SPRING COMES BACK

OUR 52ND YEAR OF PUBLICATION

MAY 1956
I

HAVE just been reviewing a 10-year statement showing our payments resulting from loss and damage to freight. The annual average was about $3,000,000. While there is some evidence of improvement in recent years, the dollar payments show little decrease as the value of individual shipments has increased during this period of inflation.

Apart from the dissatisfaction this creates with our customers, this tremendous waste has limited the availability of dollars for further modernization of our railroad which is so important in attracting new business with improved equipment and service. As one example, the dollars we have wasted each year could have been used advantageously to purchase about 500 new modern freight cars. This would have helped our competitive position and would have meant more revenues and more jobs. Erie Railroad is investing in new types of freight equipment especially designed to reduce damage in road and yard handling of cars.

Needless loss and damage payments are a detriment to the interests of every Erie employe. This is a mutual problem where we can work together to find some early and effective way to improve this serious condition.

[Signature]
RAIL ENDS

If your mind in the winter is often occupied with thoughts of the sunny South, you're not the man that one Chicago railroad conductor is. No matter how cold he takes a daily dip in Lake Michigan. In the summer he spends four hours a day on the beach. In the winter he limits his romp in the frigid lake to five minutes per day.

Gauge is the space, in feet and inches, between the parallel rails of a track. The gauge-line is measured at a point % of an inch below the tread of the rail. In the United States and many other countries the standard gauge is 4 feet 8 1/2 inches.

The familiar initials C.O.D. meaning "Collect on delivery," originated in 1841 when a shipper asked an express company to collect payment for goods from the consignee at the time of delivery.

Railway Express Agency, a nation-wide transportation system for the fast handling of express packages, less-than-carload shipments, and carload shipments requiring special handling, is owned by the nation's railroads. It employs more than 44,000 persons regularly; owns and operates a fleet of 13,000 motor trucks for the pick-up, transfer and delivery of express shipments, and each day handles about 500,000 separate pieces of express.

THE COVER—This spring-like scene was registered from high atop Waverly Hill near Waverly, N. Y., on our main line overlooking the winding Chemung River. That's "The Erie Limited" headed east. This scenic view is about 18 miles east of Elmira, N. Y., and the camera was pointed west.

May, 1956

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

Distributed free of charge to Erie Railroad employees. To others, $1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1394 Midland Building, Cleveland 15, Ohio.
Wonderful investment . . .

Buddy Watkins volunteers to deliver a message to Jim Todd, agent at Kenton, Ohio, for a very good friend, Conductor Joe McNulty, as "The Lake Cities" stops at Kenton.

Loss

Becomes

Profit

The ideal of most nine-year-old American boys usually is Ted Williams or George Washington or perhaps President Eisenhower, but not to Buddy Watkins of Kenton, Ohio.

Buddy's hero is Joe McNulty, a conductor on the Erie who knows a great deal about the dreams and towering emotions of small boys, though the dreams and intense feelings are centered on events and interests which are incomprehensible to many an adult.

Recently shy, tow-headed Buddy rode the Erie from Kenton to Warren, Ohio, and on the way back, the tragedy occurred. At least, it was a tragedy to Buddy. He describes it in a letter thus:

"Dear Mr. Conductor: I went to Warren on your train Friday, February 10th. I left Kenton at 3:36 P.M. and I sat in the double seat by the ladies rest room, in the second car on the train. I lost my 50¢ allowance under the seat. I looked for it but I didn't find it. If you find it would you please send it back to me. Thank you.

Buddy Watkins

P.S. I sure need it.

The letter came to Jim Todd, our agent at Kenton, and Jim gave it to Conductor McNulty the next time he came through on our No. 6.

Of course, by then it was too late to look for the money, but as was noted earlier, Conductor McNulty understands nine-year-old boys. You see he has five sons and three daughters plus 12 grandchildren.

Not long after Buddy mailed his letter, the postman stopped at his house with the following letter:

"Master Buddy Watkins,
R.F.D. #2
Kenton, Ohio.

"Dear Buddy: We have your letter indicating that you lost your allowance of 50 cents in our passenger train Feb. 10th, and this we understand, through our Agent Mr. Todd at Kenton, was your first train
ride.

With Interest, Yet

"Your money was not found, but our train crew does not want you to feel this loss too keenly, and enclosed is a small purse which you will note has grown slightly from your original loss.

"Money is valuable only to buy the things we need for our health and happiness, and one must guard against its loss or misuse.

"We hope that you enjoyed your first train ride with us, and that you will again have occasion to use our service many times in the future.

"Yours very truly,
J. P. McNulty
Conductor."

Well, don't think that didn't make a hit with Buddy!
He didn't hesitate long to write the following:

"Dear Mr. J. P. McNulty conductor (punctuation and spelling courtesy of Buddy)
"I have joined the cub scouts and I didn't have the money to by the things.
"The money that you sent me is going to come in handy. thank you for the four dollars.
Thank you very much. I have the money safe in a bank. I have four dollar and 31c. If you every stop at kenton Ohio for a long time, please drop out please do. I an afraid that I'm tired I an going to bed now."

"With love Buddy W."

Well, you can see why Buddy thinks so much of railroad conductors.

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Runner-Up Honors

Although Jim Lillis can boast of an amazing record of 65 years of service with the Erie, he is in the astounding position of being second on his department's seniority roster.

A fellow employee, Tom Kirkpatrick, has been with the Erie for an astonishing 69 years.

Both are clerks in the Auditor of Revenues office in the Columbia Building in Cleveland. "Kirk," as he is known affectionately, started with the Erie in New York on April 11, 1887. He will be 84 years old in August. Jim, keen of wit and with a sparkle in his eyes, also started in New York on Feb. 12, 1891. He'll be 82 in June.

One of Kirk's secrets for his longevity and robust health is that he eats his own cooking. Since his wife died he has been living by himself and thriving on his favorite recipes.

Jim came to the United States from County Clare, Ireland, by himself when he was 16 years old and stayed with relatives in New York. He thinks he'll retire in about two years.

Asked what he would do if he could go back 65 years and start all over again, Jim hesitated, then said, "Well, there are good opportunities on the railroads."

Jim has a daughter and son. The son, Joe, is a commander in the U. S. Navy and is stationed at Mare Island at San Francisco. The daughter, Mary, lives in New York, and Jim rides the Erie about five times a year to visit her.

The careers of these two Eriemen almost embrace the era of this type of steam locomotive. Jim Lillis (left) has been with the Erie 65 years and Tom Kirkpatrick 69 years.

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Recently when Jim Lillis (center) reached his 65th year of service with the Erie he was congratulated by his bosses, Robert D. Chenoweth (left), chief clerk, auditor of revenues, and William J. Manning, auditor of revenues.

May, 1956
Just Another Traffic Problem

Erie traffic men solve transportation problems for shippers every day, of course, and usually the answer comes from a similar problem which some Erieman had solved previously. However, last winter, Harold Keelen, general agent at Akron, Ohio, was confronted with a brand new enigma.

The temperature at the time in Pine Falls, Manitoba, Canada, was 28 degrees below zero, and there were eight feet of snow on the ground.

Since Pine Falls is at least a thousand miles from any point on the Erie, you might ask why Mr. Keelen would be worried about it. Well, the situation posed quite a problem for the B. F. Goodrich Co. of Akron, and Mr. Keelen was called in to help with an answer.

It seems the Manitoba Paper Co. had ordered 16 rubber-covered mill rolls from Goodrich which were to be shipped to Pine Falls. The paper company feared that a sudden change in temperature might crack the hard rubber coverings, so it requested that the rolls be shipped in a heated car.

That was new. Refrigerator cars, yes, but heated boxcars—uh, uh. However, there was no doubt that we would find an answer. How was a real poser.

A regular temperature-controlled car could not be used, because the rolls were too long to pass through the doors of such a car.

Finally we came through with a plan for installing alcohol heaters in one of our regular boxcars.

As an extra precaution, a representative for the paper company accompanied the unusual shipment. He rode in the caboose and checked the car and heaters at every opportunity.

That was the end of just another problem in the daily life of an Erie traffic man.

Golf Addicts At Hornell Announce Employe Tourney

This summer somebody is going to be crowned king of Erie's duffers and hackers.

Eriemen at Hornell, N. Y., have invited employees from the entire system to compete in a tournament at Hornell on Saturday and Sunday, July 28 and 29.

The chairman of the committee arranging the tournament is Donald Brunswick, electrician. On the committee with him are William Barnett, typist, accounting department; Salv Falzoi, multilith operator, stationery department; J. W. Kelly, accountant and timekeeper, accounting department, and J. Hilton, material and supply clerk, accounting department.

The tournament will be played at the Hornell Country Club which has a nine-hole course. It will be an 18-hole meet with medal play.

The entry fee will be five dollars, and that includes greens fees, buffet lunch on the day of play and prizes. Other meals and hotel rooms will be extra.

An attempt will be made to give all entries starting times which will work in with train schedules and other requests.

Reservations for rooms, meals and starting times can be made by application blanks which will be made available.

Prizes will be awarded for low gross, low net for players with established handicaps and low net based on a handicap for players who are not affiliated with any club or course.

Each entry will be eligible to compete for two prizes, low gross and for the appropriate low net prize.

Other information can be obtained from Donald Brunswick, 6 Linwood Avenue, Hornell, N. Y.
The world may have lost a great artist—a sign painter at any rate, but the Erie gained a fine machinist when Talmyr Clark, machinist at our Marion, Ohio, diesel shops, chose a wrench instead of a pallet with which to make a living.

However, Mr. Clark solved the problem by making machinery a vocation and art an avocation. Now, many, many years later he is happy with the choice he made for he has gained satisfaction from both his job and his hobby.

Mr. Clark, a native of Marion, has worked for the Erie all his life. He has painted and drawn almost as long as he can remember. Most of the pictures he has painted have been passed on to friends who took a fancy to them, but he still has a number of them which give the Clark home a warm, informal look.

While he was still in grade school, the job of decorating the blackboards for Christmas always automatically went to young Talmyr. He never took any special courses in art, but then, as now, he just liked to paint, and beside volunteering for various and sundry jobs in school he just experimented with painting and drawing at home, too, even while he was attending school.

