ANY OF US judge our neighbors by the neatness of their homes and yards. I am sure this is an equally important factor in our standing in the communities our railroad serves.

For several years we have conducted a vigorous campaign to dispose of railroad scrap, obsolete equipment, and unsightly buildings. Progress has been made but the job is by no means complete.

You can be helpful in suggesting situations of this kind where improvement should be made and also in doing your part in making Erie an acceptable neighbor.

Spring house-cleaning is just as important on the job as it is at home.

C. W. Johnston
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 the employees on and off the job.

RAIL ENDS

The world's longest stretch of railway track without branches or rail connections extends across an almost waterless desert from Kalgoorie to Port Augusta, Australia, a distance of more than 1,000 miles. This standard gauge line, belonging to the Trans-Australian Railway, was completed in 1917 to form a link between the railway systems of Eastern and Western Australia. Three trains weekly in each direction are operated over this route.

It's against the law in Maine to go down to the depot just to watch the trains come in, since loitering around stations is prohibited. Iowa law won't let a railroader lend a handcar to a friend. It's against Arkansas law for a railroad to let Russian thistles fall to seed along the right of way. In Mississippi, a conductor can be fined $500 if he puts a passenger in the wrong compartment of a Pullman.

Billy Sunday, who started out as a locomotive fireman, used to inject railroad language into his powerful evangelistic sermons. He once said, "Some people believe they've got a Pullman ticket to Heaven and have asked the porter to wake them when the train is pulling into the yards of the New Jerusalem. But I tell you they're going to get a hot box on the way!"

THE COVER—Our cover this month may be the first cover for the Erie Magazine from our Dayton Branch. Conductor Charley Gholson is shown on the rear platform of the caboose which brought up the end of a No. 98 freight on the Dayton Branch just before the train departed for Marion, Ohio. Conductor Gholson is talking to Engineer Glen Bevis in the cab of the engine at the head end of the train. For more about the Dayton Branch, see Pages 10 to 12.
Top Officials Promoted

Stanley F. McGranahan, general manager of the Western District, has been appointed assistant vice president, and J. P. Allison has been named to succeed him with four superintendents moving up to new positions as a result of the change.

The four superintendents who have advanced to more responsible positions are: Thomas E. McGinnis to assistant general manager, Western District at Youngstown; Francis J. Mulligan to superintendent, Mahoning Division, Youngstown; Edwin J. Robisch to superintendent, Marion Division, Huntington, Ind.; Donald A. Logan to superintendent, Allegany, Bradford, Meadville and Buffalo & South Western Divisions, Salamanca, N. Y.

Because of changes in operating conditions in the Scranton-Dunmore area coincident with the sale of the Erie's Jefferson Division, Erie will no longer maintain a division superintendent's office in the area. The territory will be supervised by J. R. Ebert, superintendent at Hornell.

60 Employees Added

Service to the shippers in the area will not be changed, and Scranton will continue to be as important to our railroad as always. In fact, our car repair forces at the Dunmore shop were increased by 60 men on April 15 with an additional monthly payroll of $20,000.

Mr. McGranahan will be in charge of a new staff which will study various operating problems, particularly commuter train losses in the northern New Jersey area.

The new assistant vice president had been in charge of the Western District in Youngstown for the last four years. Born in Jamestown, Pa., Mr. McGranahan has been with the Erie 44 years.

He became assistant superintendent of transportation in 1939, and in 1946 he moved to Buffalo as superintendent of the Buffalo and Rochester Divisions. Then in 1948 he was moved to Jersey City as superintendent of the New York Division and a year later advanced to assistant general manager of the Eastern District there. On April 16, 1951, he moved to Youngstown as general manager of the Western District.

Phil Allison, the new general manager of the Western District, has been with the Erie since 1929 when he took a job as a transitman in Buffalo soon after graduation from Cornell University as a civil engineer.

Mr. Allison was assigned to Hornell in 1941 as a trainmaster, then advanced to assistant superintendent of the Marion Division at Chicago in 1944 and superintendent of the division the following year at Huntington. By 1947 he was at Salamanca as superintendent and then was named as assistant general manager at Youngstown in 1949.

The successor to Mr. Allison as assistant general manager, Western District, Mr. McGinnis has been superintendent at Youngstown since 1953.

A native of Youngstown, Mr. McGinnis started as a laborer in the car department in 1927, advancing through the Mechanical Department in Youngstown and Cleveland until he was named an inspector of operations in 1944.

Mr. McGinnis became assistant superintendent of transportation in Cleveland in 1949, then went to Jersey City as assistant division superintendent later in the year. Before heading the Mahoning Division at Youngstown, he was superintendent at Salamanca, going there in 1951.

Mulligan At Youngstown

Succeeding Mr. McGinnis as superintendent at Youngstown, Mr. Mulligan has been superintendent of the Marion Division at Huntington.

Born in Wooster, Ohio, Mr. Mulligan came to the Erie as a clerk in 1923 at Ferrona, Pa.

Successively Mr. Mulligan became trainmaster at Huntington in 1936, at Dunmore, Pa., in 1938 and Marion, Ohio, in 1941. In 1945 he was named assistant superintendent of the Marion Division and then stepped up to superintendent.
RAIL QUIZ

1. Does a through truss bridge span carry the roadway above the superstructure or within the superstructure?
2. What is a dual control switch—a remote control switch which must be thrown by two operators, or a switch which is operated by remote control but can also be thrown by hand?
3. Is an RB type of refrigerator car—a mechanical refrigerator car, a standard refrigerator car with bunkers, or a refrigerator car without bunkers?
4. Is it permissible for two or more sections of a train to be run on the same schedule?
5. Which of these are fixed signals—semaphore, interlocking or block?
6. Are all-purpose mechanical refrigerator cars equipped with mechanism for maintaining low temperatures, for heating the interior, or both?
7. Can embargoes be placed on freight shipments to a given terminal, port or area by the Association of American Railroads?
8. Which of these three types of freight cars is the most numerous on the American railroads—box cars, hopper cars or flatcars?
9. Which department of the railroad employs instrumentmen—Accounting, traffic or engineering?
10. At 7 a.m., Monday, a freight car belonging to Railroad A is delivered to Railroad B. Railroad B delivers it to Railroad C at 9 p.m. that evening, and C delivers it to A, the owner, at 7 a.m., Tuesday. To which railroad should Railroad A look for Monday's per diem?

(Solutions on Page 34)

Slow Bridge

Accounts of trains in the West being delayed by swarms of grasshoppers on the rails, causing the wheels of the locomotives to slip on the grades, are matched by a report which has just come out of Denmark.

Swarms of mosquitoes settled on the rails on the Storsstroneroen Bridge in Denmark, delaying a freight train 90 minutes.

The engine's wheels slipped over the mosquitoes, and sand was used to give the engine traction. The 2-mile bridge crossing, usually made in five minutes, took an hour and a half.

LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started With Erie</th>
</tr>
</thead>
<tbody>
<tr>
<td>William F. Hedden</td>
<td>Kent, Ohio</td>
<td>Trainmaster-Road Foreman of Engines</td>
<td>6-6-34</td>
</tr>
<tr>
<td>Harry E. Joyce</td>
<td>Port Jervis, N.Y.</td>
<td>Trainmaster</td>
<td>10-40</td>
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"To what do you attribute your great age?"

"To the fact that I was born a long time ago."

May, 1955
7 Promotions Announced in Purchases, Stores

Manager of Stores since 1950, John F. Duffy has been named manager of purchases and stores, succeeding Purchasing Agent Cooling.

Manager Purchases and Stores

J. F. DUFFY

manager purchases and stores

Frank J. Loughlin who has retired after 51 years of service.

The retirement of Mr. Loughlin also resulted in the following promotions: George J. House to general storekeeper; Edward E. Dexter to assistant to purchasing agent; Edward A. Murphy and Joseph P. Echle to assistant purchasing agent; James P. Hogan and Francis P. Williams to assistant general storekeeper.

A native of Dunmore, Pa., Mr. Duffy went to work for the Erie there as a storehouseman on Sept. 1, 1914. Most of his career with the Erie has been in the stores department. His office will be in Cleveland.

With the Erie since 1919, Mr. House was born in Hornell, N. Y., and has worked there most of his life. He started as a clerk in stores and has remained in the department in Hornell except for a few months in Meadville, Pa., in 1923 and again in 1924. He has been assistant to the manager of stores since 1950.

Mr. Murphy has been with the Erie since 1918, starting as a file clerk in New York City. He has been in Cleveland since 1932 and since Dec. 1, 1952, has been assistant to the purchasing agent.

Raised in Cleveland, Mr. Echle started with the Erie as a junior clerk in the purchasing department on Sept. 2, 1931. He has been chief clerk in the department since Dec. 1, 1952.

Mr. Hogan is a veteran of 44 years with the Erie and has spent his entire career in the stores department in Hornell where he was born. Since June 1950 he has been assistant manager of stores.

Another native of Hornell who has spent his entire Erie career in his home town, Mr. Williams started with the Erie on April 2, 1924, in the Hornell Accounting Bureau. Since Oct. 1, 1951, he has been the system stationer.

Maximum speed is the minimum of safety.
The best of Erie's bowlers from all over the system moved in on Youngstown, Ohio, in March for their annual tournament to decide champions in four events, and after a weekend of hectic ten-pin toppling, one five-man team champion, one two-man team titleist, one singles winner and one all-events winner were determined.

The winners were: Five-man team, the trainmen from Youngstown with 3025; two-man team, Joe Scullion and Joe Capozzi, Salamanca, N. Y., with 1325; singles, Austin Cannon, Cleveland, with 726; and all-events, Pete Kafka, Youngstown with 1948.

