IT IS DISTURBING to read that a recent poll indicates a lack of interest in the current national election. Based on this poll, 60 per cent of the eligible voters cared little about the important issues involved.

Not only the right to vote, but even more important the exercise of that right is the very cornerstone of a workable democracy. We cannot in good conscience criticize the conduct of our government after our failure to go to the polls on election day.

Each of us should carefully consider the qualifications of the individual candidates and the position taken on important issues by the different political parties, and then cast our vote on the basis of our personal convictions. It is a small price to pay for our rich heritage.

G.W. Johnston
Our Objective

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

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

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

November, 1954

RAIL ENDS

Europe’s largest railway station restaurant is in Zurich Central Station in Switzerland. It is staffed by 400 employees and can accommodate 1,600 persons at a time.

The world’s largest library on railroad subjects is housed in the Transportation Building, Washington, D. C. The library is maintained by the Association of American Railroads and contains material on almost any subject pertaining to railroads.

The world’s longest daily non-stop passenger train run is 393 miles, made by “The Elizabethan,” between London, England, and Edinburgh, Scotland.

During the eight post-war years 1946 to 1953, the Class I railroads of the United States spent $9,693,000,000, or an average of $1,137,000,000 a year for additions and betterments to their properties.

The narrowest common-carrier railroad in the Western Hemisphere is the 37-mile Buente Alto-El Volcan Railway in Chile, with a gauge of 1 foot 11 3/4 inches.

THE COVER—Members of the staff of the Erie Magazine like the people whom they write about and whose pictures they feature in the magazine. These people, of course, are Erie employees, and we think they’re solid human beings who are the backbone of our company, the railroad industry and our country. There’s something special about railroaders. Generally they’re a calm, steady, friendly type of American. We think that the Erieman on our cover this month is a fine representative of the sort of person we’re talking about. He’s Lee Trimble, yard conductor at our Mansfield, Ohio, yard. For photos of some of Conductor Trimble’s fellow employees at Mansfield, please turn to Pages 18 and 19 in this issue.
Recently when the Erie abandoned a portion of main line (Erie Magazine, January 1954) near Otisville, N.Y., in favor of our adjacent freight line, our railroad achieved another first—use of a type of crossover which until then had not been used in the United States, although a similar type of high-speed turnout is in use in France.

The innovation involves the use of new turnouts called equilateral No. 24 turnouts. The installation permitted us to single-track a portion of line where we formerly had four tracks.

This was done without sacrificing train speeds or the capacity to handle trains. The turnouts are operated by power machines which are incorporated in a traffic control system which makes it possible for fast trains to run through the switches at comparatively high speeds with complete safety and comfort to passengers.

A turnout consists of a switch and its mechanism, the frog, the rail between the switch and the frog and the ties. The turnout enables a train to switch from one track onto another.

In other types of turnouts, trains passing through them were forced to slow up because of the sharper curvature through the turnout. The new equilateral turnouts permit our trains to proceed through them at the maximum allowable speed of 79 miles an hour. It has been determined by calculation that trains could operate through these new turnouts at 88.3 miles per hour with comfort to passengers.

Curves in the vicinity of the five new turnouts restrict our train speeds to 60 miles per hour, but...
it is expected the curves will be adjusted so our trains can operate at 70 miles per hour and eventually at 75 miles per hour.

The turnouts are just a few miles east of Port Jervis, N. Y. When our railroad was built more than 100 years ago, some heavy grades were included and required helper engines to push freights up the Shawangunk Mountains. For this reason our Graham Line, an alternate double-track low-grade line (now our main line), was built in 1905-08.

The Graham Line includes the mile-long Otisville Tunnel at the line's westerly end. Because the Graham Line had more favorable grades and fewer curves it was decided to abandon the original main line, and the new turnouts were installed when the change was made. At the same time that the new turnouts were installed it was decided to single track the tunnel. One of the tunnel tracks was taken up and the other track was shifted to the center of the bore. This change enables us to haul higher and wider loads through the tunnel, enhancing our reputation as the high-and-wide road in the East.

The traffic control system involving the five new turnouts extends from Howells Junction to "BC" Tower, just east of Port Jervis. This section of track is controlled by the train dispatcher's office in Jersey City, 70 miles away.