As asked what choice he would make now after these many years between a career as an artist and a machinist, Mr. Clark paused for several minutes and then said, "It would be a difficult decision to make, because I like both very much. I guess, though, if I had the opportunity, I would like to try to become a commercial artist. It doesn't really matter, though. I like them both," he smiles. "There wasn't much opportunity back there those many years for a commercial artist," he explained. "My mother realized that, and she advised me to take the job with the Erie. I must admit she made a wise choice for me."

Mr. Clark added that a sign painter had offered him a job as an apprentice, but his mother thought that the job with the Erie offered a better future, and he took the advice.

He says the machinery and art blend together ideally. He finds that the best way to relax after a day's work at the shop is to take up his paint brushes. The change of pace is like a stimulating tonic, which, of course, is exactly what a hobby should be.

The machinist-painter says he spends about six hours a week with his paint brushes. A picture takes about three evenings to complete. Mr. Clark uses pen and ink, pencil, charcoal, pastels and oils. The picture of the Lord which is shown in the photo on this page took about seven hours to paint.

He has never studied art, painting merely because he gets a big bang out of it. Apparently art runs in the family, because his brother was a sign painter, and one grandson also likes to draw.

In addition to art as a pastime, Mr. Clark also likes to hunt and fish.

Mr. and Mrs. Clark are the parents of one son and one daughter. Both are married, and there are four grandchildren in the family.
Sir:

A co-worker of mine at PRR in NYC subscribes to Erie Railroad Magazine and gave me his March issue. He knows my feelings for felines!

Thanks for your charming understanding and altogether delightful "Those Erie Felines...Royalty of the Cat World." And if John F. Long, your photographer-reporter, is responsible for their photographs, may I thank him, too, for an outstanding job on a difficult subject! I know! I have five of my own and my hobby is photographing them. [I liked] the undercurrent of warmth toward the little 'critters' in your article.

I loved the names and the kind faces of all your people caring for them...the "ticket agent-stationmaster"...your Bill Grace with the clothes brush! I could go on and on about the delights of your article. Let me say just Thanks! now.

Miriam Cutler
Telephone Information Bureau
Pennsylvania Railroad
New York, N. Y.

Sir:

Have just returned from a 6000-mile vacation trip by rail arranged through your Mr. [O. E.] Blair, local passenger agent at Youngstown, who with his assistants was very helpful in suggesting rail routes, hotels, etc. Want you to know how much this service is appreciated.

...I would be remiss were I to fail to mention that I think the Erie and all railroads should bring attention to the fact that the average family can travel such distances and in utmost comfort on the finest trains in the country at so low a cost. My wife and I were routed Erie to Chicago; Milwaukee, Union Pacific and Southern Pacific to San Francisco; Southern Pacific to Los Angeles; Southern Pacific to New Orleans; L. & N. to Cincinnati; New York Central to Cleveland and Erie to Youngstown, on name trains (coach) for less than it would cost to go by plane, round trip, for one person from here to Los Angeles on your family plan. Were this fact more widely publicized, am sure more and more people would be traveling to far places and by train...

John F. Reilly
Youngstown, Ohio

Members of passenger train crews participated in their annual series of conferences in meetings during April at terminal points along the railroad. This picture was taken in Training Car No. 10 at the first meeting at Jersey City. Subjects included a review of the manual of instructions and of tickets and accounting forms, and group discussions of courtesy and of ways in which conductors and trainmen can make train rides more comfortable and pleasant for Erie passengers. A detailed discussion of proper operation of air conditioning equipment in preparation for the hot weather was conducted.

Trainmen Attend Refresher Meetings

Classes were conducted in Erie's modern training car by F. J. Wild, general passenger agent, assisted by R. D. Chenoweth, representing the auditor of revenues, in cooperation with local supervision, starting at Jersey City on April 9 and terminating at Huntington, Ind., on April 26.

These conferences are part of Erie's continuous personnel assistance program and are built around sales and service to encourage self-improvement and good public relations.

Two films, "The Right to Compete," a review of the report of the Presidential Advisory Committee on Transportation Policy and Organization, and "The Human Side," which emphasizes the "art of getting along with people," were shown during these conferences.

Sessions also included instructions for the proper operation of air conditioning apparatus in coaches, sleeping cars and dining cars. This part of the program was conducted by F. X. Jones, H. C. Whitford and F. H. Maas of the mechanical department.

Honor Winner

One of the winners of an Erie scholarship, Richard T. Ashman, son of O. R. Ashman, chief clerk for the Erie at Memphis, Tenn., has won another honor. He has been tapped for membership in Phi Eta Sigma, national honorary fraternity at the University of Mississippi which he is attending. He is a sophomore majoring in political science and also is president of the Anchor & Chain Club and a member of Alpha Tau Omega.

Every 24 hours, 2,070 trains pass through Clapham Junction on the South Side of London. The majority of them are non-stop electric trains.

Erie Railroad Magazine
Agent Battles 'Blizzard of '56'

Many people think that all a station agent has to do is sit in his station and watch the trains go by.

Then, there are some people who think that all he has to do is wave at engineers and conductors and chat with loafers and waiting passengers.

There are other people who know that the station agent is a busy man indeed.

For instance, every Erie station agent is the "Mr. Erie" of his community. His fellow citizens know that when they have a transportation problem, freight or passenger, they can go to him, and he will solve it.

Truly, the typical Erie station agent is a complex sort of a guy, and so are his duties. For example, he is the boss of his own little empire around the station. He makes his own decisions and what he says is law.

Yet, even though he is a sort of president of his own little railroad, he also is part of a bigger organization and, beside acting independently on his own initiative, must cooperate with others.

Therefore, he is a king and also a subject. When things are fine in his territory, his job is easy; when things go wrong, everybody hates him. Much of the time he can just relax, but there are other times when he needs the strength of a 20-mule team and the acumen of a genius.

Snow Storm

Just such a man is Z. Charles Challice, agent at Little Falls, N. J. He recently sent the ERIE MAGAZINE a fine example of one of these challenging occasions in the life of a station agent.

His letter was about the heavy snow in the metropolitan New York area on March 19, "the blizzard of '56" Charley calls it. It posed quite a problem for him as well as his fellow agents in the vicinity.

Charley lives in Andover Township, Sussex County, N. J., about 35 miles from his Little Falls station, and drives to work every working day.

"When I looked out the door on Monday, March 19," he recalls, "I immediately realized how terribly bad conditions were outside. There were some eight or nine inches of snow on the ground even then."

"Knowing how much more difficult I would be making it for the fellows who were responsible for train movements if I did not show up on the job," he continues, "I decided to take a chance on getting to the station in my car."

"I started an hour and a half earlier than usual," says Charley who has been with the Erie since September 1918. "That means I got going at 3:20 a.m."

Lucky for Charley that he started early, for he had a rugged trip.

Plowing Through

Where the snow plows had been out ahead of him, the going wasn't bad even though the snow, driven by a high wind was piling up huge drifts in the wake of the plow. However, the snow plows hadn't reached some stretches of the highway, so Charley had to use his own car like a plow, driving in second gear part of the way. He says he passed about 20 autos which were abandoned in snow drifts and ditches.

He finally arrived at the station at 5:20 a.m., taking two hours for the 45-minute trip. There were about 18 inches of snow at the station, but he earned the thanks of the train crews. They pick up their orders from him. The train crews had other problems, too, Charlie reports, but even so the trains were only five to 10 minutes late.

Charley continues, "My office was swamped by phone calls from patrons asking about the trains. Needless to say, they were most happy to hear me say that all trains were running and only a few minutes late." Then he adds, "We had a lot of new business that day. Ticket sales increased from 100 to 200 per cent for the two 'snow' days."

After taking care of the immediate preliminaries, Charley surveyed his kingdom and found snow drifts piled four feet high on his front platform. After digging out a narrow path, he called for help.

By then he had earned the right just to relax, watch the trains go by and jaw about "the blizzard of '56" with anybody who was brave enough to plow through the snow to the station.

It is estimated that women comprise about 5½ per cent of all railroad employees.
To give even better service to steel shippers, the Erie is adding steel covers to 51 gondolas which are used to ship sheet and coil steel from mills in the Youngstown and Cleveland area. Forty-nine other similar cars have tarpaulin covers to protect against weather. Above, one of the new steel covers is lowered over a car.

On behalf of the Associated Traffic Clubs of America, C. B. Courtright (left), Erie commercial agent, Scranton, Pa., and president of the Wyoming Valley Traffic Club, presents this award of merit to Lionel Satterthwaite, traffic manager, International Textbook Co. Mr. Satterthwaite won the award for a paper submitted on the importance of traffic management. The award was made at a meeting of the club March 7 in Scranton.

Citizens of Newark, N. J., recently honored five railroads serving the city for the industry’s cooperation in Newark’s welfare fund campaign. William Penfield (left) of Newark’s welfare organization presented letter-openers to railroad representatives as a token of appreciation. From the left, are Mr. Penfield; John K. Larkin, Jersey Central; Joseph S. Kapenas, D. L. & W.; William C. Harbourne, Erie agent; John M. Clancy, Lehigh Valley, and William E. Allen, Pennsylvania.
City officials of Mahwah, N. J., were guests of the Erie Railroad for a "behind the scenes" inspection tour of the Mahwah yard where 500 freight cars are switched daily to serve the Ford plant. They were shown the steps taken by the Erie in its program to lessen switching noise. Erie's noise abatement program included, among other things, transferring 30 per cent of the switching to Hillburn, raising the level of nearly 5½ miles of track for smoother switching, at a cost of $70,000, and assigning an additional locomotive, two five-man crews and five extra brakemen to ride cars to reduce coupling impact, at a cost of $7,000 a month or at the rate of $84,000 a year.

Early in April the Cleveland Symphony Orchestra played a special concert for the city's railroad employees, and Erie employees were among those who enthusiastically supported the effort. Here Helen Kadar, secretary in the Legal Department, talks to Harold Hill, checker at Scranton Rd. freight house, about the concert. Railroad night at the symphony was quite a success as about 1200 attended.

A railroad police officer for 37 years, Charles H. Brown (center) has retired. Mr. Brown started with the Erie in 1919, was with another railroad from 1928 to 1940 and then returned to the Erie. He was a member of the original Erie Eastern District pistol team and won many local and international trophies and prizes for his expert marksmanship. On April 4 he was guest of honor at a testimonial dinner which was attended by many friends and fellow-employees. Now he plans to do a lot of fishing and hunting. With him are Frank B. Wildrick (left), superintendent of property protection and fire prevention, who also has retired, and R. P. Steen, who has been promoted to system chief of police.