The winners of the team event are shown above. They are members of the trainmen's team, Youngstown. From the left, Joe DiLoreto, Red Wilbur, Larry Cormall, Mike Mantini and Chuck Hunter. They won the team crown with a score of 3025 pins.

Taking pictures is Mrs. Earl Richards, and her subjects are Frank Townsend, Roy Brown, Tom Lague and Husband Earl, all of Marion, Ohio.

We don't know how many prizes Steve Miko, correction clerk, auditor of revenues, Cleveland, won, but his form seems to be satisfactory.

This future kegler is Caroline, daughter of Rip Ripepi, waybill abstractor, auditor of revenues, Cleveland. We don't know how she scored, but we like her smile.
MARION YARD'S FACE LIFTED

Improvements and a general face-lifting at the west end of our huge freight classification yard at Marion, Ohio, have increased the efficiency of the yard, and the changes also are expected to lessen the possibility of damage to cars and contents during switching operations.

The eastbound hump has been eliminated, and Yard E, the old hump yard, has been changed from a double ladder hump yard to a single ladder flat switch yard.

The basic reason for revamping the yard was to accommodate the longer trains which are common today because of the greater efficiency of diesel locomotives.

However, another important reason for making the change was to provide flat switching. In regrad-

ing the old hump yard, a grade was established which will tend to greatly minimize the possibility of damage to rolling stock and freight.

Yards D and E now are connected to five straight tracks. One of these tracks now can take a train up to 150-cars long which is the longest train that can be accommodated in the yard.

Located on the western outskirts of town, our Marion yard is the biggest classification yard on our railroad. The track area sprawls over about 90 acres of land in north-central Ohio where the great flat prairie lands begin.

The yard has a capacity of 6600 cars. It is about two miles long from the points where the main line enters its eastern and western extremities. Near the center of the yard where the ends of the eastbound and westbound yards are opposite each other, the Marion yard is 45 tracks wide.

Included in the yard are icing facilities for icing our famed eastbound perishable trains, an eastbound manifest yard, a westbound hump which consists of a classification yard, 16 car retarders and two retarder control towers which also operate 24 power switches; five yard offices, a caboose track where cabooses are serviced and repaired and the westbound and eastbound car department areas.

The International Business Machine equipment for our new automatic type of car reporting has been installed in the yard office at Yard D.

Shown below is the portion of the Marion, Ohio, yard which had its face lifted. The building houses icing facilities. In the center of the picture are tracks which have been combined to take 150-car long freight trains.
Erie Orders Electronic Computers

Erie Railroad is moving toward a new era in its accounting operations by placing orders for two new type electronic computing machines to add to its already extensive punch card methods for maintaining its records, disbursement and revenue accounting as well as freight claim settlements.

"The marvels of electronic computers help tremendously in simplifying and speeding up the millions of individual details we process each day," says George W. Oakley, comptroller. "We have already made great strides in mechanizing office procedures and reducing paper work with electronic computers, but I understand these new machines go even further in making accounting records available to us more promptly."

The electronic computers have been ordered from the International Business Machines Corp. for delivery in 1956 or earlier. Known officially as magnetic drum data processing machine type 650, it operates under a plan of "stored" instructions and can accommodate 2,000 individual steps with a "memory" of 20,000 positions. The machine processes 200 cards per minute and can "read" as many as 80 characters on each card or 16,000 digits per minute. It is capable of adding or subtracting 10-digit numbers at the rate of 200 a second, multiplying at 100 a second, or dividing 80 a second.

The "memory" drum is the heart of the machine and with its electronic speeds can produce detailed statistics in a single operation that once required multiple card handling and processing.

The "electronic brain" has self-checking devices to insure accuracy. Errors are automatically detected and when they occur the machine can be "instructed" to stop or can be programmed to repeat that portion of the computation for accurate determination.

The Erie was one of the earliest users of I.B.M. automatic calculating machines in its offices at Hornell and Cleveland for record keeping purposes. Over 1,000 employees are engaged in various kinds of Erie accounting work.

ASSISTANT CHIEF

Robert Farley, son of Ed Farley, chief dispatcher (retired), Dunmore, Pa., has been named assistant chief helper engineer for the state of Pennsylvania.

After serving in most of the Pacific hot-spots as a military engineer in World War II, the younger Farley helped build a defense network for two years in the sub-zero weather of Alaska.

Before World War II the young engineer worked for the Erie.

New Lawyer

John J. Reardon, district claim agent at Huntington, Ind., has passed the bar examination in Indiana and is legally authorized to practice law. He has been with the Erie since April 26, 1943, starting as a claim agent in Youngstown, Ohio. A graduate of the University of Notre Dame, Lawyer Reardon is a native of Binghamton, N.Y. With the Erie, Mr. Reardon has been a claim agent at Youngstown, Meadville, Pa., Binghamton and Jersey City.

190 TIMES AROUND THE WORLD

After 33 years as a chef-cook on Erie passenger trains, Edward Williams has retired, and he estimates that he has traveled 4,752,000 miles while cooking on our trains or about 190 times around the world. His specialty is sweet potato pie. He is the father of a married daughter.
Here is Mom Davie in the good old days on the Dayton Branch. Her “boys” sample one of the many pies she used to bake for them before she married O. F. Frye, a retired Erie conductor.

Working on the Dayton Branch

...patience, thoroughness
basic assets on work train.

To give the readers of the Erie Magazine some idea of what railroading is like on a branch line, your reporter went down to the Dayton Branch to ride one of the freight trains. It was really a great experience. You can’t help but come away with a feeling of great respect for the skill and ruggedness of the men who operate the trains on this branch that runs 83.6 miles from Marion to Dayton, Ohio.

Along with John Long, the magazine’s photographer, we boarded second No. 98 in Dayton one afternoon headed for Marion. We wanted to get acquainted with Erie folk on the Dayton Branch and to arrange for other Erie employees to meet them through the pages of the magazine.

For picture purposes, second No. 98 was the only satisfactory train because it is the only through train which operates on the branch in daylight. About four days a week there are only two trains daily on the branch, No. 91 southbound to Dayton and No. 98 northbound to Marion. Generally on alternate days there is a second No. 91 and No. 98. All except the second No. 98 are night trains.

Daily also there is a local way-

Following a rest in the bunkhouse after bringing in second No. 91 from Marion the previous night, three members of the train and engine crews prepare to take second No. 98 back to Marion. From the left are Bob Moderwell, fireman; Glen Bevis, the loquacious engineer, and Don Barton, flagman. The pictures were taken in the Erie bunkhouse at our yards at Dayton.
freight which operates from Dayton to Urbana, Ohio, about 35 miles north of Dayton. It handles a good deal of the switching and delivers and picks up cars at industrial plants.

It was a perfect day for an assignment on a freight train with a bright sun beaming down out of a cloudless blue sky as second No. 98 waited in our Dayton yard with your reporter in the caboose and Johnny Long in the “jeep,” the popular name for the 1600-horsepower general purpose road switcher which was to pull the train.

Departure time was 4:30 p.m., although generally it is closer to 2:30 p.m. However, the same train and engine crews which had brought in second No. 91 from Dayton that morning were taking back second No. 98, and they had been getting their rest after an 8 a.m. arrival. Under the rules the crews could not be called for eight hours.

Our able guide in Dayton was Noble Darr, agent-yardmaster, whose headquarters are in the Erie freight house about half a mile from our yard. The freight house and yard are surrounded by industrial plants and factories which are contacted regularly for business by Agent Darr, a friendly, energetic Erie representative.

The yard consists of 15 tracks with a capacity of 360 cars and includes the typical railroad building in which are located the yard office and bunkhouse where the train and engine crews can rest between trips.

Our Dayton branch directly serves about 20 industries in Dayton. Included among these are the fertilizer plant of the Farm Bureau Cooperative Association, the newsprint warehouse of the Dayton Daily News, the Dayton Oil Co., the Thresher Varnish Co., a division of the Pittsburgh Plate Glass Co., Ready-Mixed Cement Co., Dayton Builders Supply Co., and famed Wright-Patterson Air Force Base, one of the nation's most important aircraft development centers and air bases.

Moving Out

After the train was made up, the engine was attached and at 4:30 two blasts from its air horn alerted everybody concerned, and we moved out of the yard. Agent Darr cheerfully waved a farewell, and we were headed for our first stop at Fairborn on the outskirts of Dayton where the train was to pick up one car.

The wheel report showed 15 cars in the train with a total of
our jeep spent two hours shuttling cars in the small three-track yard. Describing this job, Fireman Bob Moderwell said, “The shipper with the little plant can be sure he will get the same kind of service as the shipper with the biggest plant on our railroad. We try to do the best we can for everybody.”

As might be expected, there’s a good deal of conversation and repartee during the long hours on the road. As the engine shuttled between the tracks and snorted occasionally up a hill to spot cars, the talk often became quite lively.

The lead role in the conversation was taken by Engineer Bevis who can probably out-talk any man on the Dayton Branch. He has been on the branch since 1915 and knows the history of every building, community and native along our right-of-way. When he runs out of local material, he takes on the rest of the country or philosophizes about life in general.

One of the biggest mysteries in his life is his 16-year-old daughter. He simply cannot comprehend how she manages to do four hours of homework every evening and at the same time watch television and listen to the radio.

Fond Memory

Sadly missed on the Dayton Branch these days is a long-time friend of Erie men, the former “Mom” Davie who used to bake some fabulous pies for her “boys” on the Erie.

Mom’s back yard adjoined our

(Please turn to Page 15)
DEATH TAKES HENRY DUNKLE AT AGE OF 96

Henry Oliver Dunkle, for 42 years an official of the Erie Railroad and among the oldest living former railroad executives, died early March 31 in his home, Cleveland. He was 96.

Mr. Dunkle had been hospitalized for a checkup a few weeks earlier and had returned home. He lapsed into a coma, from which he did not regain consciousness. He long had suffered from a heart ailment.

