been succeeded by **Quentin Doyle**.

Joe Di Mitri has been advanced to demurrage clerk and **Bill Gannon** to shore foreman.

C. L. Seville is acting boat dispatcher due to the illness of **Charles McGowan**.

Marion Division

MAINTENANCE OF WAY

By **Maralene Trainer**

Communication Supervisor **H. A. Kelly** and wife of Huntington attended the Erie Veterans Association installation of officers at Jamestown, N. Y. Local Chairman **E. F. Champ-lin** of the Huntington Chapter also attended. **Mr. Kelly** was installed as second vice president of the association.

We wish many happy retirement years to Communications Maintainer **F. E. Brown** of Decatur and to Signal Maintainer **G. V. Books** of Rochester.

Good luck to former Carpenter **A. F. Yeager** who has transferred to Meadville in the work equipment department.

Proud grandparents are Crossing Watchman **D. H. Ard** and wife of Huntington. Grandson **Lionel Kramer** of Roanoke received superior ratings in both vocal solo and piano solo at a recent music contest in Fort Wayne. He is eligible to compete in the Indiana State music contest.

CHICAGO GENERAL OFFICE

By **Denise J. Valkutis**

Bernie Klein was "pinned" by a fraternity man from Valparaiso University.

(Next page, please)

Erie Railroad Magazine

Warner Holcombe's daughter Sylvia was married to Donald Keith Nelson, a student at the University of Illinois. They honeymooned in Washington, D. C.

Harold Keeler's daughter, Audrey, exchanged "I do's" with Richard O'Shaunessy on Feb. 23, and Myron Keel's son Myron, Jr. walked down the middle aisle on the same day.

The boys and girls turned out in full force to see Toni Battaglino marry Carl Griffith, Jr. They helped fill St. Bernardine's Church and offered the proper sentiments to the happy bride and groom. After a reception at the Mill's House the newlyweds left for New York.

Recent office visitors were Carrie Saydak, Alice Bena, John Fischer, Art Meinke, W. W. Thoms, B. F. Conway, C. O. Ewing and F. W. Davison.

Blanche Lewan and Kenneth Blauw will celebrate birthdays this month.

We welcome to the Erie family Marilyn Minch, Joan Tejkowski, Gerry Wilkin, Elaine Howard, Ronald Schaaf, Bob Knox, Ray Jongsma and Kenneth Blauw.

Tom Carlton has a little girl to call him "daddy." She arrived Feb. 6 and looks just like mamma Carol.

Harold Keeler cleaned his roll-top desk.

George "Sea Dog" Vizard is checking the library on information concerning famous American aircraft carriers.

Everyone had free ice cream and cake at Pixley's grand opening. Honus Breland and Barney Watkins had a dozen pieces between them.

Ronnie Dykman wants to know if Roger Kirtland sent out the overtime payroll.

Honus Breland and Tom Keating are sharing the same diet.

Bill Powell was home on leave from the army and dropped in to say hello.

Bill Voltz writes that he's enjoying the sights in Germany while touring with the army.

Ronnie Bullard, while driving his new car, was so busy pointing out scenery to Bill Deist that the car wound up around a telephone pole.

So glad to hear that Mrs. Art Hartman is recovering rapidly and will soon be out of sick bay.

All the new construction work in the city has been inspected by Ellsworth Breland and Al Watkins and found to be satisfactory.

Ed Larsen lights the opposite end of his cigarettes because he enjoys them better that way.

(Please turn the page)

PROMOTION ON THE WAY? BE READY WHEN IT COMES!

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| <input type="checkbox"/> R. R. Air Brake | <input type="checkbox"/> R. R. Diesel Machinist | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Blueprint Reading | <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Bridge & Bldg. Foreman | <input type="checkbox"/> Electronics | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> R. R. Car Inspector & Air Brake | <input type="checkbox"/> Machinist & Toolmaker | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Carpentry & Millwork | <input type="checkbox"/> Mathematics & Mechanics for Engineering | <input type="checkbox"/> Roadmaster Section Foreman |
| <input type="checkbox"/> Chemistry | <input type="checkbox"/> Mechanical Engineering | <input type="checkbox"/> Supervision |
| <input type="checkbox"/> Civil Engineering | <input type="checkbox"/> Plumbing & Heating | <input type="checkbox"/> Surveying & Mapping |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Personnel — Labor Relations | <input type="checkbox"/> Telephony |
| <input type="checkbox"/> Construction Engineering | | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> R. R. Diesel Electrician | | <input type="checkbox"/> Welding — Gas & Electric |
| | | <input type="checkbox"/> High School |

Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____



SAVED FROM RED OPPRESSION. The head of this family, Josef Szentgyorgyi, 50, is the 10,000th Hungarian refugee to be resettled in the United States by the Catholic Relief Services of the National Catholic Welfare Conference. Szentgyorgyi is shown receiving the congratulations of Hugh McLoone, resettlement director at Camp Kilmer, N. J., of the CRS. The family, all ten of them, traveled to Chicago aboard Erie train No. 5.

Charlie Crimm is showing pictures of his two lovely daughters. They surely look like their mother. Charlie is a lucky man with three attractive young ladies to wait on him.

Donna Henning had a very lively hen party the eve before Toni Battaglino's wedding day.

L. M. Schukei has a very distinguished appearance with his new bifocals.

Bill O'Dea promised to take Alice Sikorsky and Blanche Lewan to the fashionable Chez Paree after he makes the last payment on his new car, but he adds, "Only for a coke!"

14th STREET, CHICAGO By Chris Hardt

We congratulate Eugene Eiklor, clerk at 51st Street office, on acquiring from the University of Illinois at Urbana the degree of political science. We are proud of Gene and will be glad to have him back with us after he has completed his college work.