The Hornell, N. Y., YMCA won the membership drive on the Erie last year and thus captured the trophy which goes to the victor. The P. W. Johnston trophy is being presented to the victors in this picture which was taken at the YMCA conference in New York in March. From the left are R. F. Burns, sr., general secretary of the Secaucus, N. J., Y; T. J. Sanok, assistant general manager, Eastern District, and chairman of the board of managers, Secaucus Y; H. Snead Low, general secretary, Hornell Y; Frank WOLFANGER, mechanical department, Hornell, and vice chairman of the board of directors of the Hornell Y, who accepted the trophy for Hornell, and S. J. Glover, division clerk, Hornell. In presenting the trophy, Mr. Sanok said with a grin that the Secaucus Y, which had won the two previous years, was determined to win it back this year.
Kids Tour Erie

Kids, including some who will never see their 50th birthday again, had a picnic on two recent tours sponsored by the Erie Railroad.

At Endicott, N. Y., the largest delegation of visitors ever to invade the Endicott-Johnson shoe plant had a gala time as the result of a joyful train ride and the all-out hospitality of the shoe firm. The mob came from Hornell, Corning and Addison, N. Y. The Erie ran a special 18-car train to handle the exuberant crowd of 1500. Marching two abreast, the visitors formed a column 3000 feet long, with the front end at lunch as guests of E-J in its recreation room while the back end was still disembarking from the train. The crowd was greeted by Charles F. Johnson, president of the company.

Arrangements for the tour were made by Gerald Saunders, division passenger agent at Elmira, and Harry Moore, agent at Endicott, and by Endicott-Johnson officials.

It took 12 coaches to handle the crowd of 900 kids from Cleveland and vicinity who rode the Erie special to Youngstown to look over our Brier Hill diesel shop and railroad equipment which was arranged for display.

Beside making a complete inspection of the shop, the children were escorted through a new passenger coach, a radio-equipped steel caboose and one of our Pullmans.

Part of the throng of youngsters from Cleveland and nearby towns is shown here during a visit to the diesel shop and other Erie facilities at Youngstown.

Part of the largest crowd ever to tour the Endicott-Johnson shoe factory at Endicott, N. Y., is shown disembarking from Erie passenger cars, one of which is shown at left in the picture.
Erie Keglers Share Honors

Three of the pin-topplers try to put the hex on a pal. From the left are Dick Roseberry, Jim Burris and Don Cook who are kidding Gerald Maynard. All are from Marion, Ohio.

Honors and prize money were pretty well shared at the recent 11th annual Erie Railroad bowling tournament at Youngstown, Ohio. Nobody dominated things.

The five man team event was won by the Revision quintet of Cleveland with a score of 3160. The team consists of Harry Holdrum, Jimmy Laggan, Bill Malone, Roy Salasek and Eddie Schauer.

The doubles event was won by Dick Miller and Fred Archual of Akron, Ohio, with a 3300 total while K. Weikal of Huntington, Ind., was the singles champion with 715. Bill Thomas had the best score in all-events with 1918.

The Revision team also had the high team single game of 1001. Byron Webster and Dave Dussault of Cleveland rolled the high single game of 435 in doubles, while B. Bailik with 254 had the high single game in singles. C. E. Bloomingdale of Marion, Ohio, had the high three-game series of 634.

There were plenty of coffee and ice cream breaks during the tournament. Participating in both are John Michel, special service clerk, transportation department; Glen Dunathan, car accountant, and Ed Whelan, assistant superintendent of transportation, all of Cleveland.
Credit Unions
Win Popularity

A group of Erie employes which banded together 15 years ago to try to help each other financially today can look back over its history with keen satisfaction.

The Erie Railroad Employees Federal Credit Union, made up of employes in the Cleveland district, today is a half-million dollar organization after 15 years of service to Erie employes and their families.

Many Erie employes have been helped in time of financial need by this non-profit organization.

Overall 2378 employes have been members at one time or another and of these 1375 are members at present. The credit union has made 6290 loans in its 15 years, loaning a total of $2,642,775.82.

Only three of the over 6,000 loans made have been charged off, that is, were not repaid. The total loss was $628.73. Quite a compliment to the human race, especially the Erie Railroad variety.

Some of the loans have been for unusual purposes. One borrower, during the housing shortage some years ago, when he could not find a place to live, borrowed money to buy a trailer for a home. He lived in it until he retired, then drove it to Florida and lived in it there.

Another loan was made to bring two displaced persons from Europe to the United States. Loans are made for doctor bills, school tuition, automobiles, home repairs and consolidation of debts.

Interest on the loans is one per cent monthly on the unpaid balance. Actually, the interest is about eight-tenths of one per cent because credit union borrowers receive an interest refund annually. Normal interest for borrowing from commercial firms usually is higher.

On new cars, the credit union gets four-fifths of one per cent interest.

Only members can borrow. Of course, the credit union gets its money from the members who use it as a savings bank. Dividends, or interest, during the past several years have amounted to three-and-one-half per cent.

Loans are limited to $3,000 and are insured without cost to the borrower.

The savers also enjoy the benefits of life savings insurance whereby their share balance up to $1000, and under certain conditions, is insured, so that on their death, an amount equal to their share balance is paid to their estate. Borrowers receive an annual interest refund, which is paid from the current year's earnings after all expenses are paid, and an adequate sum is set aside for the dividends.

1940 Charter

The credit union received its federal charter in October 1940. At the end of one month, the credit union had 192 members, $543 in shares, $440 in loans and assets of $537.56. At the close of business on Feb. 29, 1956, it had grown to 1375 members, $545,634.99 in shares, $331,408.01 in loans, and assets of $575,770.50.

All credit union officers are Erie employes, elected by fellow members, and serve without compensation except for the treasurer who serves as managing director. The present officers are Edgar Austin, president; R. R. Ramagli, vice president; standing, W. O. Liebensberger, director and assistant treasurer; Nelson Case, director, and W. J. Stipe, director.

Similar Erie employ credit unions are operating at Hornell, N. Y., and Hammond, Ind.

The Hornell group received its charter on July 13, 1954, starting with 10 subscribers. Its object was to teach savings and at the same time provide a source for obtaining loans at a minimum rate.

As of December the Hornell group had 590 members with savings of over $50,000. Outstanding loans totaled $40,170. In its 17 months of existence it loaned more than $70,000 on 302 applications. There have been no delinquent loans, which is a fine record for Eriemen to continue to uphold.

Up to the end of March 1956, 69 persons have been awarded Presidential Medals of Honor for saving human lives at the peril of their own in connection with railway operations. Sixty of these were railway employes.
CONFIDENT LIVING

By Dr. Norman Vincent Peale

There's health, joy and the good life in the attitude of love. So say religion and science.

Back in 1937, Dr. Smiley Blanton, a distinguished New York psychiatrist, and I established what we called "a relgio-psychiatric clinic" in my church. It was the first of its kind. The purpose was to help normal people live normal lives. Ministers, psychologists and psychiatrists working together united their scientific therapies to solve common problems of human beings. Today the Clinic has not only been widely imitated all over the world, but has been expanded into the interdenomination and inter-faith American Foundation of Religion and Psychiatry. It has a staff of 18 dedicated specialists and occupies an entire floor of the office building next to its first home in the Marble Collegiate Church.

The competent specialists who devote themselves to helping people in that clinic are still under the direction of Smiley Blanton. Dr. Blanton leads a busy life indeed. Not only does he direct the clinic, but he also teaches, carries on a private practice and writes. His new book, "Love or Perish," has just come from the press and is already becoming a best seller.

This helpful book contains the wise thinking that has been the core of Dr. Blanton's wonderful work all these years. He believes that the greatest human need is the need for love and that none of us can survive without it; we must have it or we will perish. This is, for many people, a new and somewhat strange idea. But it is true that much maladjustment and unhappiness is due to the curious inability to accept love, although a person may be starving for it. The term "love" is not used in a sentimental sense, but as good will, acceptance and esteem.

Love is the greatest power on earth. The Bible describes it superbly. "Love is patient and kind; love is not jealous or boastful; it is not arrogant or rude. Love does not insist on its own way; it is not irritable or resentful; it does not rejoice at wrong, but rejoices in the right. Love bears all things, believes all things, hopes all things, endures all things. Love never ends."

And at Harvard University, Dr. Pitirim A. Sorokin, one of the world's most famous sociologists, who has been conducting a series of research studies in the power of love, has come up with some amazing conclusions. Among other things, he says: "Love is a life-giving force, necessary for physical, mental, and moral health. Altruistic people live longer than egotistic individuals. Children deprived of love tend to become vitally, morally, and socially defective."

Here we have the full weight of medical knowledge and scientific research emphasizing the overwhelming importance of love. And what, really, is love?

The Bible answers this question in three simple words that are of supreme importance in arriving at a sense of health and well being, to say nothing of successful living. Those words are "God is Love."

This power is vital and necessary in your own life. How can you acquire it and learn to use it?

Psychiatry, says Dr. Blanton, offers three directives almost universal in their application:

1. We must forgive our parents for the injustices—both real and imaginary—we received in childhood.

2. We must accept our own aggressive impulses as a natural and normal part of life.

3. We must accept our own selfish desires as a natural and normal part of life.

Religion offers a fourth directive. We must practice actually loving God and loving people, as part of our daily lives. As we become proficient in outgoing good will, having no hate, no resentment, love will become a creative and healing force leading us forward into a happier future.

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May, 1956
KNOCKOUTS

If you were to ask us to name the fightingest piece of equipment on the railroad, we'd say the air hose. Lack of care in handling it can be as dangerous as getting into the ring with Rocky Marciano.

There have been a lot of KO's by those long rubber arms, the air hoses. But there's no reason for it, because the strategy required to avoid these punches is simple.

Before uncoupling the air hose, make sure the angle cocks are closed . . . then grasp both air hoses firmly . . . and part them gradually to prevent lashing out.

When it's necessary to open an angle cock for any reason and the air hose is not coupled, grasp the hose firmly to prevent it from kicking or make sure the hose cannot reach you when it snaps.