Mr. Dunkle’s wife, the former Nellie Baer of Ligonier, Pa., to whom he was married in 1889, died in 1938. Surviving him are two daughters, Mrs. Wilbert B. Kurtz and Mrs. Frederick J. Haffner, with whom he made his home; four grandsons, and two great-grandchildren.

Mr. Dunkle was the friend of generations of railroad men, and it is significant that he insisted that the telephone company list him as Harry Dunkle rather than under the more formal name his parents gave him at his birth in Pittsburgh, Feb. 7, 1859.

Telegrapher in 1878

He went to work for the Baltimore & Ohio as a telegraph operator in 1878.

In 1880 Mr. Dunkle left the B. & O. for the Pittsburgh & Western, where he was train dispatcher, chief dispatcher and finally trainmaster. In 1889 he was made superintendent of the three-foot-gauge division of the line. In 1890 he went to the South Carolina Railroad, now part of the Southern Railway System.

In 1891 he returned to the B. & O. at Akron, and in 1895 he was called to the P. & W. again, this time as general superintendent of the whole system, both the standard-gauge main line and the narrow-gauge lines. He stayed with the P. & W. until 1903, one year after its absorption by the B. & O.

Mr. Dunkle’s association with the Erie Railroad dated from 1903, when he was made superintendent at Meadville, Pa. Seven months later he was made general superintendent of the road with headquarters in Cleveland. Later he was made general manager of the system. He retired in 1945.

In World War I Mr. Dunkle was sent to Chicago as assistant to the president of the Erie. He was there until after the war. Then he returned to Cleveland as general agent. The road’s line of lake package freight carriers also was placed under his direction.

Mr. Dunkle was a member of the Cleveland Ore & Coal Exchange, of which he later was made an honorary member. He was an early member also of the Propeller Club of Cleveland. An early golfer, Mr. Dunkle was one of the first members of the Acacia Country Club and later an honorary member. He was a member of the Masonic order in Pittsburgh.

Atom Watcher

Are atomic locomotives on the way? This is a question often asked but impossible to answer at this stage of development.

Railroads are keeping a close eye on progress in the nuclear energy field. The Association of American Railroads has for several years past had a competent mechanical engineer duly accredited to the Atomic Energy Commission.

His duty is to observe the workings of the Commission staff, insofar as security regulations permit, to the end that whenever the harnessing of atomic power advances to a point where it becomes usable and practicable for locomotion by land, the railroads will be ready to apply it. There are some who think this is a long way in the future; there are others who believe it will come suddenly and in the not far distant future.

The rate of return on railroad property investment (after depreciation) in the 12 months ended Dec. 31, 1954, was 3.28 per cent, compared with 4.19 per cent for the 12 months ended Dec. 31, 1953.

More than one and one-half million carloads of perishable food products move over the railroads of the United States each year. Included are fruits and vegetables, fresh meats and other packing house products, seafoods and dairy products.
This is the story of a dynamic eighty-two-year-old. If you saw him, you wouldn't believe that this is his age. I know that I didn't, for he is an expert in vital living.

More than twenty years ago, this man was a small banker in the Midwest. Then along came the great depression and he lost his bank and everything he had. There he was at sixty, without money, without a job and living through one of the most terrible times our nation has ever seen.

He walked the streets of Chicago, trying to find something to do. His only training was in banking and banks were closing every day. In any event, no one wanted a man past forty.

It was prayer and faith that remade his life. Finally, he got down on his knees and said: "Dear Lord, I've been a banker all my life. I'm sixty now. I've lost the bank, so I suppose it means you don't want me to be a banker any more. But, Lord, although I'm sixty, I'm still strong and I've got a good mind. And I believe in You and feel Your presence. You tell me what to do and there will be wonderful days ahead."

As it turned out, the next few days weren't any more wonderful than the days before that. But on one of those days, he finished the want ads in the classified section of the newspaper, when something else caught his eye. It was an advertisement for an old Florida hotel, built during the boom and for sale at a sacrifice.

Something said to him to call up the owners and ask about it. But he couldn't imagine doing anything like that. So he kept looking for a job. After several days, he found that he was continually thinking about that hotel. He called and got the price, a sum far beyond his slim resources. He hadn't even a hundred dollars left.

He prayed again and said: "Lord, you brought that advertisement to my attention. I know nothing about the hotel business, but I'm willing to try, though I haven't the money it will take."

And the Lord seemed to say to him: You have some good friends. Go to each one and ask them to help you.

He did just that, but got only a little money. Times were hard for everyone. He took the money, went to the hotel people and said: "This is all I can raise."

"You can have the hotel," they told him.

This seemed strange to him, but, when he got to Florida, he found out why. The paint was peeling off, the floorboards were rotten—it was filled with cobwebs, there wasn't a stick of furniture or a piece of carpet in the place, and they had even taken the faucets off the sinks.

"Lord," he asked, "why did you ever get me into this?"

And the Lord seemed to say that things would work out all right. With hard work and God's guidance, they did. That hotel was booked up all through the winter this season.

"Do you know," my eighty-two year old friend told me, "it is a fact that God will help you if you ask Him and trust him. I did not know the first thing about running a hotel. But God knows all about every business and I just asked Him and He told me what to do. These last twenty-two years have been the most wonderful of my life. You and I know, don't we, that all a man has to do is to walk hand in hand with God, work hard and do right and He will lead you where He wants you to go."

This is a simple philosophy but simple people often have a wisdom the rest of us lack. My elderly friend had learned the great truth—that, if we permit God to put great expectations into our hearts, He will help us fulfill them. It is a philosophy I can heartily recommend. I know it works.

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tracks at Peoria, Ohio. Regularly she used to present big hunks of juicy, delicious apple and peach pie to train crews when they worked around Peoria. Or they might just stop by to chat and kid with the friendly, cheerful “angel of the Dayton Branch.”

Today she is Mrs. O. F. Frye. Who was the lucky guy she married? You might be able to guess—a retired Erie conductor. Apparently Conductor Frye could not bear to give up those pies. The couple is living at Byhalia, Ohio.

While the engine crew maneuvered the switcher, Conductor Charley Gholson and Brakeman A. L. Simmons were busy as beavers in the small Durbin yard, switching, marking cars and coupling and uncoupling when not hanging easily from grab irons while “commuting” to the various switches.

Meantime, Flagman Don Barton stood guard at the rear of the train on the main track, maintaining a lonely but necessary vigil that is as important and traditional as railroading itself.

By the time the engine completed the switching assignment in Durbin, it was dark and Flagman Barton had hung out the two marker lights on either side of the caboose.

About that time your reporter and Photographer Long had a quick conference and decided that perhaps they had had enough railroading for one day. With more work facing the train at other stops en route to Marion, it was expected that the train would not reach its destination until the wee hours of the morning. So, armed with data obtained by pestering the busy crew with questions and with a good supply of photographs, the armchair railroaders departed for the nearest passenger station.

A check with the Marion dispatcher the next morning revealed that second No. 98 had pulled into Marion at 5 a.m. after a good night’s work. Its rugged crew already was scheduled to take a No. 91 back to Dayton that evening.

The writer’s advice to enthusiastic rail fans who are unaware of the routine of freight trains is to continue to use passenger trains exclusively—as he will do hereafter, except in line of duty.

Passenger fatalities in train accidents during 1954 totaled 5, compared with 21 in 1953.
Sir:

We wish to thank you for your cooperation in furnishing us with the railroad safety lectures and motion pictures at Andrew Jackson Gardens and Christopher Columbus Gardens.

The talks by Lieuts. Coyle and Hopler and the pictures were indeed very beneficial and well received by the parents and children residing in both our projects. It is through this means that we are able to promote a successful safety program and prevent our children from trespassing on private property, particularly the railroad tracks near the projects. This undoubtedly accounts for the 100 percent success that we have had since opening our projects over two years ago. We have not had any of our children suffer an accident upon the railroad tracks and we hope our record continues to remain perfect indefinitely.

We hope that we can call upon you once again in the near future to continue this type of educational program.

M. Edward De Fazio, Exec. Dir.
Housing Authority
City of Hoboken [N. J.]

Sir:

... My husband and I went to Cleveland ... on the train leaving Youngstown at 7:35 p.m. and when getting off, in my excitement I lost my purse. The amount in it may not have meant much to some folks, but it did to me. Conductor R. L. Pettigrew found it and turned it in. Everything was OK. So please give him, as we would say, an honorable mention ...

Mrs. Al Guerrier
Youngstown 7, Ohio

Sir:

On behalf of the members and the adult group of Troop 100, Boy Scouts of Governors Island, I wish to take this opportunity to thank you for making it possible for our Scouts to spend a most informative and enjoyable day with the Erie Railroad at Jersey City ...

Our youths, through your efforts, have a better understanding of railroading and they are more mindful of their American heritage, especially in the advancements made by the Erie Railroad in the fields of transportation.

Lindsay P. Caywood
Colonel, MPC
Chairman, Troop Comm.
Boy Scouts of America
New York 4, N. Y.

Sir:

We recently entrusted our company with the movement of two large presses originating from Chicago and also an exceptionally large press from Cicero, Ill.

May we take this opportunity to highly compliment everyone who was connected with the movement of these three presses for the splendid effort shown and the expeditious routing in record time of each of these units.

It is indeed gratifying to see that when special handling is requested, we can always obtain full cooperation from the Erie Railroad Co.

Michel G. Bruce
Inter-Maritime Forwarding Co.
New York 4, N. Y.

Barbara Anne Masson, daughter of Joseph E. Masson, night general yardmaster, Cleveland, is engaged to Charles O'Malley. The wedding is scheduled for July 2.
Veterans Honor Avoca 50-Year Man

At their March meeting, members of the Avoca-Danmore, Pa., chapter of Erie Vets honored F. J. Sheerer, retired yardmaster, Avoca, for 50 years service with the Erie and 30 years as a member of the vets. From the left are Andrew Malin, Mr. Sheerer, Daniel Sabatello and James Summa.