B. R. Mark of St. Petersburg, Fla., our former agent, never visits his daughter and granddaughters at Oak Park without stopping at this station to chat with old friends. The January visit was a happy one because of their golden wedding anniversary celebration.

We regret very much the illness of Ronnie Bradley's mother. Ronnie, general clerk here, is taking a month's leave to be with her mother during convalescence. We hope Ronnie will be back with us very soon.

We are very happy about the successful operation on Foreman James Anacolli's facial nerves, which we hope will bring an end to his long suffering. Jimmie says "I feel like a new man!"

William R. O'Neill is our new messenger-clerk. He replaced Morton Fox, who left to assist his older brother in the printing business. Bill just recently was honorably released from the Army. He is a graduate of St. Philips High School and member of the Army Reserves.

Ace office bowlers are Leo Gonyea, chief clerk, division office; John Novotny, chief, tracing desk; Danny (Blake) Pacella and Jerry Dempsey, rate desk, and Verne Felgenhauer, timekeeper.

Herb and June Rossnagel, both formerly of the rate desk, proudly announced the adoption of a baby daughter. Pamela Ruth Rossnagel, born last Oct. 19, arrived at their home at Lansing, Ill., Jan. 14 after necessary legal adoption documents were taken care of. Walter Slaughter,

foreman, a brother-in-law of June, reports that Pamela is a blonde beauty.

TRANSPORTATION By C. R. Swank

Dispatchers Frank Pontious and E. J. Elick returned recently from Florida. Frank and his wife visited Mr. and Mrs. H. E. Pontious, both former Erie employees, in Miami. Gene Elick and son Tommy visited Gene's parents who are spending the winter in Bradenton.

Sam Riddile, who worked as a relief operator at "N" office, has taken a position in the sales department of a local manufacturing concern.

We were all glad to again see Charlie (Fast Freight) Wheeler, retired engineer, who dropped into the office to pay his respects.

Operators J. L. Johnston and L. F. Deardorf, from Hammond Drawbridge, chose a winter vacation but did not head for the South and sunshine. They went to Michigan to do some ice fishing.

C. L. Couch, retired passenger conductor, sent cards from Canada, where he reported temperatures as low as 30 below and railroad coaches and pullmans heated by coal stoves.

HAMMOND CONSOLIDATED By Grace Connoles

Frank Vamos, mail handler, is back on the job after minor surgery.

Elvis O'Rissley, Motor Express' popular curly-haired driver assigned to Erie piggybacks, is back on the job after a vacation in Louisville, Ky., at the goat farm of relatives. He left the Erie "pigs" in the capable hands of his best buddy, Tony Belpedio.

On Dec. 28, at Springfield, Tenn., Joyce Springman of North Liberty, Ind., became the bride of Operator Larry Fraki. After a short honeymoon in Tennessee and Kentucky the young couple returned to Hammond to make their new home. Mrs. Fraki is a graduate of North Liberty High School and was a telephone operator in that city. Larry is a graduate of New York Mills, Minn., High School.

H. L. Kinzie, rate clerk, was in Indianapolis Jan. 20 attending the council meeting of the Veterans of World War I of the U. S. A. He is editor of their state department paper, The Indiana Bulletin, which has a circulation of approximately 15,000.

Fifty persons attended the annual dinner and business meeting of the Erie Employees Federal Credit Union at Burgard's Restaurant in Hammond on Jan. 17. In addition to Hammond

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Erie Railroad Magazine

members we were honored with the presence of Mr. and Mrs. Al Breland, Warner Holcomb and Ronald Dykeman of the Chicago General Office, and Donna Myers and Howard Von Posch of our Chicago 14th Street office. Because of inclement weather several members from Huntington who had planned to attend were unable to be with us.

The following officers were elected or re-elected: President, Albert Breland; vice president, Reginald O. Plopper; treasurer, H. L. Kinzie; secretary, Helen Liesenfelt; directors, Stanley Pontious, Howard Von Posch; education, E. Furmanski; credit, J. J. Tsouchles, C. T. Crubbs, W. A. Ebert; supervision, Wilbur Bobst, R. K. Ward, George Brakley; delinquent loans, Ray Bentley, B. E. Carlson. Other representatives were Leonard Pullano, 14th Street, Chicago; Robert Hanagan, 51st Street, Chicago; Frank Pontious, Huntington; Albert Breland, General Office, Chicago.

The financial report read by Treasurer H. L. Kinzie disclosed that from a small beginning just three and one-half years ago, on Dec. 31, 1956, the group had total share holdings of \$77,000 and had made loans totaling \$220,000. The officers were proud to announce that a dividend of 4½ per cent was to be declared. This credit union is chartered to do business on the entire division and new members are always welcome.

Kent Division

MARION, OHIO

Bob Cole, messenger in the superintendent's office, has bought a new convertible car.

The Erie Trowel Club, Buckeye Unit 4, held its regular meeting Feb. 2 in the Grotto Hall. A potluck dinner was enjoyed by 36 members at 6:30 p.m. After the business meeting progressive euchre was played. High score prizes went to Forest Hayman and Mrs. C. A. Haywood, low scores to W. O. Wilkins and Mrs. Amos Koons.

A daughter, Linda Renee, arrived at the Donald Watt home on Dec. 14. The infant's grandparents, Mr. and Mrs. Alfred Hantke, reside in Duesseldorf, West Germany. It has been Don's custom to mail them a copy of the Erie Magazine each month, which is thoroughly enjoyed as Mr. Hantke speaks several languages fluently. Don is stenographer to Division Freight Agent J. L. Tjaden.