Two other important points are:

First, keep one foot on the outside of the rail just in case you have to get out of life instead of the air hose.

Second, always remember that you can deduct the cost of protective clothing and equipment necessary to prevent injuries—HORSE knew that two more are still very much in style. They'll help you to avoid those personal injury colors of black-and-blue skin or red-spotted white bandages.

Does Safety Pay?

Why is safety a bargain? Does safety really pay off? To answer those questions you may give some thought to these questions.

Did you ever:

- Try to tie your shoes with one arm in a sling?
- Try to see straight and clearly after an eye injury?
- Try to sleep with an infected hand?
- Try to walk with an injured foot?
- Try to button your shirt with burned fingers?
- Try to eat a meal with a fractured jaw?

If so, then you know that safety pays!

Save 7 Ways

Injuries are wasteful. There's no argument about that. But consider for a moment the ways in which they are wasteful.

- Wasteful of the human body.
- Wasteful of human emotions.
- Wasteful of time.
- Wasteful of money.
- Wasteful in idle and damaged equipment.
- Wasteful of time spent in training men to replace injured railroaders.
- Wasteful of other's safety efforts.

What may seem like a little "wasted time" in being safe, saves plenty by preventing many more wasteful things later on.

TAX TIPS

Don't forget that April 16th income tax deadline. And don't forget that you can deduct the cost of protective clothing and equipment necessary in your work.

* * *

No matter how big a bite income tax takes out of it, that pay check of yours is mighty important. Keep it coming in regularly by working safely at all times.

* * *

And here's a special tip for you railroad men who are careless about wearing safety goggles. If you are blind at the end of your taxable year, you are entitled to another $600 exemption in addition to your normal $800 exemption. And that's not all. You can deduct the cost of a seeing eye dog, too.

Illinois leads all other states east of the Mississippi in railway mileage. At the beginning of 1955 the Illinois railway network consisted of 11,385 miles of line.

Right But Wrong

Experience proves that a person who operates his car with the attitude that he never has the right of way is usually a safe driver.

A driver who assumes that he will get the right of way, or who, when in an accident, claims he had the right of way, has not thought the problem through. His claim of the right of way may be disregarded as he may be charged with contributory negligence.

At the beginning of 1954 the railway network of the United States comprised 221,768 miles of road, with 372,584 miles of track operated.

Seven Senses

God gave us five wonderful senses—touch, taste, sight, smell and hearing. If your five senses are functioning properly you've got something to be thankful for.

Let's face it, though. Wonderful as those five senses are, any good railroader knows that two more are needed to prevent injuries—HORSE and COMMON!

Fifty-one thousand carloads of potatoes—consisting of 32,000,000 bushels—were manufactured into potato chips in 1954. This accounts for slightly over 10 per cent of all potatoes sold as food.

The smartest thing in work clothes—a careful worker.
New Film Discusses Right To Compete

"The Right to Compete" is the title of a new motion picture based on the report of the Presidential Advisory Committee on Transport Policy and Organization, now receiving the attention of Congress.

Distributed by the Association of American Railroads, the film explains the public significance of the Cabinet Committee's recommendation with reference to the making of minimum rates and the need for modernizing the law which now prevents real competition in many instances.

The film traces the workings of the free competitive enterprise system in America from colonial days to the present, with special emphasis on transportation.

This 16 mm. technicolor sound film has a running time of 14 minutes. It is available to television stations and to business, civic and other groups through the Washington, D. C., office of the Association of American Railroads or through the Public Relations Department of this railroad.

Railroad Benefits Reach $1 Billion

Benefit payments under the Railroad Unemployment Insurance Act to the nation's railroaders who became unemployed or sick topped the $1 billion mark on Feb. 9, according to the Railroad Retirement Board, which administers the program. Of that sum, unemployment benefits, which have been payable since July 1939, have made up the biggest part—$685 million, and benefits for sickness or injury, payable since July 1947, $315 million.

In the more than 16 years that the unemployment insurance program has been in operation, the number of railroad men and women drawing these benefits has ranged from a low of 5,000 beneficiaries in 1943-44 to a high of 470,000 in 1949-50. The average weekly payment has risen from $8.40 in 1938-39 to $36.00 in 1949-50.

In the eight years that sickness benefits have been payable, the number of beneficiaries has ranged from 130,000 in 1951-52 to 151,000 in 1948-49. The average weekly payment has gone up from $21.50 in 1947-48 to $36.00 in 1954-55.

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

May, 1956
HAROLD THOMPSON, machinist apprentice—"Well, take a look at metallurgy. The railroads have kept pace with others by using this science to tremendously extend the life of metal parts."

C. B. SPEARS, machinist—"We're just as far ahead. We have eliminated a lot of manual drudgery and have made our jobs easier."

TOM NOLFI, pipelighter—"We've made more progress. Today we are giving a greater variety of freight service, and it's faster."

CHARLES EMMONS (left), apprentice—"Railroads have definitely kept up with the progress of other industries. Piggyback was a big step ahead."

M. F. COCKRAN, machinist—"Railroads probably have kept up with progress in most industries. We have greatly increased the availability of our locomotives to lower costs as one example."

QUESTION: In recent years, how do you think progress in the railroad industry has compared with progress in other industries? Explain.

We're pretty sure this month's "Kamera Kwiz" question would stump anybody on the "$64,000 Question" television program, but the folks on these two pages didn't have much trouble with it. They're from our diesel shops at Marion, Ohio.

JACK HALLEY (left), machinist apprentice—"I'd say we've improved our facilities, like diesel shops, 100 per cent, and that's hard to beat."

DON WHETROW, machinist—"Our progress has been good. Just try our better and faster trains to prove it to yourself."
SUSAN BAKER, diesel record clerk—"Well, I worked for another company, and for one thing, I believe that the railroads have made as much progress as that industry in working conditions."

RICHARD DREHER, electrician—"Our progress is on a par with others. Take training. I think it's on a par with any comparable industry."

CHARLES LUST, machinist—"I would say that our progress has been about the same as others. We can match track work mechanization with any improvement in any other industry."

EDWARD McWILLIAMS, machinist—"I think the railroads have made every bit as much progress as other industries. Dieselization is a good example."

ROBERT BROWN, electrician—"We've stayed right up there with anybody. Not only did we change from steam to diesel, but we go on improving the diesel and will continue to do so."

D. F. FELTER, machinist—"We've made as much progress or more. Look at the big improvement in our tools and equipment, like racks for testing air brake equipment, for instance."
Man! Dig Those Hepcats!

A couple of hep-cats are shown here putting on a real show for members of the chapter who attended the Erie Veterans installation dinner-dance in February at Scranton, Pa. The jitter-bugs are Mr. and Mrs. Jerry Spioto. Jerry says he learned to jitterbug in the South Pacific while he was in the Navy during World War II. He's in the car department.

Buffalo-Rochester

By Ruth Nis Nungurner

Leo Overs, membership chairman, reports that 20 new members have been added to our roll recently, from Buffalo, Lockport, Silver Springs, Portageville and Swans. Pvt. C. G. O'Leary, son of General Yardmaster C. J. O'Leary and Mrs. O'Leary, clerk in the superintendent's office, was among 10 chosen as soldiers of the month at Camp Chaffee, Ark. Then he was transferred to Camp Sill, Okla., where he was well also is back on the job after being hospitalized.

Conductor George Cunion and Mrs. are vacationing in Florida.

Sympathy is extended to the family of Trackman (Ret.) G. L. Byam of Portageville and Swans. His father died March 26 at Hunts, N. Y.

The Ladies Auxiliary held a luncheon and board meeting March 1 and made plans for a membership drive, the spring meeting and dance at Turners Hall April 21, the Jack Eno program May 14, the annual spring luncheon May 24 and the Salamanca party May 26. Eight new members were enrolled, Mrs. William Strutton, president, presided. Mrs. James Moonshower was honor guest.

Be sure to get your 1956 membership card and plan to attend the annual system outing at Conneaut Lake Park July 21.

Jersey City

By G. C. Kalie

At our chapter meeting on March 14, an unusually large number of veterans were present. Past President A. B. Cohen presented Arthur Fox, retired, with his life membership card. The sick committee reported that Tom Tuohy was in St. Joseph's Hospital, Paterson, and G. C. Williams, retired, in the Marine Hospital on Staten Island. Speedy recovery wishes to both veterans. Brothers S. C. Lund and F. L. Pizzuta have returned to work after illnesses.

Sympathy is extended to the family of John J. Riccardi, former employee of Jersey City shops, in their bereavement.

Ralph O. (Pete) Leverton, chairman of our membership drive, reports 33 new members and seven reinstatements during February and March. The annual election of officers of the national organization, which they aspire to attain when the drive ends on Sept. 30. With all of our reaching in we should be able to come through with a total of 5000 members in the overall picture; this means an increase of a little more than 16 per cent over the previous year's membership.

Reports of the membership campaign are highly encouraging. Most of the local chapters have set a goal which they aspire to attain when the drive ends on Sept. 30. With all of us pitching in we should be able to come through with a total of 5000 members in the overall picture; this means an increase of a little more than 16 per cent over the previous year's membership.

Election ballots are going out to members in good standing. Get your 1956 dues in to assure your receiving a ballot and participating in the annual outing July 21. And please exercise your privilege of voting for the candidates of your choice. Also, be sure to mail your ballot back to the election committee not later than July 10.

The contest for oldest and youngest veteran awards will again be part of the annual outing activities. Consult your local chapter secretary for details and entry blanks.

It is gratifying to read of the numerous activities and items of interest to veterans in the columns of the magazine devoted to such purpose. This is our best medium for keeping members throughout the system informed of what is going on in the affiliated chapters.

Director of Social Activities F. P. Belling, who is also our public relations officer, spoke to the chapter on H.R. Bill 7659, covering the proposed increase in railroad retirement benefits and other matters of importance to veterans, active and retired.

Veterans, if you have not paid your dues and have not received your 1956 dues card, see your shop or office collector. Should he not have your dues card, drop a line to Secretary G. C. Kalie, c/o Freight Agent, Weehawken, N. J., and he will be pleased to get your card or request a duplicate. Collections have been very good to date. Won't you try to make your chapter a "no delinquent member organization?"