Fellow Veterans:

The first quarter of 1955 is past and the financial report I received from our treasurer and financial secretary shows that the Erie Railroad Veterans' Association is in very good financial condition. At this time I wish to congratulate the executive officers, the chapter chairmen and all veterans who made this condition possible.

Request that during the second quarter we exert an extra effort to increase our membership. By so doing, I know we will build up a happier and more prosperous association.

Lists showing the committee appointments for our annual outing have been forwarded to the veterans requested to serve. It is my wish that all committee members take an active part in making our annual outing a grand success. Any veteran wishing information relative to the outing, please contact your chapter chairman.

Fraternally,
Edward McCue
President

Buffalo-Rochester

By Ruth Nise Mangen

Charles L. Connor, veteran track supervisor at Avon, who retired recently, is recuperating after an illness. We hope he has rapid recovery.

Robert A. Bork, retired road foreman of engines, spent seven weeks' vacation in Los Angeles, stopping with old friends. They toured many interesting spots, including Las Vegas and into Mexico, covering about 2,000 miles.

Guy Wheeler, retired agent and wife were injured in an auto accident recently; Bill Eisenhut is recovering after an operation.

A. J. Miller (retired) and Mrs. Miller made a trip to Los Angeles. Bert Childs traveled to Hollywood, Calif., and other points.

Sympathy is extended to the families of Ed Finch, former agent at Atlantic, and William J. (Nick) Young on their recent deaths. Nick was assistant track supervisor at East Buffalo.

Duane C. Getman, 88, of Darien Center, retired section foreman, died March 15. He and his wife celebrated their 65th wedding anniversary Feb. 18.

The Ladies Auxiliary will hold their spring luncheon May 19 at McDoel's in Buffalo. Honorary chairman, Mrs. C. J. O'Leary, Mrs. E. Laflerty, Mrs. J. T. Fagan and Mrs. William Stretton; general chairman, Mrs. H. C. Matthies; prizes, Mrs. H. J. Schultz, Mrs. J. Duane, Mrs. C. Lanza and Mrs. G. Feltz, Sr.; Mrs. A. Bender, Mrs. L. Overs, publicity.

Mrs. Fred Parsons visited in St. Petersburg, Fla.

Salamanca

By Hilde

Forty-one members and guests were present at our March 25 meeting in the Myers Hotel. There was a lengthy discussion about plans for our May party. Some members were attending for the first time. Louis Sipple, Go-

wanda, retired section foreman and crossing watchman, and "Diesel" Bill Strickland, Hornell, engineer.

Entertainers were Diesel Bill, monologist who is popular on Hornell radio programs, and two barbershop quartets of Olean, the "Country Squires" and "Clark's Angels." The two groups will go to Florida in June to compete in the International Barbershop Quartet championship. Harry Sloan of Olean arranged to have them sing for us.

 Sick members are C. N. Marsh, chairman, in the Olean General Hospital; Ferrell Hoover, Buffalo General Hospital, and William J. (Pap) Bender, former secretary-treasurer, Salamanca City Hospital. We wish them speedy recovery.

Youngstown

By R. P. Reebel

We are glad to report that Veteran C. P. Houlette is back in harness after making a good recovery from his recent serious illness.

Veteran Jane Perrin again is on the sick list. Here's hoping she will be back with us soon.

We hope at our May meeting to lay plans for the work we will do this summer at our picnic grounds. Be at this meeting on May 4 at 8:30 p.m. Daylight Time and give us the benefit of your ideas.

Meadville

By R. C. Miller

The regular meeting of the chapter and the auxiliary was on Thursday, March 24. A turkeen dinner was served, and Mrs. Blanche Fredericks was chairman, assisted by Mrs. Mary Jannott, Elizabeth Ott, Lena Stenger and Mrs. Pearl King.

Plans were made at the auxiliary meeting to entertain the ladies of the Huntington and Youngstown auxiliaries.

At the veterans' meeting, Secretary Robert O'Grady again requested that each member pick up his dues card at the ticket office. A. J. Werley is visiting relatives at East Claire. Mrs. and Mrs. C. H. Urquhart spent a vacation at Vero Beach, Fla.

Jersey City

By A. J. Raywood

We are surprised at the number of complaints about members not receiving ballots for the annual election of officers. We investigated a few of the complaints and found that some members neglect to notify the secretary when they change their address. Please notify the secretary or the field man who collects your dues so that the financial secretary can 

(please turn to Page 22)
A caboose radiotelephone is repaired by Merrill Gates, electrician at the caboose radio shop.

One of the cabooses gets a spring house-cleaning from Wade Bowen, car department.

Consulting his teletyped switch list, Conductor Roy Wilson operates the block control switch on the hump at the yard at Marion.

An Erie 50-year man, Howard Jacoby is the retarder operator in Tower A. He was 73 years old on April 10 and is a second generation Erieman.

Cruising Camera Man

At our busy, sprawling yards and diesel shops at Marion, Ohio, you are quite likely to find at least one Erieman doing almost every task that is peculiar to life on a great railroad.

On these two pages some of our employes are shown performing these varied, interesting duties.

The Marion diesel shops are as modern as any in the United States, and all our Western District throughline freight diesels are maintained here. Railroaders from many parts of the world have visited the shops.

The freight yards are the biggest on the Erie, and all main line freights are classified here, including trains on the Dayton Branch. The northern terminal for this branch is Marion.
At right, Fred Shively, car inspector, checks cars being switched on the westbound hump. Cars often are taken out of the train here for repairs, preventing possible train delays on the road later.

At left, John Kehrwecker, blacksmith, operates a drill in the car department shop.

At right, a sledge is wielded by Bob Masters, car repairman, during a job on boxcar trucks.

Car Repairman Vern Emerson repairs the air hose of a boxcar.

Batteries in a caboose are checked by Robert Stout, electrician helper.

Caboose attendants John Mann (standing) and Bob Wilcox prepare a caboose for road duty.
### Pullman Conductor Boosts Erie

Nathaniel Metzger, a Pullman conductor on The Lake Cities between Jersey City and Youngstown, is shown as he presented a copy of “Men of Erie” to Ellamae Castee during his appearance as a singer and guitar player on the television program, Castee’s Carousel, broadcast by Television Station WKBN in Youngstown recently. A resident of Paterson, N. J., Conductor Metzger plugs Erie service at every opportunity since his assignment to The Lake Cities a year ago.

### New Rail Film

A new motion picture entitled “Big Trains Rolling” has been produced by the Association of American Railroads.

It is a 16mm film in sound and color (Kodachrome) and has a running time of 25 minutes.

The Association had a film of that title in 1947. The new film, through which runs the thread of a story of an overnight train trip made by a couple of youngsters, follows the same general treatment, but both the photography and the narration are new.

“Big Trains Rolling” is suitable for showing to both adult and school-age audiences.

Besides this new film, the AAR has a film entitled “225,000-Mile Proving Ground,” which has been in active circulation since June, 1953. Both these films are available for showing throughout the country on a free loan basis.

Bride: The two things I cook best are meat loaf and peach cobbler.

Groom: I give up, which one is this?

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**Erie Railroad Magazine**
Fancy Feet

WHAT'S your choice when it comes to dancing? Were you in your prime when the Charleston was the rage? Are you a waltzer? Still got the energy to make like a jitterbug? Like to polka? Is your best effort a simple box-step, fox trot? Are you modern enough for the mambo? Maybe you're just a plain old sideline sitter who likes to watch...

Anyway, speaking of dancing, you just “ain't seen nothin' yet” until you've seen the fancy steps of the guy who's just had his precious tootsies smashed because he wasn't wearing safety shoes. He may not be doing any dancing for some time to come.

Whether or not your feet are rhythmically inclined, you still need 'em for walking. And the best way to keep 'em in shape for anything is by wearing safety shoes.

Check Yourself

ARE you a setup for an injury when you're setting a brake? If there's any doubt in your mind, better check yourself on these four points...

- Do you take the proper position on the car as required for the type of brake?
- Do you always have secure footing and firm hand grip?
- Do you always test the brake?
- When a club is required, do you always use a standard brake club that's in good condition and always apply stress toward the car?

Practice safety everywhere you go—on the job or off the job.

Safety like charity begins at home.

If you don't keep your mind on business, you may regret it.

Lives saved, limbs saved, homes saved—those are the Dividends of Safety.

Safety is everybody's problem.

The best safety device known is a careful man.

Superstitious!

Do you detour around ladders? Avoid black cats? Exercise special care in handling mirrors? Do you dread Friday the 13th?

Well, whether or not you're superstitious; whether or not you carry around a rabbit's foot, buckeye or a pressed four-leaf clover, you can whip the accident jinx—by carrying two open eyes, two careful hands, two steady feet and one head loaded with common sense and safety.

Eye on the Ball

You'll rarely, if ever, hear of anyone getting killed just from throwing a switch improperly. But plenty of guys are painfully injured every year because they neglected safety on this routine job.

Throwing a switch safely is a simple matter of placing your feet solidly, being on balance, keeping your hands and feet clear of the movement, and KEEPING YOUR EYE ON THE BALL.

A sign over a junk shop near a New Jersey railroad crossing offers the following unusual service: “Go ahead; take a chance! We'll buy your car.”

May, 1955
PURCHASING AGENT RETIRES

One of Erie's 50-year men, Frank J. Loughlin (right), purchasing agent, has retired after almost 51 years with the Erie. He is shown here with his predecessor, Thomas E. Savage, who retired in 1952. No doubt part of the conversation was plans for golf during leisure time. Mr. Loughlin joined the Erie Sept. 6, 1904, in New York as a messenger in the same department from which he retired. He was named purchasing agent Dec. 1, 1952.