L. L. Shepherd, commercial agent, attended the annual Junior Chamber of Commerce bosses' night dinner Jan. 18 with Donald Watt in the

(Please turn the page)



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Frank Alger	Yard Conductor	Jersey City	12-28-56	52
Frank D. Andrews	Engineer	Deposit	1-28-57	42
Gennaro Ballerino	Asst. Track Foreman	Middletown	11-30-56	42
Anson H. Bigelow	Section Foreman	Corry	2-28-57	36
Horace L. Blanchfield	Agent	Oil City	1-31-57	41
Anthony J. Bobat	Tugboat Deckhand	Jersey City	12-31-56	30
William P. A. Boggia	Agent	Leonora	12- 8-56	51
Forrest E. Brown	Communications Maintn.	Decatur, Ind.	1-24-57	34
Paul T. Brown	Engineer	Meadville	12-27-56	44
August R. Burgstrom	Carman	Jamestown	1-22-57	46
Blenis L. Chapman	Engineer	Marion	1-17-57	39
Franciszek Chmura	Boilermaker	Meadville	1- 3-57	44
Dorsey Clayborn	Chief Cook	Jersey City	11- 8-56	31
Thomas H. Collins	Lieutenant	Binghamton	2- 4-57	33
Jesse W. Cortright	Yard Conductor	Port Jervis	12-31-56	50
Thomas F. Delaney	Yard Conductor	Elmira	12-22-56	44
James P. Devlin	Electrician	Jersey City	1- 4-57	29
Joseph H. Faulks	Chief Cook	Jersey City	1-11-57	40
Edward A. Flaschi	Truck Repairer	Susquehanna	9-18-56	39
Roy F. Fuhrman	Trackman	Polk	12-12-56	21
Francis R. Garland	Engineer	Hammond-Chicago	12-31-56	43
Stanley A. Gentar	Conductor	Hoboken	12- 4-56	44
Raffaele Gialanella	Carman	Dunmore	1-23-57	38
Amiel C. Gore	Retarder Operator	Marion	1- 8-57	45
Oney Grant	Boilermaker	Marion	1-31-57	38
Lee F. Green	Leading Car Inspector	Susquehanna	12-31-56	45
Pasquale Guarini	Blacksmith	Susquehanna	1-16-57	44
Ernest E. Harms	Engineer	Hoboken	12-31-56	41
James J. Hart	Brakeman	Port Jervis	1-30-57	50
Thomas P. Hennessy	Asst. Auditor of Revs.	Cleveland	2-28-57	47
Raymond W. Higgins	Engineer	Hornell	1-14-57	52
Matthew J. Hinan	Hostler Helper	Jersey City	1-15-57	38
John A. Hunter	First Levelman	Hornell	2-28-57	43
Joseph Jarowski	Car Repairer	Kent	12-31-56	39
Otto L. Jordan	Checker	Chicago	12-27-56	45
Michael J. Kitson	Tender Repairer	Jersey City	1- 4-57	46
Edward Lafferty	Yard Conductor	East Buffalo	1- 9-57	44
John A. Lane	Road Freight Conductor	Port Jervis	1-15-57	48
Paul E. Lehman	Engineer	Hornell	1-17-57	34
Robert H. Lewis	Supt.-Special Duties	Cleveland	12-31-56	30
Nazareno LiCausi	Stowman	Akron	1-23-57	36
William D. Lyman	Section Lineman	Salamanca	12-31-56	22
Hubert A. Maxon	Engineer	Hornell	1-18-57	41
Harry J. McGinn	Agent	Randolph	1-23-57	44
James McKersie	Conductor	Hoboken	12-20-56	45
Nicola M. Mecca	Carman	Dunmore	1-11-57	41
Edward C. Miller	Special Inspector	Jersey City	1-24-57	44
Armando D. Morales	Leading Maintainer	Leavittsburg	12-27-56	35
Thomas M. Moran	Signal Maintainer	Hancock	12-31-56	33
Fred C. Moyer	Crossing Watchman	Meadville	12-11-56	38
Francis L. O'Neill	Road Conductor	Port Jervis	1-17-57	31
Bartolmie Ozga	Coach Cleaner	Jersey City	1-18-57	36
Ray L. Peck	Engineer	Buffalo	1- 7-57	40
Tony Pekutowski	Car Inspector	Kent	1- 8-57	40
Edwin P. Perry	Road Conductor	Port Jervis	1-31-57	40
Frederick S. Ramp	Pipefitter	Jersey City	1-31-57	43
Fred A. Ritter	Passenger Trainman	Meadville	1- 4-57	40
Angelo Sabatello	Car Inspector	Dunmore	1-11-57	42
Ferdinand J. Schneider	Carman	Dunmore	1-23-57	34
Fred Schultz	Carman Helper	East Buffalo	1- 7-57	29
Peter Stevenson	Crossing Watchman	Bloomfield	12- 7-56	30
Harry F. Studt	Asst. General Agent	Kansas City, Mo.	2-28-57	31
Donato Summa	Carman	Dunmore	1-17-57	38
Joseph M. Tomer	Box Packer	Port Jervis	1- 4-57	32
Otto H. Truhn	Chief Clerk	Susquehanna	1-31-57	51
Edgar Van Sickle	Engine Dispatcher	Jersey City	2-28-57	33
James J. Walsh	Special Agent	Youngstown	2-28-57	49
Anthony F. Wester	Conductor	Hoboken	1- 2-57	55
Joseph F. White	Car Inspector	Susquehanna	1-23-57	40
Ward E. Williams	Engineer	Marion	1-28-57	40

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WILLIAM E. KANE, yard conductor at Port Jervis (left) received his gold pass for 50 years of service from **H. B. Hart**, trainmaster-road foreman of engines, Port Jervis.

absence of Mr. Tjaden. Don was presented with the 1956 outstanding Jaycee award.