The annual election of officers of the system organization is drawing closer. If you have any particular choice in the nominations, your dues must be paid before June 1 to insure receiving your ballot. Our meetings are held the second Wednesday of each month at 38 Park
The Class I railroad payroll in 1955 totaled $4,857,000,000, compared with the 1954 payroll of $4,835,000,000.

Concluding 41 years with the Erie, S. J. Johnson, agent at Crestline, Ohio, shown here with Mrs. Johnson, retired on March. 1.

The Class I railroad payroll in 1955 totaled $4,857,000,000, compared with the 1954 payroll of $4,835,000,000.

Ave., Paterson (one block from the Erie station). Our chairman hopes to have a representative of the Railroad Retirement Board at our May meeting. Why not try to come out once in a while and greet your fellow workers and veterans?

Salamanca

Our March 23 dinner and meeting was at the Norris Supper Club in Jamestown with 100 in attendance. L. R. Smith, toastmaster, extended a welcome to out-of-town members. The pledge to the flag was led by L. E. Rodgers, the singing of "God Bless America" by Wesley Powell with Rose Marie Risch at the piano. Invocation was by L. P. Johnson. Following dinner, the meeting was opened by J. R. Murray, chairman, with an introduction of Samuel LeMarca, recently retired. There was a moment of silent prayer for C. V. Bullock, life member, who died March 22.

A report was made on the progress of May party plans, also on the annual system picnic at Conneaut Lake, July 21. The chapter's annual picnic is to be at Gargoyle Park, Olean on Aug. 12.

The April meeting was at Salamanca on the 27th. C. E. Stein was chairman, assisted by Paul Millhausen, Lynn Tullar, L. Risch, L. Iannelli, C. R. Fralick, L. Eastman and N. Reach.

The drawing for door prizes was conducted by L. Iannelli. Prizes were won by Luis de Martorell, Laura Belle Stromdahl and Adam Ambuske, Silver Jack was won by Mrs. Jean Wunsch and L. P. Johnson.

Entertainment was by James Swan, comedian, of Jamestown, and group singing was led by Harry Sloan, with Rose Marie Risch at the piano. Our thanks go to the Jamestown committee for a fine job and to Mrs. C. T. Arend for the lovely table decorations.

Youngstown

By R. P. Reebel

We extend our deepest sympathy to the family of veteran Fred James, car inspector, Youngstown, who passed away following a serious hemorrhage while on duty March 16.

It is not too early to mark your calendar for our 16th annual family picnic June 24 at Slippery Rock Pavilion in Mill Creek Park. You will meet old friends there you have not seen since last year.

Chairman Fay and Secretary-Treasurer Pero are busily engaged in the membership drive which has been sparked by Secretary. Weep Brothers. They hope to secure a nice increase in membership for Youngstown Chapter this year.

Remember our meeting nights, the first Wednesday of each month at the K. of C. Building, South Hazel St., 8 p.m.
Steen Appointed To Top Post On Police Force

Thirty-five years of service with Erie's police force were climaxed on May 1 for Ralph P. Steen when he was named as top man in the department with the title of chief of police.

His title prior to that was assistant superintendent of property protection and fire prevention. He succeeds Frank B. Wildrick who retired on April 30 as superintendent of property protection and fire prevention.

Chief Steen's headquarters will be at Youngstown. He started with the Erie as a sergeant at Marion, Ohio, on Aug. 15, 1921. He also served as a sergeant at North Judson, Ind., Lima, Ohio, and Chicago.

Chief Steen was promoted to lieutenant at Marion in November 1929 and to captain in Chicago in June 1932. He had been assistant superintendent of property protection and fire prevention since July 1, 1955.

Before serving in World War I Chief Steen was a farmer and school teacher in his native Kentucky. After World War I he worked in an Akron rubber plant and for a year was on the Akron police force before coming to the Erie.

The new system chief is a past president of the Youngstown Crime Clinic and of the Chicago Railway Special Agents and Police Association. He also is a member of the International Association of Chiefs of Police; Railway Police and Special Agents, Pittsburgh District; the American Legion and the Forty and Eight.

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<table>
<thead>
<tr>
<th>NAME</th>
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<td>Agent</td>
<td>Thomson, Pa.</td>
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<td>Eric W. Arnold</td>
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<td>William Binette</td>
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<td>Frank Cardiome</td>
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<td>Curt Cheney</td>
<td>Locomotive Engineer</td>
<td>Mendville, Pa.</td>
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International Association of Chiefs of Police; Railway Police and Special Agents, Pittsburgh District; the American Legion and the Forty and Eight.

Pete: I'm going to get a divorce; my wife hasn't spoken to me for six months.

Jake: Better think twice; wives like that are hard to find.

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LATEST PROMOTIONS

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<td>C. S. Bray</td>
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<td>Truck Supervisor</td>
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<td>J. W. Smith, Jr.</td>
<td>Warsaw, N. Y.</td>
<td>Truck Supervisor</td>
<td>6-10-29</td>
</tr>
<tr>
<td>E. D. Fern</td>
<td>Forest Hill, N. J.</td>
<td>Gen. Foreman (M. of W.)</td>
<td>3-28-43</td>
</tr>
<tr>
<td>J. H. Smith</td>
<td>Dunmore, Penna.</td>
<td>Gen. Foreman (M. of W.)</td>
<td>4-1-48</td>
</tr>
<tr>
<td>L. R. Henderson</td>
<td>Hammond, Ind.</td>
<td>Gen. Foreman (M. of W.)</td>
<td>7-1-58</td>
</tr>
</tbody>
</table>

Erie Railroad Magazine
BOOK CORNER

The Railroads of the South, by John F. Stover. The University of North Carolina Press, Chapel Hill, N. C. 310 pages. $5. A financial study of Southern railroads of 100 miles in length or more from 1865-1900. Included are detailed studies of the consolidations of four major Southern rail systems. The subject matter is divided into thirteen chapters, as follows: Southern Railroads in the 1850s; Southern Railroads at War; Southern Railroad Finance in 1865; Destruction and Rehabilitation; The Carpetbaggers Lend a Hand; Southern Ambitions of the Pennsylvania Railroad; A Story of Receivership; The Illinois Central Goes South; Prosperity, Expansion and Consolidation; The Louisville and Nashville; The Richmond and Danville (now Southern Railway); Receivership and Consolidation; Southern Railroads and Northern Finance in 1900.

Northern influence on directorships of Southern lines is traced from the 1860s to 1900. Interwoven in the text are glimpses of the personalities, activities and accomplishments of such well-known Confederate railroaders as Generals Beauregard and Mahone, and such outstanding railroad developers as Wadley, Plant, Milton Smith, Huntington and Flagler.

Rails Around Gold Hill, by Morris Cafky. The World Press, Denver, Colo. 453 pages. $10. The story of the railroads' role in the development of gold mining at Cripple Creek, Colo.


Rawhide Guns, by Frank Bonham. Popular Library, 11 East 39th St., New York, N. Y. 25 cents. 160 pages. A fictitious Western story about a man who was determined to build a railroad in New Mexico and who shot it out with the opposition.

The Diner on the Track, by Dr. Walter I. Frank. Vantage Press, Inc., 120 W. 31st St., New York 1, N. Y. $2.75. The scene of this fictitious murder mystery takes place aboard a streamliner.


WIFE DIES

Mrs. Edna S. Beegle, wife of Robert R. Beegle, veteran milk freight agent who retired six years ago, died April 8 at her home in Middletown, N. Y. She was a direct descendant of John Alden, New England pilgrim settler, and of Joseph Skinner, first white settler in the upper Delaware River area.
Puns “N” Patter...

AT ALL ERIE STOPS

PASSenger TRAFFIC

CHICAGO, ILL.

By Vivian Cetnar

Congratulations to Robert Johnson and Al Anderson on their winning fourth place in the Youngstown bowling tournament.

Charles Crim, Jr.’s, father, retired ticket agent, Ashland, Ohio, was in the Mansfield General Hospital for observation and now is convalescing at home.

Mr. Morgan has been keeping busy finding sleeping space for employes of large concerns when to all appearance there is no space available.

Due to the combined efforts of Larry Carpenter and John DeWaal, a child’s lost rabbit (stuffed) was found and returned.

STORes

MEADVILLE SCRAP & RECLAM.

By George Smith

Birthday greetings to A. J. Thomas, Walter McKim, Edward Savel, Thelma Pope and Wilbur Greathouse. Wilbur is a son of Leader Forrest Greathouse and wife, Bernice, and is on leave from his job as laborer here. Recently he completed 10 weeks of advanced individual training under the packet platoon system at the Armored Replacement Training Center at Fort Knox, Ky. Under that system each trainee becomes a permanent member of a tank crew. Wilbur entered the Army in September 1955 and took basic training at Fort Jackson, S. C.

Many of the employes at this plant were saddened by the death of Storehouse Foreman Bernard Schlosser. Some of us had worked with him in the early ’20s. Our sympathy goes to his widow, Gertrude.

Speedy recovery is wished for Carson Green and Harry Meyers who have been ill for some time.

Our bowling team still is stuck in second place... Joseph Homoki bought himself a brand new Ford... Frank Leslie now is driving a jeep. He says his ‘29 Model T still is a good car if only it would run... Stenographer Marlene Delsch received a nice Easter egg from Duane Braham, a beautiful diamond engagement ring. A June wedding is being planned. They are knitting and sewing little things at the Walter McKim home.

KENT DIVISION

AKRON, OHIO

F. A. Kulton, checker, and wife were host and hostess to a group of friends after moving into their new home on Chart Road, Cuyahoga Falls. They received many useful gifts.

C. O. Ritter, trucker, and wife are enjoying their vacation in Florida.

GALION, OHIO

Sympathy is extended to the family of Calvin B. Kingsbury, retired, who died March 7 at his home.

MARION, OHIO

Sympathy is extended to the families of the following who recently

266 Years Of Erie Service

This group of ex-Eriemen represents 266 years of service with our railroad. The picture was taken at a retirement party for W. A. Moore (seated, center). Kent, Ohio, who has retired after 40 years with the Erie. Stands, from the left, are W. J. Whalen, J. A. Peck, L. T. Brothers and B. A. Herrick. Seated are R. E. Voshell, Mr. Moore and C. C. McCaslin. More than 40 were present at the party.