Jefferson Division

Sold to D. & H.

The Erie Railroad has entered into an agreement to sell its Jefferson Division, a 35-mile branch line in the Pennsylvania anthracite region to the Delaware and Hudson Railroad for $3,500,000.

Sale of the freight line which extends from Carbondale, Pa., north of Scranton to Jefferson Junction near Susquehanna, Pa., will bring an end to the 100-year trackage agreement between the two companies made in 1898. Under this agreement, the D. & H. operated its trains over the line jointly with the Erie and paid trackage charges. With the transfer to D. & H. ownership, the purchase agreement stipulates that Erie will have trackage rights over this section.

Terms of the sale include a down payment of $1,000,000 made in January 1955, and the balance in five annual installments of $500,000 each beginning in 1956. Transfer of title is to be made within 60 days after approval by the Interstate Commerce Commission. Formal applications will be filed within a few weeks.

President Paul W. Johnston told Erie shareholders at the shareholders annual meeting April 12 that on a tonnage basis, the line was used approximately 90 per cent by the D. & H. and only 10 per cent by the Erie. He said under such circumstances the railroad having the predominant use should be the owner so that it can control the character and extent of maintenance and improvements. He pointed out Erie will continue to have entry into the Scranton-Pittston region over its Wyoming Division which joins the main line at Lackawaxen, Pa., in addition to the trackage rights over the Jefferson Division.

The trackage involved in the sale was originally built as the Jefferson Railroad Co. with funds furnished by the Erie Railway Co. The road was opened for service on Oct. 26, 1870. It was built with the encouragement of the Delaware and Hudson Canal Co., predecessor of the D. & H. Railroad, to carry anthracite coal to markets in Albany, Rochester and Buffalo. The purchase will give the D. & H. ownership of a continuous railroad from Wilkes-Barre to Binghamton and beyond.

Houston Invites Railroad Bowlers

Erie bowling enthusiasts are invited to spend their vacations this summer by participating in the first annual World Open "Dead Head" Bowling Classic tournament sponsored by the Traffic Club of Houston June 25 through July 31 in Houston, Tex.

Any person employed in transportation who bowls in a regular league is eligible for the tournament. There will be men's and women's divisions with competition in teams, doubles, singles and all events. The entry fee is $3.75 per person per event. More information can be obtained by writing J. L. Wiggins, Box 2152, Houston, Tex.

TO THE RESCUE

A fire was threatening the business district of Herrick, Ill., following the exhaustion of the town's water supply. A long freight train arrived just in time. The locomotive, carrying 15,000 gallons of water, was immediately put to work. In a matter of minutes the blaze was extinguished, and the business district was saved.

One of the greatest feats of railway construction ever accomplished occurred on April 29, 1869, when Chinese coolies, under the supervision of J. H. Strobridge, superintendent of construction of the Central Pacific Railroad, laid 10 miles of railroad track in one day.

Our special committee is busy working out details for the system convention to be held in New York next January. Probably we will have something about our plans to announce next month.

Again we report that visitors from other chapters are welcome at our monthly meetings (second Wednesday) at 38 Park Avenue, Paterson.

The railroads of the U. S. spend about $1,000,000 every working day for new construction.

Erie Railroad Magazine
Puns "N" Patter...

Wyoming Division

By J. P. Roche

T. R. Switala, former chief of corps at Dunmore, has been transferred to the same position at Youngstown. Sympathy is extended to V. J. McCaulley, carpenter helper, on the death of his wife, Doris.

We welcome E. J. Kelly to Dunmore as chief of corps. Ed was transferred from Jersey City where he was a transitman. Sympathy is extended to J. T. Murphy, conductor, on the passing of his wife, Lillian.

Two men of the Dunmore Erie Bowl league journeyed to Youngstown to participate in the tenth annual system handicap tournament. March 19-20. The five man team included D. Lalli, captain; M. A. Leshanski, E. F. Hewitt, J. Zubick and R. Alexander. Leshanski was high with 634 and Zubick was second high with 620 on the 19th. Alexander and Lalli were high with 1198 in the doubles, and S. Miciele was high with 711 in the singles and doubles on the 20th. Zubick was high with 1798 in the all events.

Sympathy is extended to Edward Smith, former engineer, on the death of his wife, Alice.

Best wishes for speedy recovery to Fred Henneman, section foreman, Jesup; Henry Fahrenbach, section foreman, Lackawaxen; C. E. Curtis, conductor, Avoca, and John Marti, assistant foreman, Dunmore.

Susquehanna Division

Hornell Diesel Shop

By R. L. Hammond

Natale Gambino, laborer, retired March 8.

Mr. and Mrs. Fred Benedict (boilermaker) flew from Chicago to Los Angeles recently, due to the serious illness of her uncle.

Machinists William Mosgrove and H. Granger; Roy Woodworth, machinist helper, and Giacomo Messina, laborer, are ill and we wish them speedy recovery.

Clerk J. R. Mahoney, general master mechanic's office, and J. J. McInerney, general roundhouse foreman's clerk, are grandfathers again.

Mr. McInerney's wife, Ruth, recently underwent surgery and we wish her speedy recovery. Also, Mrs. Beatrice Casey, shop nurse, is hospitalized.

Buffalo Division

Buffalo Terminal

By Ruth Nise Munger

Leon Miller, retired operator, FW Tower, and wife sailed from New York March 29 for a month's cruise to Nassau and return.

Charles Miller, formerly agent at Niagara Falls, now is agent at Alden. Our sympathy to the family of Ed (Steamer) O'Brien, retired engineer, who died recently.

Wesley J. Tallchief, operator, is back on the job after spending a few weeks in the Veterans' Hospital.

We welcome back Bill Heather, telegraph operator, who spent two years in the armed forces in Japan. Also, Tom McGillic, Jr., has returned from military service and is back on his messenger job. On his off duty days he trains for the stock car races. Russell Anderson has also returned to his job.

We welcome Anthony Brown as assistant track supervisor, replacing the late William J. Young.

Nick Yacobucci is welcomed back to the freight office. He has been away too long.

Members of the crew caller's office are recovering from an epidemic of sickness and injury. Joe McLaughlin was stricken ill, then Frank Cray fell and broke his leg and Jerry McCarthy had a bout with the streptococcus bug. Joe and Jerry are back on their jobs and Frank is learning new tricks to perform on crutches.

Francis Northrup has been kept so busy that he is trying to develop a system that will enable him to answer two phones and use several pencils, all at the same time.

The spell of high winds and unseasonable cold had several of our yard clerks turning to Bert (Deep Snow) Leuthy for advice on how to operate under all weather conditions.

New York Division

Supt.'s Office, Jersey City

By Mary A. D. Meyer

Rudy Appeld, assistant train dispatcher, became a first-time grandfather with the birth of a boy to his daughter. Fred Murphy, who has been a grandfather several times, has a new granddaughter.

Recent office visitors were Abe Cohen and Morris Williams.

Nice to see Fred Dana, Francis Marine Inspector Retires

Part of the group which attended the retirement party recently at Jersey City, N. J., for Dan Posthumus, marine inspector, is shown above, from the left, Tom Morrish, dockmaster; Peter Jadrosich, carpenter, and Mr. Posthumus. C. E. DeFoia, assistant superintendent, was the toastmaster.
Bookstaver and Bob Campbell back at their desks after illnesses.

Happy motoring to Joe Nalewaiski in his ’55 Chevrolet.

Peter Mandelbaum is recuperating at home after being confined at the Barnett Hospital in Paterson. We wish him speedy recovery.

Maureen O’Keefe, from Duane Street, New York, now is stenographer to the station supervisor. Ellen Mezey is clerk-stenographer to the chief dispatcher in place of Walter Duffy, transferred to Port Jervis Freight. Joe Nalewaiski, file clerk, is working temporarily as 812 clerk during Peter Mandelbaum’s absence.

Fred Spratt, Cliff Beckwith and Francis Bookstaver made local trips during recent vacations.

Sorry to learn of Abe Kleinman’s accident while on vacation at Miami Beach, Fla.

Dan Crowley wore his Gaelic top hat and green tie to the office on St. Patrick’s Day.

A surprise dinner and shower for Carol Newton, bride-elect, was held in Clifton March 29. She was presented with a toaster and a gardenia corsage. Attending from this office were Antoinette Geerinck, Helen Smith, Maureen O’Keefe, Ruth Larivee, Laura Coleman, Alice Shama, Barbara Coan and the correspondent.

Sympathy is extended to Mr. and Mrs. H. A. Rhoads on the death of her brother in Chicago; to R. R. Sutton, district operator in the general manager’s office, whose mother died, and to J. A. Humble, district claim agent, whose wife died.

Mr. and Mrs. Harry R. Coleman motored in the South in their new Plymouth, stopping at St. Petersburg, Miami Beach, Natural Bridge and Williamsburg, Va., Washington and Atlantic City. While in Florida they visited with the D. H. Sutherlands at Largo (retired train dispatcher); Col. and Mrs. H. E. Storms, Gulfport (son of Henry Storms, retired train dispatcher); W. C. Hopper, bringing friend of Mrs. Ruth Ruffing of the general manager’s office, and wife; E. L. Keenan, Coco, Mrs. Coleman’s nephew, and wife.

**PERISHABLE TRAFFIC**

**NEW YORK, N. Y.**

_By J. M. Craig_

Mr. and Mrs. Ross Fields of Kel- seyville, Calif., visited our facilities on the morning of March 14 in company with their New York agents, G. W. French and A. L. Peterson.

Fruit from South Africa, Chile and Argentina now is reaching Duane Street. Mexican cantaloupe also are arriving here in volume.