MARION MECHANICAL By Ruth D. Hanning

New employees at the diesel shop are **Frans Thuyens**, **Paul Kerr**, **John Rockey**, **Charles Napper**, **Ralph Baker**, **Bob Franklin**, **James Byrd** and **Laird Allshouse**. **John** and **Laird** are former residents of Brookville, Pa. **Frans** is a refugee from Holland, sponsored by a local minister, the Rev. **Ralph Wiley**, and members of his congregation. Married and the father of five children, **Frank** has been in this country only since Nov. 30, 1956, and plans to become a citizen as soon as possible.

W. W. Crizer, machinist, and **John T. Engle**, machinist helper, still are out of service due to illness; also **Don Whetro** who underwent surgery recently.

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Allegany-Meadville **SALAMANCA, N. Y.** By S. Minnici

Speedy recovery wishes to Track Supervisor Clerk **Ernest Landon**.

A group of kind-hearted Erie men took up a collection and appointed Yard Clerk **T. O. Sander** to take the recently adopted stray dog at the yard office to a veterinarian for treatment.

Harry Whalen, former assistant to the division car foreman, came in for a chat recently. He's thoroughly enjoying his retirement.

Meadville Division Engineer **R. E. Copeland** made a vacation trip to Florida late in January. The scenery on the post cards he sent us is out of this world.

Stores

MEADVILLE SCRAP & RECLAM.
By George Smith

Happy birthday to **John Brecht**, **George Hood**, **Harold Mowris**, **John Rogers**, **Robert Stanford**.

We all wish Stockkeeper **Edgar Ruby** speedy recovery after his operation.

Nice to have Machinist **Clarence Proudfoot** back at work after a home accident.

General Foreman **Thomas Carr** gained the dubious distinction of bowling three consecutive games of identical scores, each 146. He received an arm band as a reward.

Our plant bowling team in the Erie Railroad League is out in front by 25 points, and they have their eyes on winning the championship again.

The team consists of **Ed Zelasko**, captain; **Thomas Carr**, **Ralph Farzalo**, **Ralph Foster**, **Verlin Greathouse** and **Richard Maust**.

The **Robert Rumbaugh**s and the **Ralph Hickman**s are knitting tiny garments. Mrs. **Robert (Joan) Rumbaugh** is the daughter of Supervisor **Francis Forbes**. Mrs. **Ralph (Marian) Hickman** is the daughter of Leading Dismantler **Forest Greathouse**.

Maybe **Forest** is celebrating already. He just bought a 1957 car. Leader **Cecil Shumacher** too has purchased a 1957 model and the correspondent a 1956 car.

• • •

Mahoning Division **ROAD FOREMAN OF ENGINES,** **BRIER HILL, O.**

By Catherine E. Campbell

We envy our fellow-workers, Engineers **H. L. Strong** and **J. J. Barkey**, and families. We received their postal cards from Bradenton and Miami, Florida, respectively.

A word of cheer to **Florence Carney**, wife of Engineer **J. F. Carney**, who is recuperating after a serious illness. We feel sure that soon she will be able to participate in the many activities for which she has always a helping hand.

After three years with the Marines, we welcome the return of **James P. LaMarr**, locomotive fireman. His last trip in service included a Mediterranean cruise with stops in Italy, France, Greece and Turkey.

Your correspondent and the office keep in contact with many of our retired employees and families: Retired Engineer **Roy F. Ellis** reports an interesting vacation trip to Vera Cruz, Mexico. Recently we received the Los Angeles Times' Rose Bowl issue showing the beautiful floats, views and details of the Rose Bowl Parade, by courtesy of the **John Yourkovitch**s. **Louis Schreider** sends his greetings from Detroit. **Heine L. Bowman**, Kinsman, is in fair health and looking for visitors. A letter from **Jack Hand**, Renova, Pa., tells us his leg is improving and he is able to walk again. He enjoys his fan mail and likes to write letters. **Mark Stone**, retired engine dispatcher is on a desert spot in Phoenix, in bachelor quarters, having for roommates an architect and a butcher. I know where he learned to cook, but I have yet to see him dish-washing and stretching the clothes line.

Old timers dropping in the office recently were engineers **George P. Bryan**, from Columbiana; **Otto W. Glassnapp**, from Lake Milton; **Don E. Wright**, on a short return visit here from Prescott, Ariz., and **Floyd Goodballet**, retired electrician.

(Next page, please)

We have reports that **Robert Sharkey** has improved in health and would enjoy having visitors.

BRIER HILL DIESEL SHOP

By Josephine Ann Amato

We wish many happy retirement years to **Hostler Clyde Court**, Electrician **Floyd Goodballet** and Laborer **Paolo DiTommaso**.

We are glad to see **Erse Fossati** and **Frank Portfolio** back at work after illnesses.

Speedy recovery is wished for **Harry Parker**, leading stockkeeper, and **Jack Dillon**, machinist, who were hospitalized.

A conducted tour through the diesel shop on Jan. 22, for a group of 28 clergymen was sponsored by the Industrial Information Institute, Inc. They lunched at the Youngstown Club at 12:30 p.m., then boarded a special train at the passenger station. They arrived at Brier Hill at 2:30 and upon completion of the tour were returned to the passenger station.

Congratulations to **John Homer**, machinist apprentice, who recently became the proud father of a nine pound baby boy. This makes two boys for the Homers.