Erie Railroad Magazine
Cleveland Retirement Dinner

These smiling bachelors-for-the-evening gathered at a testimonial dinner in Cleveland in February for Howard R. Williams (right of center, front row), storekeeper at Cleveland, who retired in January. In the picture are Frank Papke, James Saunders, Rowland Fletcher, Boyd Blocker, William Collins, Tommy Vaske, Charles Clements, Leon W. Witwer, William Langemyer, Howard Williams, Robert Connors, John Gulas, John C. Novy, Donald Schuler, Harry Felber, Frank Novy and Gerald Buckley. Harry Loew also was present but not within camera range.

died: E. E. Ferry, engineer; L. T. Barrett, yard brakeman; C. B. Gandert, conductor; Mrs. A. C. Gore, wife of the yard conductor.

Connie Finnegan Criswell, former messenger in the superintendent's office, visited us recently with her son Kevin.

The Rev. H. L. Stafford, former train dispatcher, was a recent visitor. Dean Baker, train dispatcher, and family attended the flower show in Cleveland March 9.

Happy Birthday to L. M. Lessley, assistant chief train dispatcher; Mrs. A. C. Gore, office associate. Tom was present but not within camera range.

MARION STORES
By H. L. Bradt

C. W. Sidenstricker, clerk, and Geneva Sidenstricker, superintendent's file clerk, spent a week's vacation in Florida.

Congratulations to John W. Creasap, formerly sectional storekeeper at this point, on his promotion to storekeeper at Cleveland.

MARION MECHANICAL
By Ruth D. Henning


The welcome mat is extended to Paul E. Richeson, machinist helper.

Our best wishes for speedy recovery are extended to A. H. Specker, trainmaster, who at this writing is confined at home by the flu.

Our deepest sympathies go to Mrs. Isabel Gorenflo on the death of her husband, Chesney, machinist (M. of E.). He died March 29 in Marion General Hospital of cancer. Our sympathies also go to Chet's son, Delmon Gorenflo, M. of E. painter.

We are certain that Mr. and Mrs. Harry B. Coon are enjoying fully their vacation in Florida, judging from the post cards that we have been receiving. Harry is the chief clerk in the M. of E. department.

MARION DIVISION
HAMMOND CONSOLIDATED

Nancy Keen, daughter of Emma Keen, general clerk, and Dean Davis were married in a lovely setting March 3 at the Griffith, Ind. Methodist Church. Louise Davis, typist and a sister-in-law of the bride, was one of three bridesmaids. After the ceremony there was a reception at the Prairie View Hall in Highland, Ind. Nancy is a graduate of Hammond High School and her husband attended high school at Dyer, Ind. Recently he completed four years' service with the Navy and now is employed by a steel company. They are residing in a newly furnished apartment in Hammond.

14TH STREET, CHICAGO

By Chris Hardt

We were very happy to hear that William Cervenka, check clerk, was convalescing nicely at home following an appendectomy at Mother Cabrini Hospital. Imagine our surprise when we learned that he was back at the hospital with an attack of pneumonia! We miss Bill at the freight house and look forward to seeing him back at his job soon.

Jack A. Smith, former messenger-clerk, was awarded the night ticket clerk position at Huntington, Ind., his home town. A farewell breakfast was held at E. C. Wise's home (OS&D clerk) for Jack. His mother and sister also attended. We hope Jack will take every opportunity to visit with Erie friends here.

Joe Baron, check clerk, and mother enjoyed a trip to Miami, Fla., via the Illinois Central's Seminole.

Virginia Lundy is a welcome office associate. Her kind voice is appreciated by all of us while performing her duties as our new switchboard operator.

Floyd Calhoun, delivery clerk, who commutes daily on the Erie from Huntington to Chicago, made headlines recently in the Chicago Daily News as the "Champion Commuter." Floyd and family made a trip by train to St. Paul, Minn.

Donna Myers, clerk, enjoyed a week with her parents at Fort Lauderdale, Fla.

Otto Jordan and wife celebrated their 39th wedding anniversary on St. Patrick's Day. Otto is our senior route clerk.

We welcome Thomas Madai back as our office associate. Tom was away for two years with the military forces, which took him into Japan and Korea.

Sympathy is extended to the family of Charles Vickers, delivery clerk, whose mother died at Mineola, Tex.

MAINTENANCE OF WAY

By Maralene Trainer

Sorry to learn of the fracture suffered by Floyd and family made a trip by train to St. Paul, Minn.

Are you an ostrich

... when it comes to cancer?

Do you bury your head in the sand and hope it won't attack you or someone close to you? Fight cancer with a check-up to protect yourself and a check to help others.

Give to your Unit of the American Cancer Society, or mail your gift to CANCER, c/o your town's Postmaster.

AMERICAN CANCER SOCIETY
When Harry Miller (5th from left), conductor on the Jefferson Division, made his final trip last March, this gang of fellow-employees was there to wish him a happy retired life. Mr. Miller has been with the Erie since 1915. On the ground, from the left, are I. J. Grobinski, trackman; W. J. Lee, trainman; S. C. Julius, agent; M. J. Flannery, trainmaster-road-foreman-of-engines; Mr. Miller; J. H. Decker, caller; H. J. Corbett, yard clerk, and J. F. Decker; on the engine, D. E. Schmale, engineer, and G. F. Harrison, fireman.

When Harry Miller (5th from left), conductor on the Jefferson Division, made his final trip last March, this gang of fellow-employees was there to wish him a happy retired life. Mr. Miller has been with the Erie since 1915. On the ground, from the left, are I. J. Grobinski, trackman; W. J. Lee, trainman; S. C. Julius, agent; M. J. Flannery, trainmaster-road-foreman-of-engines; Mr. Miller; J. H. Decker, caller; H. J. Corbett, yard clerk, and J. F. Decker; on the engine, D. E. Schmale, engineer, and G. F. Harrison, fireman.

**Last Trip Reception Party**

**TRANSPORTATION**

*By C. R. Swank*

Assistant Chief Dispatcher W. E. Coffman and wife spent their vacation in Texas with relatives.

Chief Clerk to Trainmaster F. H. Rahn and wife vacationed in southern Florida.

Engineer George Pontious and wife visited their son in Los Angeles.

Congratulations to O. L. Elick, agent at Elgin, Ohio, and wife who are the parents of a big baby boy.

Our best wishes go to Fred Smith, passenger conductor, with 45 years' service, and Engineer Hollis Forst with 46 years, who have retired.

**51ST ST., CHICAGO**

*By Gene Gertz*

Conductor C. I. Dempsey enjoyed a trip to Florida, starting March 26.

James Burke has returned to work after an illness.

Romney Shafrath has returned to work after suffering a broken hand.

Tom Morgan has bought a brand new home in Evergreen Park and the forces here are wondering when he is going to have open house.

James McKeown has a brand new Mercury convertible automobile.

**CHICAGO GENERAL OFFICE**

*By George E. Lange*

Thomas Keating, making the columns for the fifth month in a row due to his love for publicity, has now gone out and got himself a new Bel-Air.

Roger Hilpp, commerce agent, beaming from ear to ear, boasts the birth of his new grandchild.

Roger Kirkland, clerk-steno, has returned to take care of his duties for the Erie after having tangled with a sieve of the mumps.

Art Haase, freight claim agent, met with misfortune when he tried to stop an oncoming automobile in traffic with nothing more than himself. His injuries were quite serious and of various types, but it is good to know that Art now is doing much better.

Welcome mat is out again, this time for Bob Kolalis, new public tariff file clerk. Glad to have this eager beaver in our midst. Mr. Holcombe can rest a little now.

After a trip to Florida to visit his father who is bed-ridden with pneumonia, Irony set in and Myron Keel returned to Chicago only to find himself laid up in St. Anthony's Hospital, sick with, of all things, pneumonia.

Donna Henning, who celebrated a
May, 1956

Ex-Grid Star

Son of Car Inspector John Rej, Jersey City, John Rej, jr., graduated recently from the University of South Carolina. He played football at Ilion, N. Y., high school and as a freshman at Colgate University. At present he is in the U. S. Air Force in Texas. He is a nephew of Joey Rej, switchtender at Croxton, N. J.

3rd Generation Erieman Ends 50

Last February Archie E. Roschi (right), machinist at Meadville, Pa., completed 50 years of service with the Erie. He was preceded as an Erie employee by his father and grandfather. In this 50 years with the Erie, Mr. Roschi thinks, of course, that the biggest change that has taken place is the switch from steam to diesel locomotives. This made his job lighter, but his work now demands more precision as a result. Mr. Roschi's grandfather, Frederick, also was a machinist, with the Atlantic & Great Western which now is the Erie. Mr. Roschi's father, Frederick, jr., was an Erie engineer who died in a railroad accident at Redhouse, N. Y. Above, J. W. Walker, general foreman at Meadville, is presenting gold 50-year passes to Mr. Roschi for him and Mrs. Roschi.

Combined total of $40 in the doubles in the Erie bowling tournament in Youngstown.

For information about the Memorial Day picnic, see Phil Bateman, rate clerk. He's in charge again this year.

Now that Bob Voltz and Bill Powell have their new golf clubs, we'll have to keep a close watch on their attendance on sunny days.

Sophia Ciulla, PBX operator, still is trying to figure out how it happened when she tried to get Jersey City on our own line but instead got, of all places, Hong Kong.

Carrie Saydak, thrilled about the recent Academy Awards, went to see one of the films, "Shane". Said she didn't know she was watching a TV flashback.

Blanche Lewan, steno, tried to get into the act and claims she took her own with her when she went to see "Pajama Game". Really, Blanche!

Ronnie Dykman now is living in with the elite on the very fashionable south side, namely, Beverly North, not to be confused with anything the other side of Madison Street.

ACCOUNTING

AUDITOR OF DISBURSEMENTS

By Don Keister & Rita Talbott

Apparent trouble comes double to

Frank Trovano, chief clerk. While memories of his broken arm were still fresh in his mind, someone smashed into his car coming to work one morning and damaged it extensively.

Fortunately neither he nor his wife was seriously injured...

Fergie Small, supervisor of payroll and traffic accounts, is convalescing in his own line but instead got, of all places, Hong Kong.

The Allin' Abigails still are in first place in the league bowling race.

Fred Talbot and his wife went to New York the early part of April.

Nelson Case and Bob Peterson actually had their new auto license plates on before the deadline this year!