Cliff Gerow of the M. G. R. Co. returned from a Florida vacation looking fit and well rested. They ride the famous Bungalow and Sw. Violet Brands of melons into this market.

E. J. Peters, sales manager, American National Foods, made a vacation and business trip to the Pacific Coast for his company. He and his wife had a most interesting trip. Thanks for the postcards, Pete.

Forty-five students of Cornell Uni-

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_There aren’t many people around who will remember this building. These are the Erie offices in Buffalo many years ago. We do not know the location or when this picture was taken. If anybody recognizes it or knows anything about it, editors of the magazine would be tickled to learn more about the photo. Please write to the Editor, Erie Railroad Magazine, Midland Building, Cleveland 15, Ohio, and thank you._

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Don’t sit back

STRIKE BACK!

Give to

AMERICAN CANCER SOCIETY

Erie Railroad Magazine
American Phytopathological Society visited an on the arrival of a baby daughter were shown through and a tation with their tour of the Washing-...
Student Nurse

Yvonne Smith, daughter of Jack Smith, foreman at 11th St. freight station, Chicago, is a student nurse at Illinois Masonic Hospital.

Whetro.

Two groups of Cub Scouts and den mothers were escorted through the diesel shop recently. The part the Scouts enjoyed most was the turntable.

MARION CAR

By H. M. Robbins

Sympathy is extended to Fred W. Shively, car inspector, on the death of his mother, Mrs. Susie S. Shively, Lincoln, Ala., aged 89 years.


MARION, OHIO

F. G. Hill, supervisor of stations and car service, is sporting a 1955 Buick special.

Lieut. John Keggan, formerly a M. of W. carpenter helper, has returned from an assignment in Turkey.

Agnes Lotte, clerk in the division engineer's office, spent her vacation in Miami, Winter Haven and St. Petersburg, Fl.

We are happy to report that Geneva Sidenstricker, file clerk in the superintendent's office, is recovering nicely after undergoing surgery.

Mrs. J. T. Flynn, wife of the assistant division engineer, won $35 in a radio quiz.

We welcome to the division W. F. Hedden, trainmaster-road foreman of engines.

Mrs. H. C. Smith, wife of the captain of police, has returned from Decatur, Ill., where she was called because of the illness of her brother.

Dianna Gillis, daughter of Patrolman V. A. Gillis, has been selected to be a member of the National Honor Society. She is a senior at Harding High School.

Underrard Patentman L. E. Owen is interested in a new automobile.

MARION DIVISION

14TH STREET, CHICAGO

By Chris Harat

Lena Savage, comptometer operator, rate desk, was hospitalized about a week recently. On the day she was released, her husband, Frank, a checker, had to undergo surgery the following week.

Anthony Jasillo and Nick Christian, checkers, are back at work after vacations in Florida. They acquired the usual sunburned complexities and enjoyed their stay with Danny Blake, rate desk clerk.

We welcome back James Conlon, former clerk, after two years of Navy service. Jimmie now is a stenographer.

Louise Surma, North Judson, Ind., has taken the stenographer-topisition and Joan Stalf is switchboard operator.

Douglas Myers, former switchboard operator, underwent treatment at St. Margaret's Hospital in Hammond and then went to Florida, hoping the sunshine would improve her health.

Lynne Hartt, daughter of the engineer, is in the solo chorus of the Carl Schurz High School Chorister. The Carl Schurz Symphony Orchestra presented a Lenten program in the high school auditorium on Palm Sunday afternoon.

We deeply regret the death of Anthony T. Donnelly, retired brakeman, and extend sympathy to his family.

Tony, as he was known to former associates, had been working at a theater as a ticket taker.

CHICAGO POLICE

We welcome Lilburn Johnson as patrolman. Formerly he worked as yard brakeman at Kent, Ohio.

Congratulations to Patrolman L. W. Fischer and wife on the birth of a son March 2 (L. W. Fischer, Jr.).

HAMMOND CONSOLIDATED

By Grace Connoise

To many yard employees who knew and liked Mickey Ashley, road conductor, Huntington-Hammond terminal, they passed away March 3 after a long illness was said dead. Mr. Ashley joined the Erie in 1907 and was promoted to conductor in 1912. His best sympathy is extended to his family.

Two young ladies who are doing what just comes naturally (for women) and doing it quite well, we understand, are Joan Foley, daughter of Demurrage Clerk J. L. Foley, and Patricia Witwer, Joan. Joan took first place in the sectional contest held at Bradley, Ill., for high school students of the state, Patricia represented Morton High School. Patricia, 16, is a junior in class. She has taken the stenographer-typist position.

She is interested in a new automobile.

sponsored by the P.T.A. Council.

One pupil from each of the four high schools in Hammond was picked to represent the schools. Assistant Rate Clerk Allen Kindt is back at his desk after a two-week cruise as a member of the Naval Reserve. He traveled by train to Chicago to Norfolk, then sailed to Miami. We do hope poor, dear Allen won't be forced to make this trip more than once a year.

Brakeman Lowell Morriman and family saw the light, and with a vengeance, when lightning struck the barn on the eight-acre farm he had bought just two weeks previously. A pile of ashes was all that remained to remind Lowell that his farm buildings once included a barn.

Two newborn babies were added to Erie families in February and March. Michelle Sue joined the R. W. Thomas (relief clerk) family Feb. 22. Mr. and Mrs. Jack Chambers, former operator and typist respectively, welcomed a daughter, Janet Coleen Chambers, Feb. 27. Patrolman L. W. Fischer and wife welcomed L. W. Fischer, Jr., March 3, measuring 22 inches and weighing eight pounds. A baby girl was born to Ben Govert, car inspector, proudly informed us that his daughter, Mrs. Genevieve Biegel, became the mother of twin boys March 20.

Karl J. Martin, youngest son of the general clerk-correspondent, has enlisted in the Navy and on March 16 left for boot training at the Naval Training Station, Great Lakes, Ill.

Stanley Pontious, relief operator, visited with friends in Sturgis, Mich., on his recent vacation.

We are proud of our Hammond bowling team (captained by R. E. Cutler, bill clerk; J. B. Machay, Paul Marshall, A. J. Dooley, R. Schultz) and congratulate them on winning fifth place in the tenth annual Erie system bowling tournament held at Youngstown, Ohio, March 19-20.

TRANSPORTATION

By T. E. Poe

The Huntington-Erie Band, under the direction of E. H. Rahn, concertmaster, has started rehearsals in preparation for their summer concerts.

Mrs. M. B. Collins, agent, Wren- glenmore, is on a vacation trip to Washington state where she is visiting her daughter.

F. W. Swansen, retired former agent at Spencerville, was a recent visitor at the office.

H. E. Pontious, office manager-operator-mechanic department, Mr. and Mrs. E. Pontious, have just returned from a cruise in Florida. The Indiana State basketball tourna- ment is over, the excitement has died down and Lt. of Police J. E. Zinsmeister has been proclaimed the expert— at picking the losers.

MAINTENANCE OF WAY

By Maralene Trainer

R. R. Keller is welcomed as carpenter foreman, replacing H. L. Maurer who has retired.

We are sorry to learn of the ill- ness of former Leading Signalman N. A. Walburn who now is at home.
at Ossian following an operation.

T&L Clerk O. D. Young and wife motored to Melbourne, Fla., on vacation.

Many happy returns to Foreman of Maintainers Theodore Jacobson who celebrated another birthday (heard it was his 39th). He left for Puerto Rico by plane recently to spend his vacation with his son there.

Assistant Chief Clerk A. C. Smith and wife reported a pleasant vacation trip with their son, Harry, at Miami, Fla., where they visited another son, Ed, and family. During the course of their journey they visited with several Huntington people who are now living in Florida: Mr. and Mrs. A. N. Burgett and Mr. and Mrs. Miles Straup at St. Petersburg; Mr. and Mrs. Perry Rinehart, Mr. and Mrs. Bert Shock, Mr. and Mrs. George Nolan, Bradenton; Mr. and Mrs. Eldon Withrow, Port Orange, and Mr. and Mrs. Lester Emley, DeLand. Most of these people will be back at the start of nice weather.

CHICAGO GENERAL OFFICE

By George E. Lange

Shifting of desks and changes have been quite extensive, and it would be like making up a new roster of personnel to show who is doing what. Congratulations to all who are enjoying their newly acquired promotions.

Also a big hearty welcome to Joyce Evans, stenographer in Sales and Service.

Ethel Hillegonds left the reconsigning and tracing desk after being offered a lifetime contract by Roland Boe whom she married Feb. 25. The happy couple honeymooned in Florida, and they are now living in a newly built home in Grey Eagle, Minn. Ethel had been with the Erie nine years plus.

Speaking of weddings, Gordon C. Miller, file clerk, and Donna Rath started their honeymoon April 2.

Nedra Troll is back tracing LCL shipments after having spent a week in the hospital.

It was a grand group that went to Youngstown for the annual Erie bowling tournament. After checking into the Valley Park Hotel, the trek to Marvindale Bowling Lanes was made by John L. Fischer, Gordon C. Miller, Enoch A. Anderson, Roger L. Kirtland, Art A. Cervinka, Roland L. Dykman, Art C. Meinke, Robert A. Johnson, Herb W. Boumann and George E. Lange, all representing Chicago. The results have not as yet been made public, but everything indicated that Chicago will capture a standing in all events with Al Anderson probably the star bowler from Chicago inasmuch as he was in the money with his team consisting of Miller, Kirtland, Cervinka and Dykman. He also placed in the money in the doubles with the help of Gordon Miller as well as placing in singles. Barbara Roess is once again in her happy mood, reporting that all went well with her mother who is now convalescing at home after a siege in the hospital, having had several operations. Her plans for her nearing wedding also show in her starry eyes.

Can you imagine Denise Alkimo losing her voice? She did. With laryngitis. She also nursed a case of the flu. Throat lozenge sales may have zoomed temporarily.