YOUNGSTOWN FREIGHT

By Dorothy Gettig

Congratulations are extended to **T. G. Swogger, Sr.** who has an anniversary this month.

Congratulations also to **Mr. and Mrs. T. G. Swogger, Jr.** on the arrival of their new son. Just ask his grandpa about him.

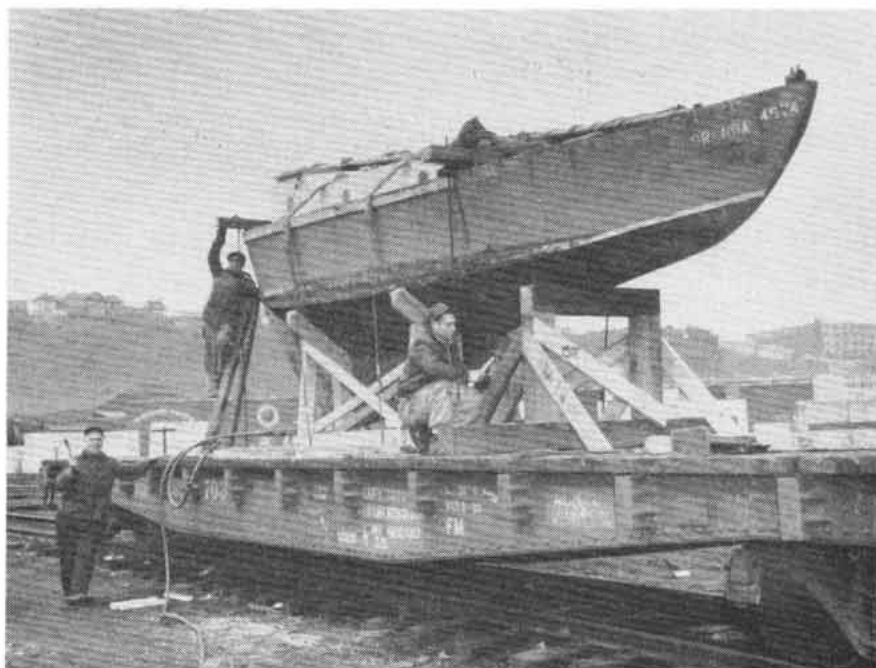
Jack Carney, Mary Kay, Eddie Bell and the correspondent are driving new cars.

Car Accountant

By Ella Carpenter

Congratulations to **Harold Post** and **Mrs. Elizabeth Baird** who completed 50 years' service with the company and received their gold passes on Jan. 28 and Feb. 1.

Norma Simmons, Olga Tanka, Lynne Priest and **Ella Carpenter** were four of the 400 Railway Business Women who enjoyed living like queens for three days at the palatial



THE YAWL ORENDA, 27 feet long, was sailed across the Atlantic by two Toronto, Ont., yachtsmen, and brought back to this continent aboard a steamer. Here she is shown being loaded aboard a flat car in Weehawken by three Erie carpenters, **Stanley Pietraszewski, Robert Preston** and **James McGinniss**, for the last leg of her trip to the Niagara Frontier and Toronto.

Greenbrier Hotel in White Sulphur Springs, W. Va.

Shirley Walker, Betty Schneider and **Mary Ann Sabo** had a gala week end in Chicago over Washington's Birthday, where they were registered at the Palmer House. Their itinerary included visits to the Pump Room, the Buttery, the Ivanhoe and trips to the Planetarium and Merchandise Mart.

Ruth Smith is visiting relatives and enjoying the sunshine of the golden west, mostly in California. But if we know **Ruth**, she will cover a lot of territory while she's there.

At the recent credit union meeting **Doris Fashempour, Annie Craney** and **Carol Gacom** won door prizes.

We bid fond adieu to **Donna Von Duhn, Loretta Goslin** and **Eleanor Bennett** who left, with the good wishes of their many friends, to await visits from the stork.

(Please turn the page)

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Karl Slonaker is leaving us to become an apprentice car man.

John Sarli has been hospitalized, but we hope it won't be for long and that he will be back with us soon.

Brunettes Alice Seferain and Josephine Zingale and blond Virginia Abbott are the newest key punch operators. We bid them a warm welcome.

Accounting

OFFICE OF COMPTROLLER

By Dorothy Symes

Welcome aboard to new office boy, George Frank. Also good luck to Gary Schwartz, who left this office to be messenger of the engineering department.

Joe Keenan is the proud father of a baby girl, Mary Agnes.

Glad to hear that Lou Paul's son is recovering nicely after his operation.

A great big thanks is extended to Mr. and Mrs. Lehmann for the lovely get-together at their home. After enjoying delicious pieces of pie, we saw some of the slides they took on their trip to Europe last summer.

AUDITOR OF DISBURSEMENTS

By Don Keister & Dorothy Buday

Don Bundy has the highest praise for the men of Erie at the diesel shop at East 55th Street, Cleveland. Don and his son Kenny were in a group of seven fathers and sons from the Westlake YMCA Indian Guide Tribe who were shown "the works" as well as given a ride in the cab of a Diesel locomotive.

Jim Hough has quit smoking. He tells us it's not hard though because he's done it so many times.

Watch for Marilyn Haely rambling around in her new car.

Don Keister is looking to the future of a family foursome on the golf course since his wife Yolanda gave birth to their third son. Jimmy weighed nine pounds and one ounce.

Best wishes to MaryAnn Zukowski who has left us for a full-time job as homemaker.

Again we welcome newcomers, Pauline Jameson, comptometer operator, and Steve Gall, messenger.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Robert Ward was elected president of Bureau Lodge No. 486, B. of R. C. Other officers elected were Frederick Petersen, vice president; inner and outer guards, Robert Argentieri and Ed Gillette; chaplain, Roy Smith; sergeant at arms, Neil Crandall, and secretary-treasurer, Gerald Curran.