Dorothy Hanley won a canister set on a punch board raffle and promptly added it to her hope chest.

The Allin' Abigails still are in first place in the league bowling race.

Fred Talbot and his wife went to New York the early part of April to visit relatives and friends as well as to do a little shopping.

Gerry Sapp and Rita Mazur finally took their "much looked forward to" trips to Florida.
Russell Westphal has retired after 29 years with the Erie. He was presented a purse from fellow workers.

Under Ross Cook has started his annual house cleaning of the Canisteo park.

HORNELL ACCOUNTING BUREAU
By Lynn Lamb

Ruthe Lamb has retired after 25 years with the Erie. He was pre-

Lynchburg, -

Caps and

LaChiusa was, "a wedding band isn't exactly a tourniquet, but it sure cuts

The bureau bowling team of Fritz Petersen, Angie Petril,

Richard Lis is cutting-up at his father's

Mr. and Mrs. Paul Smith are walking the floor with their newest addition, little Diane

Blood donor Tom Halloran was called to the hospital to give blood and received a very nice and thoughtful
card from the lady who received his

donation... Lynn Lamb got a new

Tannler came

An old saying of Joe

Ed Herdmann, stenographer, is back

By Dorothy Dunks

By David Downie

Cleveland Police

By Dorothy Dunks

By David Downie

Captain John O. Sheats attended the
Erie Railroad Magazine

N & W INDUSTRIES, Inc.
Lynchburg, Va. - Jackson, Miss.

Future Casey Jones

This young man is almost as much
Erieman as he is an Irishman.

He is Jeffry L. Jackson, grandson
of retired Erieman Patrick T.
Dulty of Meadville, Pa., and
Grover L. Jackson, also of Mead-
ville and still working for the
Erie. Jeffry was 10 months old
when this picture was taken last
Christmas.

OFFICE OF COMPTROLLER
By Bill Harter

Ed Herdmann, stenographer, is back
from a stay in Lakewood Hospital
where he had some surgery done on
his neck.

Byron Webster, cash-book clerk,
one of our office's top bowlers, won a
nylon bowling ball bag for being a
member of the doubles team that had
the highest score for a single game
in a recent Youngstown tournament.

Harry Coykendall, secretary, and
his father drove to Hornell, N. Y.,
over the weekend of April 7-8.

Henry Neureuther, chief clerk, was
married on March 24. Henry and his
bride spent the honeymoon in Mexico
City.

MAHONING DIVISION
YOUNGSTOWN FREIGHT
By Dorothy Dunks

Birthday congratulations to Carl
Briggs, Anita Coughlin and Paul Mol-
dovan.

Tommy Lundeen, rate clerk, has re-
signed after 15 years with the Erie.
We're certainly going to miss Tommy
and all join in wishing him lots of
luck.

Cleveland Police
By David Downie

Captain John O. Sheats attended the
Erie Railroad Magazine
Last of 4 Brothers Retires

These are the four Urquhart brothers of Meadville, Pa., all former Erie employees and all retired now. The last to retire was Colin H. (on the left), who retired as an engineer on April 2. The four had a combined total of service with the Erie of 150 years. Colin had been with the Erie since 1911. From the left are Colin, John, James and Hugh.

third annual award luncheon sponsored by the Youngstown Crime Clinic.

Patrolman Andrew Herrick is looking forward to a good season at golf. Patrolman Robert E. Hamilton's 11-year-old son, Robert L., has made application to play baseball with the Ashland Little League.

The correspondent has completed a course at the Akron Police Training School.

CLEVELAND FREIGHT
By R. M. O'Connor

C. H. Schlegel, freight agent, and wife spent Easter in New York City, stopping with their son and parading in Times Square.

Bob Hildebrand, general clerk, and Bob Bythway, yard checker, also were in New York. They attended the Jack Poddinger School of Dance mornings, saw several TV shows, also "Pajama Game" and "Fanny." A fifth-time grandpa is Ross Cratty, OS&D clerk (boy).

Rose Corcoran, switching clerk, decided that relaxing at home was a good way to spend a week's vacation.

Joe Smrekar, typist, has enlisted in the Air Corps for a four-year hitch. He reported for duty April 12 at Lackland Air Force Base in San Antonio, Tex.

George McHugh came through with a red and white Ford.

FREIGHT CLAIM
CLEVELAND, OHIO
By Joe Revana

We are glad to hear that Art Haase, special agent in Chicago, is recuperating nicely following an automobile accident. Our deep sympathy to Bill Birkley on the passing of his father. Tom Donovan has pulled up stakes and ventured into a new job. Johnny Mitchell handled the ducat situation for the opening ball game for the tenth straight season.

Dorothy Haschak journeyed to New York City over St. Patrick's Day. Jim Turnbull relayed Easter greetings to our neighbors in Canada.

Myrtle Gilbert was in the audience, as usual, for the Metropolitan Opera. Journeying home for the Easter week-end were Betty Edwards and Rose Kadar, Mahwah, N. J., and Cambridge, Ohio, respectively.

FREIGHT TRAFFIC
VICE PRESIDENT'S OFFICE
COAL & FREIGHT OFFICES

By Marilyn Becker & Therese Diliske

Welcome to Carol Alexander, new secretary to C. R. Martin, freight traffic manager. The department was represented at the Youngstown bowling tournament by Danny Carlin (freight) and Rich Hemeoyer (coal). Also visiting Youngstown last month was Junior Achievement Advisor John Shipp and 10 members of the Erie-Craft Co. A tour was made of the Erie diesel shops, radio shop, wire room and general offices. Also taking to the rails were Ruth Hollis, coal steno, Therese Diliske and Marilyn Becker (freight). The Cinema Holiday in Pittsburgh was the

THE FLEISHEL LUMBER COMPANY
SAINT LOUIS, MISSOURI

STILL GREATER PROTECTION—For Cars and Lading
Cardwell Friction Bolster Springs to absorb vertical and lateral forces
Cardwell and Westinghouse Friction Draft Gears to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.
main attraction for this traveling trio. . . A triple holiday was celebrated April 1 by Dolores Lindsen, freight report clerk (birthday, Easter, April Fool's Day). . . A pleasant vacation was spent at Fort Lauderdale, Fla., by Mr. and Mrs. D. R. Thompson. . . Dee Spencer, vice-president’s office, admitted giving her husband the silent treatment one week-end due to a bad case of laryngitis. . . Going to a hockey game proved quite profitable for Tracing Clerk Bill Ottutt (freight). Bill walked out with a $50 gift certificate stuffed in his pocket.

CAR ACCOUNTANT
By Ella Carpenter

Mr. and Mrs. Roy Sturr are the proud grandparents of Douglas Robert Faucette, born March 15 in Los Angeles. Grandma is now in California visiting the new baby.

We don't know if her recent tonsillectomy had anything to do with her sudden burst of energy, but Shirley Walker shellacked the maples for a sizzling $10 and brought her team up to a tie for third place.

Her pals in the key punch room miss Muriel Singer at lunch time since she and Ed left for Florida.

A few weeks of taking life easy at Fort Lauderdale appeals to Dora and Bob Alves, too. They expect to drive south early this month.

Norma Simmons participated in the Railway Business Women’s bowling tournament in Buffalo April 15, but we haven’t heard how she made out. Yours truly entertained Christine Pierce who was in town for the Railway Business Women’s 30th anniversary dinner on April 7.

Loretta Goslin had a happy Easter with relatives in Fayette City, Pa. Ruth Smith, looking as if her retirement agreement with her, visited us recently, and subsequently treated us to a big box of her home-made chocolates, a treat we didn’t expect to get any more after Ruth left.

Reva Collins terminated her service with the Erie on April 30 and went back home to Owosso, Mich., but before settling down she and Marilyn Maier had a wonderful week-end at the Kentucky Derby.

The cute little redhead sorting mail is our newest junior clerk, Sandra Boso.

Carolyn Gacom has returned from a very enjoyable week-end with her sister in New York City.

NEW YORK DIVISION
SUPT.'S OFFICE, JERSEY CITY
By Mary A. D. Meyer

The Thomas Rooney’s are proud grandparents of a boy born to Mrs. Robert Rooney at the Pasaic General Hospital. . . Office changes: Helen Smith, clerk-steno, in place of Andy Suok; who has joined E. H. Huffman’s (division freight agent) organization; in the baggage room, Susan Wester, in place of Carol Englander, on leave. . . Mrs. Frank Barry, the former Katherine Fleishbein, sends regards to all from Germany. . . Mr. and Mrs. B. H. Arenas of Tampa, Fla., have announced the engagement of their daughter, Olga Sancy, to Loren G. Rhoades, son of Harold A. Rhoads. The wedding will be June 2 in the Sacred Heart Church in Tampa. . . Sympathy is extended to the family of Frederick Unlandherm, chief interchange clerk at West End, Croxton, on his sudden death. . . Bob Campbell, XW, Paterson, celebrated his birthday March 15 by working at the Jersey City telegraph office. . . Best of luck to Cliff Beckwith, who is a candidate for councilman at West Paterson. . . Loretta Garland, daughter of William L. Garland, yardmaster North Yard, and wife, has returned home after five months’ vacation in Europe. . . John McBride’s father is convalescing at home after being hospitalized. . . Christina McNamara viewed the St. Patrick’s Day parade from a reserved seat on 8th Ave. in New York. Chris returned to work in Supt. Ebert’s office.
office a year ago. Laura Elizabeth Bur- run also celebrated an anniversary there, having preceded Chris by one day. . . Paul Fulton, son of Neil Fulton, assistant chief dispatcher, and Mrs. Fulton, who is with the armed forces at Munich, Germany, has re- ceived notice of his appointment as instructor of physical education at the Hackenack High School. . . An unusual blizzard struck hereabouts March 16 and it is with some pride we report that all hands responded nobly when other forms of transportation were at a standstill. A heavy snow here can tie things up fast. . . Former truck dispatchers Phil Schmidt, Andy Sanok and Ed Ringle extend good wishes to James Regan, tractor driver, who retired recently. Jim, who started his career in the horse and wagon days, hauled carload freight from Jersey City to our New York inland stations. His years of experi- ence were helpful and valuable in maintaining a high degree of Erie service and earned Jim a reputation as an excellent tractor-trailer driver. All of us wish him well.

PASSAIC, N. J.

Birthday congratulations to Marcus V. Montagano and Frank Volpe.