Evelyn Coakley didn’t want to be outdone by Denise, so she hunted up a case of laryngitis, too.

Tom Keating is in Washington.

Let practical railroad men move you up!

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27

Scientific Wonder

at all fine shoe repairers!
D. C., to represent the Erie on a working committee for the rate department.

Our birthday boys for the month shared chocolate covered calories to celebrate, so it's a big happy to Harold Keeler, Jack Spoolstra and Al Watkins.

Now that the vacation list has been passed around, the trend to conversation about far away places is really gaining momentum. As of right now it seems that Florida and Mexico are the leading contenders for ocean swimming and sunny skies.

Helen Hill and Nancy Fox are not without plans. Soon, announcements will be received telling whether dolls or trains will be a necessity to make their homes complete.

MAHONING DIVISION
M. OF W., YOUNGSTOWN
By Catherine Holzhach

Frank R. Rybacki, crossing watchman, Cleveland, and Howard T. Irwin, trackman, Franklin, Pa., retired recently.

Thomas Switala, formerly chief of corps at Dunmore, Pa., is our new chief of engineering corps in place of Charles Uray, resigned.

Marian McCarthy now is stenographer, Joan Brennan having transferred to the Passenger Department.

We extend sympathy to the family of D. R. Shear, retired leading plumber, Meadville, who died March 29, aged 74 years. A new Erie golf league of 12 teams went into action April 28. Representing this department are Joe Frost, G. J. Kahl, Jack Heneks, Ed Clair, Bill Hoza, John Patrick, Paul Crowley, Jack Beilby and R. J. Balchich. The matches are being played in Hubbard.

YOUNGSTOWN FREIGHT
By Maureen Pierson

Mr. and Mrs. Thomas Lundeen have a new addition to the family (girl).

Betty O'Brien and husband vacationed in Miami, Fla.

A heartily welcome to our new rate clerk, Stanley Cvelhar.

MEADVILLE DIESEL SHOP
MARKET REPAIR SHOP
MOTOR CAR REPAIR SHOP
By R. C. Miller

On March 25, fellow workers gathered in the wheel shop to pay tribute to Charles Palmer and wish him luck on his retirement and to celebrate his birthday. He was presented with a gift.

Bill and Oake Wise have returned to work after spending their vacations at Daytona Beach, Fla.

John Kuklis and wife spent a vacation in Miami, Fla., as did Ed Keefe and wife.

Anthony Mona of the signal repair shop retired March 25, having served 22 years with the Erie.

Earl Ott is recovering slowly after a recent illness.

June, daughter of C. Emanuel, received her cap at Allegheny Hospital in Pittsburgh where she is a student nurse.

Our sympathy is extended to Harold Thurston whose father has died and to Ben Johnston whose brother has died.

CLEVELAND POLICE
By David Dozvnie

Mrs. John O. Sheets, wife of the captain, spent a week in Washington, D. C. visiting her new grandson, David John.

Patrolman Andrew Herrick reports that his year old daughter, Cynthia, had a birthday party, but couldn’t blow out the candle.

Patrolman Robert E. Hamilton has been seen pushing his car on several occasions. He says it runs much better now. He has taken the water out of the gas tank.

Patrolman Michael Melnyk got his fishing tackle ready so he could bring back the big ones.

OPERATING
VICE PRESIDENT'S OFFICE

Harry Coykendall, who was secre-
Outstanding Airman

Administrative chief of the maintenance section, Airman 2/C Maurice J. Walker, son of M. J. Walker, general foreman, Meadowlun's diesel shop, has been named the outstanding airman at the Military Air Transport Service's 55th Air Transport Squadron for January. The award is for efficiency, leadership, ability to work with others, job knowledge, appearance, military bearing and individual contribution to completion of the mission of the M.A.T.S.

Sympathy is extended to the family of Dominic Pecora who died at the home of his daughter in Buffalo. A baby girl was born March 20 to Mrs. Kahrl Keister, wife of the general foreman at Brockway, Pa.

Adam Ambuske spent three weeks' vacation visiting his daughter and family in Lakeland, Fla.

Gardiner Ross, clerk, is sporting a 1955 Pontiac.

Jim Miers, retired division car foreman, still is enjoying the sunshine at Tucson, Ariz. He has been there since Dec. 1.

ACCOUNTING
HORNEt ACCOUNTING BUREAU
By Lynn Lamb

Jim Barnett has severed his con-

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Quarry at Huntington, Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

Optometry Grad

Donald A. Petrie, the 22-year old son of Marine Engineer and Mrs. Fred Petrie, Jersey City, just graduated from the Chicago College of Optometry and was expected to enter the armed forces.

giving his 27th pint of blood at the blood bank. The ten highest donors in the office have given 168 pints of blood. . . Mary Recktenwald says Heinz Muhlesien is her kissin' cousin . . . Bob Kraft, the man with the Classy Chassis, does all his shopping at former employe Al Rawady's emporium at Alfred. It is assumed that Bob gets a liberal discount for modeling. . . Speaking of modeling, Gibson Wooduff was in the Bethee fashion show. . . Harvey Schnee and family attended an open house at the Home Economics Building at the University of Buffalo. . . Understand Olga Nazar is in the market for a convertible and that the William Leonards are looking around for a station wagon. . . Abber Burdette still spending money trying to find out on which side of the street to park. . . Bill Barnett leaving the bachelor ranks and exchanging vows with Florence Burke. . . Jerry Baird bitten by a carnivorous domesticated mammal. . . Joe LaChiusa and Fritz Petersen bowling with different partners, reached the finals in the city bowling tournament. . . Ray Clark will tour the countryside this summer in a newly acquired Buick. . . Paul Quartz traded his Olds for a Pontiac and now he's wondering when Mary will let him drive it. . . After checking and rechecking, I find that Stan and Carrie Walter have the first Cadillac in the Bureau. . . Harold Hogue was called for jury duty. . . Ted and Helen Tannler remodeling their kitchen. . . For $10 John Hitchcock found out that a red light in the middle of the street wasn't a left-over Christmas decoration. . . Mike McInerney
Report from Florida

This picture shows Edward Car- lough and William Saunders, both retired engineers. Mr. Carlough was with the Erie for 50 years and Mr. Saunders for 38 years. They both worked on the New York Division between Jersey City and Port Jersey, N. Y. The picture was taken at Hollywood Fla.

has been discharged by the Army after spending considerable time in Alaska and is on leave while attending Michigan State College. ... Fred and Shirley Petersen claim their washings have more than doubled since little Kathleen Ann came to live with them. ... You can hear Harvey Schneegas on WWHG some mornings about 7:45 when he chats with Eddit Spoo ... Betty and Bill Leonard visiting the farm in Huntington, Ind. ... Mary Stitt claims to have eyes in the back of her head. ... Some of the folks on the third floor gave Bob Tannler a surprise party on his birthday. ... The Bureau Girls' Choir was activated again for Mr. Artman's birthday. ... Bert Allison had a little lesson in arithmetic when he found out the difference between 30 and 45 was $15, the teacher being a justice of the peace. ... Loretta Savage, former employee, was a surprise visitor and did the gossip ever fly! Loretta is going to visit in California. ... Patricia Ann sure spoiled Bob Young's hopes for a basketball team when she came to join four boys. ... The bowling season is over and the Bureau teams didn't make out so hot. Team No. 2 tied for fifth place with team No. 1 riding in seventh, and chasing all the rest was team No. 3.

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Sympathy is extended to Frank Troyano and family on the passing away of his brother, Alfred, March 24 in Haledon, N. J., after a long illness. Agnes Cosentino, Anita DiVitto and Patricia Dedula now are certified I.B.M. key-punch operators. They completed the course in March. Genevieve Omer's dream came true when she vacationed for ten days in the South, including New Orleans. Gen enjoyed seeing the beautiful masses of flowers and landmarks almost as well as she enjoyed eating at many of the well-known restaurants. Gen says she ate like a gour-met, but instead of gaining weight she lost three pounds.

Rail riders were: Martha and Fred Talbott, March 10, stopping with Fred's mother in Morris Plains; Jean and Harry Laurie, a weekend in Buffalo, and Kathryn Gulton who returned to her home in Jersey City in time to see her niece, Kathleen Ann, attend her school prom.

Don Reisland is starting to raise guinea pigs. Says Don, "They're just little pets for the kids." He's looking forward to the day when he'll be able to give a few to friends. Congratulations to Dorothy and Julius Buday who will celebrate their fifth wedding anniversary May 6. Anita DiVitto vacationed with Charlene Schelck in Medina over the week-

"ALL THIS BOUNCING AROUND MAKES ME NERVOUS----. I WISH THIS WAS A SMOOTH RIDE, TIMKEN ROLLER FREIGHT!"

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THE FLEISHELM LUMBER COMPANY
SAINT LOUIS, MISSOURI

Officers of the Jampro Co., one of the Junior Achievement groups sponsored by the Erie in Cleveland, look at their product in a display in the Erie display window of the Midland Building, Cleveland, where our general offices are located. Jampro manufactures pants hangers. From the left, Allen Klee, treasurer; Tom Hubbard, sales manager, and Ray Mylius, assistant electrical engineer, adult counsellor for the company.

end of March 26, battling snowdrifts and men (ha, ha). Although the weather was very snowy and cold, they still managed to spend an enjoyable weekend on the Scheck farm.

OFFICE OF COMPTROLLER
By Joe Keenan
Welcome to two new members of the office, Harry Cockeyndall as secretary, and Phyllis Johnson, stenographer. Although we gained two new members, we lost our popular little office girl, Blanche Ahern. Blanche now will wait anxiously at home for the arrival of a son or daughter, while husband Richard sweats it out in Germany.