Bob Young is leader of the new Explorer Post started in Hornell.

Bob Willey spent his vacation and his hunting trip in the St. James Mercy Hospital.

Bob Argentieri lunches on peanut butter sandwiches and chocolate milk.

Tunny Vet is coaching St. Paul's and Ed Gillette is coaching Presbyterian in the Sunday School Basketball League.

Bob Kraft is driving a new car.

Bill Morgan now has only one car, having sold his 1935 model due to state inspection.

Woody Woodruff was in Bethesda for an operation.

Watson Walden was elected president of the local Republican Club.

Cliff Friends is new elder of the Presbyterian Church.

Stan Pidkowitz also has a new automobile.

Ernie and Bruce Dungan were rather surprised one day when a friend, Bradley Phillips of I.B.M., whom they hadn't seen in 22 years, stopped at the office.

Harvey Schneegas was given a surprise birthday party.

Wonder why Bert Allison has started to wear a white shirt and tie to work.

Zip Zannieri is thinking about a new car.

Fritz Singleton, Dan Swift, Don Clark, Watson Walden, Richard Wheeler and Art White attended the Canisius-St. Bonnie's game in Buffalo.

The Hotel Sherwood was the scene of a party given by the girls for Mary Recktenwald who married Francis Dahill.

A party was given by the fellows to Tom Terry who has gone with
(Next page, please)

THE FIRST NATIONAL BANK of JAMESTOWN, N. Y.

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the State Department, and to **Richard Miller** who was married to **Janice Chapman**.

Ted Tannler still is talking about his tonsillectomy.

Henry Drury visited in Atlantic City.

Mary Rhodes likes her job so much that she was up at 4 one morning ready to come to work.

Little Andrew "Rusty" has come to live with **Jeff, Marilyn** and **Ed Gillette**.

Bob Ward announced the following committees for the annual union party: **Donald and Delores Lindeman**, co-chairmen; tickets, **Robert Young, Donald Clark, Tunny Vet, Phillip McEntee**; entertainment, **Olga Nazar, Richard Tyson, Ernie Dungan, William Barnett** and **Robert Argentieri**; decorations, **Jane Moore** and **Nancy Watt**.

Family ties in the office are: **Tom, Dick** and **Rita Halloran**; **Bill** and **Charlotte Geary, Dick Schieder** and **Pauline Bove**; brothers, **Ed** and **Frank Bottomley, Bruce** and **Ernie Dungan, Ed** and **Roscoe Dressler, Tom** and **Ronnie Ordway** and **Dick** and **Don Crowley**; father and son, **Harvey** and **Dick Miller, Harry** and **Bud Vanderhoof, Leo** and **John Hitchcock**; mother and daughter, **Dottie Rixford** and **Bobbie Sheridan**.

For the statistical department, there are over 1,300 panes of glass in the office, not including the glass on desks, of which there are 75. There are more than 80 calendars on the walls and 25 mirrors and 16 clocks.

AUDITOR OF REVENUES

By **Jimmy Murphy**

Bill Duffy is much improved following a sudden illness. Everyone at the office and **Bill's** many friends wish him speedy recovery.

On the morning of Jan. 22 **Roland Allen** and his wife **Helen** were blessed with a daughter, **Sandra Marie**, who will be a grand playmate for the two daughters and three sons.

Three recent and always welcome visitors to the office were **Betty Breckel, Joan Zak** and **Rosemary Ross** who were on hand for the farewell dinner party for **Nancy Stein** who left Feb. 8.

Virginia McLeod spent her vacation in Fort Lauderdale, Fla., recently and she reports it was just delightful there.

Marge Csuhran left on leave of absence Jan. 17 to await the arrival of the stork.

A hearty welcome to **Ed Court-right, Jr.** on his release from the armed service. He is now working in the icing bureau.

Audrey Kramer is thinking of bringing her portable radio to work so she won't miss a note of her idol, **Elvis**.

Wedding bells rang lustily on Jan. 26 when **Ed McLaughlin** took for his bride pretty **Mary Ellen Kelly** in St. James Church. The happy couple honeymooned in New York.

Head Interline Clerk **John Urbin** joined the select group of 50-year veterans on Jan. 7. At an office celebration **John Gillick** presented him with a cash gift on behalf of his fellow workers. Assistant Auditor of Revenues **T. P. Hennessy** made the presentation of an unrestricted gold pass and complimented the guest of honor on his splendid service record. Chief Clerk **George Huber** joined in the tributes and wished **John** many more happy years.

Officers of **Pickwick Lodge, B. of R.C.**, were installed at a ceremony in Public Hall on Jan. 15. General Chairman **John J. Schreur** presided. Following the installation there was dancing and a buffet supper.

We welcome to the Erie family **Dae Abram** and **Byron Kulander**, our newest waybill sorters.

Frank Petro was involved in an automobile accident recently and is laid up in the hospital. His leg was broken and will be in a cast for some time.

Bushwell's All Stars will make their appearance at the Erie bowling tournament in Youngstown. The lure of prize money is always enticing to championship performance, but the presence of **George Bushwell** should prove a real menace.

We're glad to see **Alice Bevich's** desk once more occupied. We missed her while she was away.

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Storage Capacity at Randall, O., of 1,000,000 Tons.

Meadville Leaves

(Story begins on page 7)
The work was done by her old friends at the Erie marine yard.

In her new home she will provide more frequent and rapid ferry service for commuters using both Erie and Lackawanna trains, and her marriage was part of the preparations for the final changeover of passenger stations from Jersey City to Hoboken now scheduled for March 25.