Joe O’Brien is a proud papa again—another Irish beauty named Eileen O’Brien.

We welcome Floyd Fontana as extra clerk.

Cashier Marion Kaiser again par-

ticipated in the “king and queen” bowling tournament.

Conductor Leo McCauley was off for a few days, due to the grip.

OS&D Clerk Harry Flanagan is working relief as assistant agent at Garfield and doing a very fine job, as usual.

J. C. FREIGHT CAR

By Bill Downes

Charles Makarski, carman at Pen- horn shop, became the proud father of a bouncing 10-pound baby boy on April 2. The infant, who has been named Charles, Jr., was born at the Margaret Hague Hospital, Jersey City.

William Brazel, trainyard foreman at Croxton, and Mrs. Brazel have re- turned home from a vacation at St. Petersburg, Fla. We are wondering whom Mr. Brazel contacted about weather conditions here when he planned his vacation. We encoun- tered the worst snowstorm on March 16 since the storm of 1947-48.

Eugene A. Garvey, assistant to the car foreman at Penhorn shop, and family have returned from Scranton, Pa., where they were on vacation.

Paul Karyinski, carman at Penhorn shop, spent his vacation painting his house. It was a tough job because his cigar ashes were always falling into the paint.

M. J. Fedorka was one of the par- ticipants at the testimonial dinner for H. A. Bookstaver on March 5.

PORT JERVIS, N. Y.

Joseph Buckel, one of the oldest and best known railroad men in this vicinity, died Feb. 22 in his 91st year. He retired from the Erie in 1936.

Mr. Buckel came to Port Jervis from Lackawaxen, Pa., in 1890 and started with the Erie two years later. He was noted as a weather prophet and liked to reminisce about the early days, the flood of ’75, the blizzard of ‘88, etc.

Mr. Buckel was an uncle of the Maillets, Fred and Eugene, retired locomotive engineer and yard conduc- tor, respectively.

PORT JERVIS, N. Y.

By Charles Dedrick

I was awake the other morning at 6:15 when Big Six came down through the yard and whistled for the ball at the entrance to the yard. What a de-

P RUDENTIAL

Bread and butter costs dollars and cents

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

See your Prudential Agent
lightful whistle tone!
While down at the station I noticed scaffolding about the central part of the building and on the roof. A. C. Gall, claim agent, and several of the men working around told me that the roof needed repairs. I also learned that Conductor John T. Connelley and his wife are enjoying a vacation in sunny Florida.

**IF YOU ARE UNDER 80 YOU ARE NOT TOO OLD FOR LIFE INSURANCE**
Let us tell you how you can still apply for a $1,000 life insurance policy to help take care of final expenses without burdening your family.
You handle the entire transaction by mail with OLD AMERICAN of KANSAS CITY. No obligation. No one will call on you!
Write today for free information. Simply mail postcard or letter (giving age) to Old American Ins. Co., 1 W. 9th, Dept. L502M, Kansas City, Mo.

**BUFFALO DIVISION**
**BUFFALO TERMINAL**
*By Ruth Nine Munger*

Edward J. Zgoda (Easy) has re- turned to his job as chief clerk, third trip, at IX yard office after being hospitalized.

Sympathy is extended to Glen Nugent, dispatcher, on the death of his mother in Alden, and to Bob Haven whose father died at his summer home in North Carolina on March 10 and was buried at Dalton, N. Y.

Former Conductor Dave Manning died recently at the age of 97 years.

**BUFFALO MACHINE SHOP**
*By Frank Halbleib*

Sympathy is extended to William Smith, laborer, on the death of his mother March 12.

Mr. and Mrs. Donald E. Neureuther are proud parents of a baby boy, born March 12.

**SUSQUEHANNA DIVISION**
**HORNELL DIESEL SHOP**
*By R. L. Hammond*

Kenny Moore is home from Mayo Hospital and is doing fine.

Jack Mahoney is back after a brief visit to the hospital.

Norma Nilson still has a stiff neck from viewing the skyscrapers in New York City. She returned in time to attend the Ice Follies.

Master Mechanic C. E. Maahas and Machinist Frank Wolfanger attended a Y.M.C.A. meeting in New York City.

Machinist Eddie Rayburg and wife spent a vacation in Jersey City and were snowbound for two days.

Your writer and the family spent a few days in New York.

Jerry Parker, messenger, is not being seen in Dansville since his latest narrow escape and a week off recuperating.

Machinist Frank Wolfanger is off temporarily taking over the duties of Mayor Lloyd Burdett who is hos-
HALF CENTURY BEGINS

"Seems like yesterday that I started," probably was the thought that went through the mind of Otto Truhn, chief clerk to the shop superintendent at Susquehanna, Pa., coach shops, recently when he passed the 50-year mark in service with the Erie. Mr. Truhn (seated) is shown here receiving his gold pass from D. H. Decker, his boss, to mark the worthy occasion. A native of Buffalo, Mr. Truhn started in 1906 as a laborer and came to Susquehanna in 1930.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

John J. Callahan has traded in his Plymouth for a Chevrolet.

Mrs. H. E. Kelly spent Easter at her son's home in Connecticut.

John Bakker must be taking lessons from Arthur Murray. He has taken an unusual interest in dancing recently.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Due to the retirement of Demurrage Clerk Jack Lewis the following have been promoted: Bill Gannon to demurrage clerk, Joe Di Mitri to claim clerk and Tom McGowan to lighterage clerk.

We welcome two new messengers, George Sees and Hugo Capiello.

Jack Lewis is visiting at Lake Worth, Fla., and seems to be having the time of his life.

Birthday congratulations to Neal Ardes, Tony Catanzaro and Frank Evers, retired accountant. Also congratulations to those with service anniversaries, Charles McGowan and Dot Shea.

Frank Nolan, secretary to Mr. Frauson, spent his vacation in St. Petersburg, Fla.

Bill Evans, westbound clerk, visited George Ullrich, former cashier, on his trip to Florida.

We are all hoping for the speedy recovery of Caesar Seville, who has been ill.

REREADY TO GO?

Advertisement

“PROFESSOR, HAVE YOU GOT THEM HARNESSED AND READY TO GO?”

RAILROAD

ACCESSORIES

CORPORATION

SIGNAL AND TRACK DEVICES

Chrysler Building

NEW YORK 17, N. Y.

May, 1956

33
Police Captain Honored At Luncheon

Youngstown area municipal and police officials were among those who feted retiring Police Captain R. G. Johns of Akron, Ohio, at a luncheon recently at Youngstown. Included among the speakers was Mayor Frank Kryzan of Youngstown. Others present in addition to Capt. Johns' Erie supervisors were Stanley Peterson and Chester Willett of the Federal Bureau of Investigation; Paul Cress, chief of police, Youngstown; W. Flory, chief of police, Girard, Ohio; Clarence Shehan, Youngstown reporter, and Lt. W. B. Umpleby of the Ohio State Highway Patrol. In the picture, from the left are J. A. Fenisy, captain of police; F. B. Wildrick, retired superintendent of property protection and fire prevention; Mayor Kryzan; Capt. Johns; R. P. Steen, chief of police; Lt. Umpleby and Chief of Police Cress.

Guess Answers

1. Stored freight car wheels.
2. Automatic color light signal targets.
3. Car couplers standing on end.

In Hero's Role

March 30, 1956

Mr. Floyd Magee
R. D. 1
Tryonville, Pa.

Dear Floyd:

It has come to my attention that on the evening of March 27, 1956, while you were on duty as a crossing watchman at Venango Avenue, Cambridge Springs, Pa., a woman stepped into the path of Erie Train No. 1 when train was approaching Cambridge Springs. By your prompt action and at great personal risk, you succeeded in pulling this woman from the westbound main track of our railroad when Train No. 1 was only a few feet from the crossing.

I wish to express my great admiration for your deed, and also wish to express in the name of the management our thanks and our appreciation for an act of great courage. The Erie Railroad Co. is proud to have a man of your caliber as its employe.

Congratulations.

Very sincerely yours,

Louis Rossman
Division Engineer

Erie Railroad Magazine
Young Miss Maass
bet her life

Even at 6:00 A.M., it is warm in Havana. But young Miss Clara Louise Maass felt chilly. Her head ached. Worse, she knew nothing would help.

The illness starts like any other febrile attack. But soon the face is flushed. There is high fever. After two or three days, the pulse becomes feeble, the skin cold and of a lemon-yellow tint. Chances of recovery hardly approximate 50%.

In seven pain-wracked days, yellow fever killed Clara Louise. And it was her own doing.

At Las Animas Hospital, Cuba, in 1901, volunteers were needed for the famous U.S. Army yellow fever experiments.

And she, who had fearlessly nursed the worst fever cases, thought undergoing the disease herself would make her a better nurse. She asked to be bitten by an infected mosquito. “I tried to dissuade her,” said the medical director. “But she insisted.”

So, in what would soon be America’s victorious battle against yellow fever, Clara Louise Maass bravely died as she had lived—for others.

Yet the steel of her quiet, devoted courage still gleams in the strength of today’s Americans. For it is still American courage and character that make our country secure—and that actually back our nation’s Savings Bonds.

That’s why U.S. Savings Bonds are among the world’s finest investments. That’s why you’re wise to buy them regularly, and hold on to them. Start today!

* * *

It’s actually easy to save money—when you buy Series E Savings Bonds through the automatic Payroll Savings Plan where you work! You just sign an application at your pay office; after that your saving is done for you. The Bonds you receive will pay you interest at the rate of 3% per year, compounded semiannually, when held to maturity. And after maturity they go on earning 10 years more. Join the Plan today. Or invest in Bonds regularly where you bank.

Safe as America—U.S. Savings Bonds
NOT TOO HIGH FOR THE ERIE

This is electricity in the making—for the home, for industry—a giant transformer on the move from the manufacturing plant to its destination. It stands almost 18 feet above the rails and weighs 220,000 pounds.

Not every railroad could handle this oversize shipment. But the Erie has always been known for its extra high and wide clearances, its super strong bridges—an important service to shippers with unusual loads. This is another example of Erie's leadership in dependable transportation service in the thriving industrial area between New York and Chicago.

DEPENDABLE SERVICE BETWEEN NEW YORK AND CHICAGO

Erie Railroad
Serving the Heart of Industrial America