Congratulations to Mr. and Mrs. C. G. Lehmann on the recent marriage of their son, Glenn. The wedding took place in Paris where Glenn now is stationed at the American Embassy. The bride, Eva Lofstad, is a citizen of Norway. The couple met while Glenn was assigned in Oslo.

AUDITOR OF REVENUES
By Jimmy Murphy
Last month we had another sea of comings and goings. In the shuffle we lost Shirley Bolt and we're sorry to see her go. However, we did gain Bill Mulchay. Bill is a very pleasant fellow and we're glad to have him. We had several snowstorms this past winter but the white stuff didn't stay around long enough to please Sue Callaghan, so she arranged a winter vacation in Allegany State Park. Tom Fanning and wife have purchased a new home in the Lakewood section. We wish them lots of happiness and pleasure in their new abode. Gladys Reed has purchased a Mercury convertible. Nice to be in the chips. Nellie Nagle is all smiles these days, and who wouldn't be after winning a $100 Easter outfit? Nellie had the lucky number in the Bailey Co. remodeling celebration. We are happy to report that Dave Kievit, tariff file clerk, is back on the job after spending a few days at Bay View Hospital for the removal of a nasal obstruction.

Angelo Pelizzillo donned civvies in place of his army uniform and returned to his job in the revision bureau April 1. Vacations are starting early this year. Charlie Lut-
Retired Vice President Honored

For his distinguished service to the Institute,” Thomas J. Tobin, retired vice president, finance and accounting, was presented a certificate of appreciation by the Cleveland Control of the Controllers Institute of America at the control’s 20th anniversary dinner at the Cleveland Athletic Club recently. Mr. Tobin was a member of the Institute’s national board of directors, vice president, vice president and trustee of the Controllership Foundation, president of the Cleveland Control and twice general chairman of Midwestern Conferences. Mr. Tobin (right) here receives the certificate from Ralph A. Martin, controller, Standard Oil Co. of Ohio, and president of the Cleveland Control.

tier left March 15 for a two-week trip to St. Petersburg, Fla., where he visited his son Tommy. . . It has long been rumored that Doris Morley had a lovely voice, but the rumor remained unconfirmed until St. Patrick’s Day. Doris gave a spirited rendition of “Danny Boy”. Not only were her dulcet tones pleasing to all who were fortunate enough to hear her, but Doris’ unique version was something for posterity. . . Janet Locher moved into her new apartment recently. She was accompanied by Dale and approximately 8,000 tropical fish. Every time you walk into Janet’s flat with all those fish staring at you, it looks like they’re televising “We the People.” . . . That happy gleam in Ann Cuyler’s eyes is explained by the fact that she is getting married next August. . . Bill McGrath Jr. is out of the hospital and getting along fine at home after his operation. . . Jo Moran has returned to duty after a painful siege of bursitis. . . Someone came in the office recently and wanted to know why everyone was smoking a cigar. Apparently the inquirer had not seen the gleam in Art Neff’s eyes, for one glance at this new father certainly would have eliminated such a question. With the cigar distribution complete, a week later Art was flashing around a picture of his seven-pound son. He certainly has every right to be proud and we extend our congratulations to the happy parents and baby. . . Gladys Reed, Adeline Stelmaek and Jennie Sakarzok are still reminiscing over their grand weekend at the Waldorf Astoria in New York. . . Paratrooper Jim Carlin is home on leave and expects to be a civilian again soon. . . Happy birthday to Ann Hood who on April 1 reached the ripe old age of 22. . . Tom O’Neill visited his father in Bradenton, Fla., last month. Tom Sr. has recovered sufficiently from a major operation to permit his removal to his home. Although at the present time he does not feel up to running the 100 yard dash, the pain has subsided and he is responding to treatment. . . Danny Spillane has been confined in the Cleveland Clinic and is undergoing a series of treatments for a perplexing ailment. We hope the present treatment will be successful and that he can return soon in much better health. . . T. W. Kirkpatrick celebrated his 68th anni-

ters with the Erie on April 1. “Mr. Kirk” as he is familiarly known, has a host of friends, due to his ever-present good nature. They all wish him many more years of health and happiness. . . John Urbin is receiving congratulations and best wishes from a host of friends on his appointment as head interline clerk. Congratulations also to George Smith, Dave Walsh and Tom Crowley, who moved another step up the ladder. . . Bertha Torok, Faye Nagy, Rose Kovach and Mary Lou Hnatt at last gained the spotlight. They were photographed with “The Creature” in front of the Hipp theater at the premiere of a horror picture. . . Joan

Kinnear Rolling Doors coil up and out of the way, clearing the entire opening, from jamb to jamb and floor to lintel! The rugged interlocking steel-slat curtain glides into instantaneous action with either manual or push-button control. Write now for all details.

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THE BUCKEYE STEEL CASTINGS COMPANY
New York Columbus, Ohio Chicago

May, 1955
New Piggyback Flatcars In Use

The new 75 ft. flat cars for use in our piggyback service have been delivered and are now in use. Longer than our standard flats, the new cars will take two of the longest highway trailers instead of one which is the capacity of the old flats. Here, three flats take six 32 ft. trailers.

Adler is wearing an exquisite diamond ring, signifying her engagement to Joe Gaul. It couldn’t happen to two nicer people. . . Our sincere sympathy is extended to Dave Walsh whose father died March 31.

Losing Race

Because railway rates have not kept pace with advances in prices, the railroads now have to perform more work than they formerly did to purchase many of the commodities they have to buy.

Take diesel oil, for instance.

The railroads in 1940 received 0.945 cent for carrying the average ton of freight one mile, and they paid an average of 4.48 cents for each gallon of diesel oil purchased. Therefore, they performed the equivalent of transporting a ton of freight 4.74 miles to take in enough money to purchase a gallon of diesel oil.

In 1953, the railroads earned an average of 1.48 cents for carrying a ton of freight one mile, and they paid an average of 9.69 cents for each gallon of diesel oil which they purchased. Therefore, they performed the equivalent of transporting a ton of freight 6.55 miles to earn enough money to pay for a gallon of diesel oil.

In 1880, the Delaware & Hudson Railroad between Carbondale and Scranton, Pa., was equipped with rails to provide for three gauges of track—4 feet 3 inches, 4 feet 8½ inches, and 6 feet.

Boston, Mass., had eight railway passenger terminals up until 1894—four on the North Side, four on the South Side of the city. Shortly thereafter, these terminals were consolidated into two units—the North Station and the South Station, which have since served the city.

What’s Your Guess?

1. Gear teeth.
2. Tire treads.

Rail Quiz

1. Within the superstructure.
2. A switch which is operated by remote control but can also be thrown by hand.
3. A refrigerator car without bunkers.
4. Yes.
5. All three.
6. Both.
7. Yes, at the request of the serving railroads when operating conditions warrant.
8. Engineering.
9. Box cars.
10. Railroad C.
WHEN railroad men congregate at the back shop or tool house, they debate every issue from the United Nations to flying saucers; but rarely will you find them discussing safety. For some strange reason, this all-important subject is the last to become a topic of conversation; and when approached, it is generally by one in a supervisory capacity. Safety should be made a daily subject for discussion among the workers. It should not be necessary for a foreman or supervisor to bring up the matter.

Accidents are avoidable; but since human behavior is unpredictable, we cannot guard against what might occur as the result of carelessness or miscalculation. Safety is merely self-preservation and has been practiced since man was first placed on earth. Why, then, should we not realize that only through constant alertness to danger can we be successful in our efforts to eliminate the accident menace?

The National Safety Council reported 91,000 deaths due to accidents during 1954. 36,000 of which occurred on our nation’s highways.

A city of 91,000 citizens is a large community and when we realize that during 1954 alone this number met death through accidents, we can realize the magnitude of the destruction of life through accidental death. Surely this should arouse a desire to regard safety as the most important factor in our daily life.

While safety slogans reveal many a truth, they will not reduce accidents. We have often heard, “The best safety device is a careful man”; but one careful man among a number of careless workers cannot accept the responsibility of protecting the entire group from injury. Safety posters fail to serve their purpose unless every worker readily accepts the message conveyed for his own welfare. All too often we find an obstinate fellow who refuses to do this and defends himself with the argument that he will take care of himself and let the others do likewise. A worker having such an attitude is definitely a risk and poses a serious problem for the foreman or supervisor until through proper approach and training he becomes more receptive toward safety education.

There is no easy road to accident prevention. It requires constant alertness to hidden dangers, but it can pay big dividends. A conscientious employee will not hesitate to caution a fellow worker guilty of an unsafe practice, and it should not cause resentment when it is recognized that a crew is nothing more than a team with the common goal of accident elimination. Individually we can accomplish little, but together we can make great gains.

When we take advantage of every opportunity to understand the many safeguards placed at our disposal, we begin to understand the important part every worker plays in this great campaign. Railroad managements spend countless hours and dollars to protect their employes from accidents, but all this is lost if the workers adopt a defiant attitude toward every approach.

Safety is no longer an experiment, it is ours to control and understand. We cannot reject it without jeopardizing the security of those we hold dear. Life cannot be replaced, and it is not ours to destroy through carelessness. Each of us must learn more about safety and this can be done by making it a topic for daily conversation wherever we are. Remember, it is of first importance in the discharge of duty.
No big problem... when you know the answer!

TO PLAN the routing of this high and wide shipment would pose quite a problem. For not every railroad could undertake to handle this fractionating tower destined for a petroleum refinery.

Careful planning is needed to be sure that the shipment will clear tunnels and bridges along the way and get safely to its destination. The Erie is famous for its high and wide clearances and extra-strong bridges, along with its famous heavy-duty roadbed—examples of Erie's leadership as a railroad serving the area between New York and Chicago.

The answer to all this for shippers—route it Erie—the railroad whose diamond symbol stands for progressive railroading!

Mark of Progress in Railroading

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