• • •

McInnes Speaks

(Story begins on page 14)
In addition to the cost of restrictions on fair competition, he pointed out that the railroads have to pay "a tremendous tax load averaging \$1,700 per mile, largely for the privilege of owning their own right-of-way and facilities."

"The railroads know that if they are to serve the nation efficiently and effectively they need to continue to spend at least at the same rate for the next several years. They also know that to do this they must have increased earnings.

"As great as railroad achievements have been so far in their history, the possibilities for still further improvement are enormous. There are many projects on the drawing boards awaiting the go-ahead signal which can only be given when funds are available for the job.

"Remove the shackles of out-moded regulations and the country will be assured of a strong network of railroads that will be ready for any emergency in the defense of our nation," he demanded.

• • •

**THE
FLEISHEL
LUMBER
COMPANY**

**SAINT LOUIS,
MISSOURI**

Flagman's Tale

(Story begins on page 8)

Imagine what would cause anyone to big-hole the train, especially on a hill, and I couldn't find out, either.

I couldn't find out, because Spooky, instead of going back to flag, as he should, ran forward about twenty cars. There he stayed while the brakes were pumped off. Pretty soon the engineer whistled off, and I was still wondering what was what.

Spooky swung aboard just as the caboose passed him, obviously eager for me to ask him what had happened. I didn't please him, but he told me anyway.

Or, rather, he told me his tale, which I have to admit, even today, more than 30 years later, is the biggest whopper I've ever heard in all my days on the railroad.

"Drawbar pulled out about 25 cars up," he said. "One of those that's held in place by a flat key."

I didn't say anything. After all, such an event should have put a few cars on the ground. Obviously he wanted me to ask him how it got fixed so quickly. Too, a drawbar weighed plenty even in those days, more than enough for four men to lift.

He still had to tell his story, so I pretended to start to write it up.

"Lucky thing was," he went on, "I found the key right away, lying between the rails, right near the drawbar under the east truck of the car it pulled out of."

"So I picked up the drawbar, put in the key and coupled the cars and made up the air line, and gave the highball."

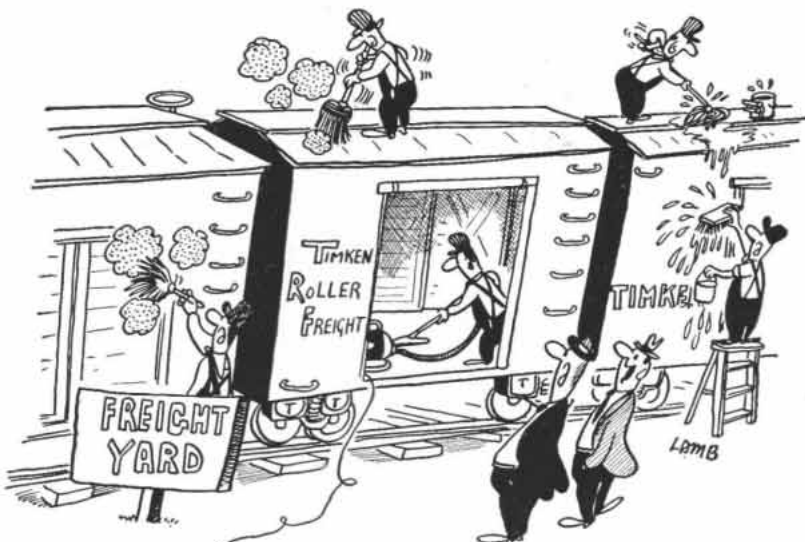
Well, I waited until the end of the run, and then went up and asked the engineer what had happened.

It was simple enough, the hoghead told me. He'd reached up for something, and somehow his clothes had got caught in the valve lever, and big-holed the train.

Well, I made out my real report where Spooky couldn't see me, and somehow he found out I hadn't been a big enough fool to write what he'd told me, and I never saw him again. He'd had his fun, and gone elsewhere.

Or maybe it was just that another man was promoted conductor about that time, which did happen, and the trainmaster took pity on me and gave him Spooky. But he still rates as the biggest liar I ever met—not that he was a big man, but he told the biggest lies.

• • •



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Century of Safety

(Story begins on page 5)

Should any railroad fail to guard its employees with research, advice and help in working safely, the employees would be as indignant as McCallum's were that he should ask them to work safely.

Ahead of His Time

In the century that has passed since McCallum's first safety rules his idea has taken root, not only in the railroad industry, but in all industry. According to the National Safety Council, the next railroad known to have issued safety orders was the New York City and Northern, in 1882. By 1899 the steel industry had recognized importance of safety.

Some men who have been ahead of their time—as McCallum seemed to be in 1856 and 1857—suffer the penalty of long obscurity, even though their work may grow great after their deaths.

But shed no tears for McCallum—he was recognized in his own time. When the Civil War broke over the nation, it was the first war in which the railroad played an important part. And General McCallum, of the Railway Corps of the Union Army, was recognized for what he was—a railroader's railroader.

He played an important part in the development of the railroad as an arm of the army—an arm that moved supplies and troops, that brought back the wounded in hospital trains and repaired bridges faster than the Confederate Army could destroy them.

• • •

Railroad Quiz Answers

1. Transportation Department.
2. \$2.75, effective January 1, 1957.
3. A private car company.
4. Appalachian Region.
5. Claims which have not been so apportioned and paid.
6. B and C each pays per diem (\$2.75) for one day.
7. A block ticket.
8. About 80 per cent (83 per cent, to be exact).
9. Official Railway Equipment Register.
10. Swung in a circle about head high.

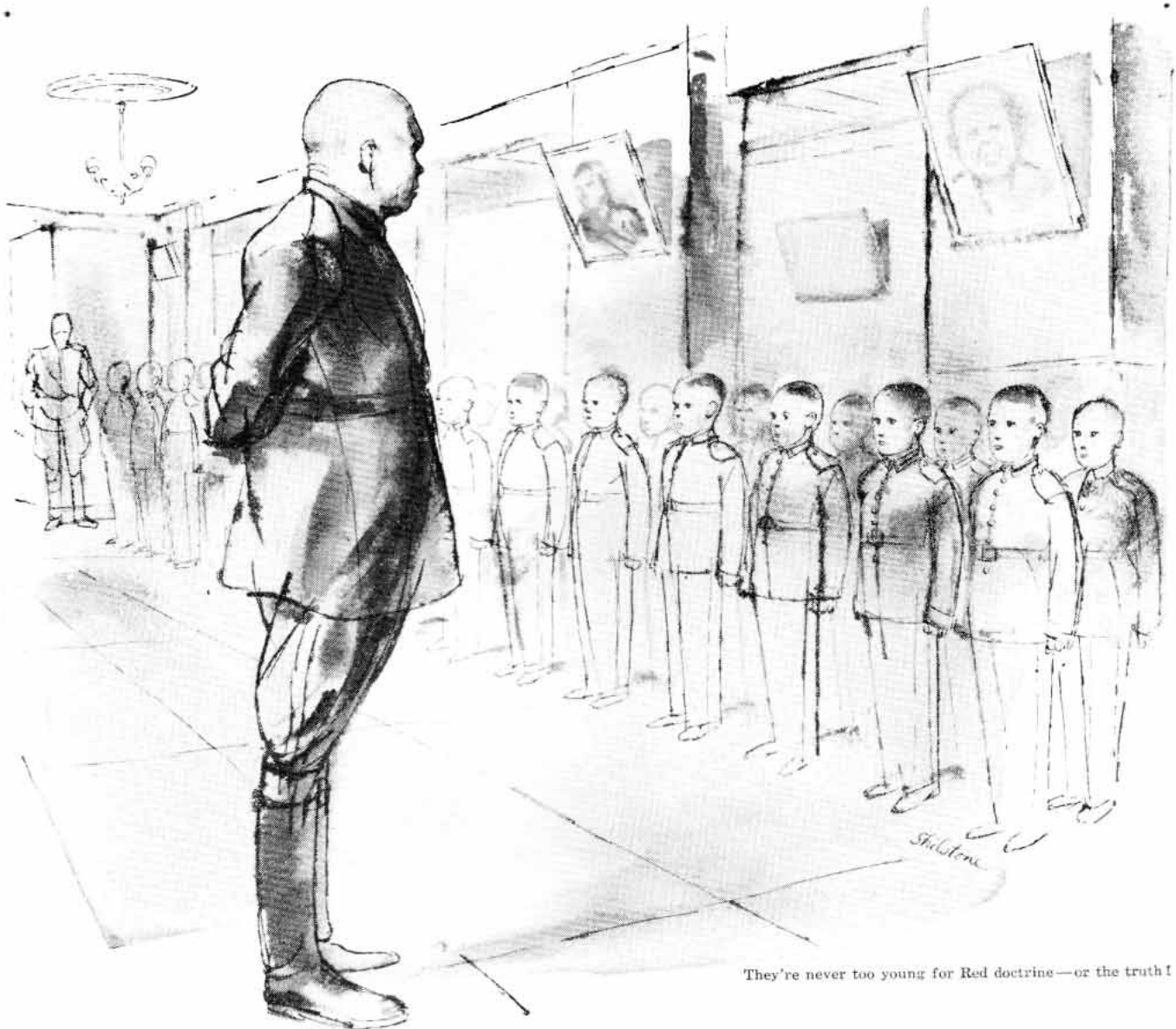
• • •

Guess What Answers

Top of Diesel locomotive starting battery; Shredded Wheat; brake beams.

• • •

Erie Railroad Magazine



They're never too young for Red doctrine—or the truth!

Who'll tell them the truth—if you won't?

Behind the Iron Curtain, Europe's captive people are groomed for Communism from the cradle. But even this relentless indoctrination cannot kill their will for freedom.

Today in satellite Europe, youth is turning against Communism . . . and this is the group on whom the Reds counted heavily for blind support. With the aid of truth from Radio Free Europe and Free Europe Press, these young people are determined to win back their

freedom. Their refusal to knuckle under has *never been stronger!*

Recent events have battered Red prestige throughout the world, upset their timetable of enslavement, exposed the Communists for what they really are—a brutal occupation power.

But this is no time to ease up. The need for truth from the free world has never been greater . . . and truth is the one thing the Iron Curtain can't keep out. *Keep it coming!*

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You probably think of Erie Railroad as primarily a carrier of passengers and freight—which it is. But the Erie serves your community in another important way, too. Our Industrial Development Department is constantly on the lookout for ways to attract new business to the communities along our line.

No matter where business grows in the Erie area, it means new benefits for your

community. Erie cooperates very closely with local businessmen and Chambers of Commerce in helping to develop suitable areas for industrial sites. Power, water supply, tax rates, soil conditions—all are investigated. Then Erie people, who are constantly in touch with industries looking for sites, help bring buyer and seller together. From this new industry comes new jobs, added payroll and increased prosperity for people of the area.

The Erie Industrial Development men are just a few of the more than 18,000 Erie men and women working together to bring you better service and 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. After all, "It's the men who make the Erie."

AS YOUR COMMUNITY GROWS, SO GROWS THE ERIE



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