The power-operated switches in this project are equipped with propane-burning snow melters which also are operated from Jersey City. In time of snow, the heaters are turned on a half-hour before a train is due since it has been determined that any amount of snow will melt in that time.

More than 50,000 trains carry the United States mails each week.

![Another No. 24 equilateral turnout (switch to frog, center tracks). Tracks at left are the Graham Line (freight). At right is sidetrack to Otisville.](image)

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### RETIREMENT ACT RULES CHANGED FOR EMPLOYMENT

The Railroad Retirement Board reminds beneficiaries drawing retirement benefits under the Railroad Retirement Act that the payment of these benefits may be affected by employment after retirement. This reminder is particularly timely inasmuch as the amendments to the Railroad Retirement Act which were enacted in August modified the work restriction on disability annuitants. The Board summarizes the conditions under which employment and self-employment now affect the payment of retirement benefits.

1. An employe annuity—whether based on age or disability—is not payable for any month in which the retired employe works in the railroad industry or for the last person or company for which he worked before his annuity began.

   There is an additional restriction on the payment of an annuity to a disabled employe under age 65. If such an annuitant earns more than $100 in any month in any kind of employment, including self-employment, his annuity is not paid for that month. Any annuitant who earns more than $100 in any month must notify the Board before accepting his annuity check for the second month following that month. If he fails to do this, he will lose benefits for one or more months in addition to not being paid for the month in which he works.

2. Retired employes who are drawing pensions, as distinguished from employe annuities, are not restricted in any way as to the type of work they may do or as to the amount of money they may earn. (Pensioners are those retired employes who were taken over from the private pension rolls of the railroads in 1937.)

3. A wife's annuity is not paid for any month for which the employe's annuity is withheld because he is working. Also, a wife cannot be paid for any month in which she herself works for a railroad or for her last nonrailroad employer.

"I don't need any clothes," explained the nattily dressed man passing a second-hand store. "I have eight suits at home."

"Well," said the aggressive merchant, "bring them in. I'll make you a partner."
Erie steam locomotive bells whose sound for years was familiar to Americans along our tracks today are calling to peoples around the world, from church belfries in our own country to missions in deepest, darkest Africa.

The bells became world travelers when our railroad adopted the policy several years ago, at the time that diesels began to replace steam locomotives, of presenting the bells from the steam engines to groups and individuals who showed a definite worth-while need for them.

If the bells could talk, one of the most interesting stories would be told by an Erie bell that now tolls for natives and school children in the heart of Africa in Belgian Congo.

The absorbing story of this bell is told by the Rev. Edward G. Schuit, American missionary stationed at the Africa Inland Mission, Kasengu - Mahagi, Congo Belge. He obtained the bell from the Erie, and it now is installed in the church at his mission.

After a journey of several
months the bell arrived at the mission via a long and winding route. First, the bell crossed the Atlantic Ocean, then passed through the Mediterranean to Alexandria. From there it went through the Red Sea to the East Coast African port of Mombasa.

Through Darkest Africa

From Mombasa most of the journey was by railroad. A train took it to Lake Kioga in Uganda where it was placed on trucks for journey to Lake Albert where it reached the borders of the Congo at Mahagi Port, just below the mission station at Kasengu.

In his letter to the Erie Magazine, Rev. Schuit congratulated Erie employees who had crated the bell at Meadville, Pa., from where it was shipped. It was so well packed that it was not necessary to recreate it for its long voyage.

"It was an exciting time when the bright, shiny bell rolled out of its case," writes Rev. Schuit. "The first surprise to the natives was its weight, and I must admit I was a little surprised myself! Some little 'half-pints' almost crawled inside to see what made it ring."

The bell was greased well and installed on top of one of the mission buildings. It was mounted on a 12-foot platform and lifted to the thatched roof of the building by hand, with manpower furnished by the enthusiastic natives.

Since that time it has beckoned the children to school every morning at 7 and again at 1 p.m. and has announced church services on Sundays.

The mission is at about 7,000-foot altitude and about 2,000 feet above the shores of Lake Albert, and Rev. Schuit reports that in the rugged and rough jungle "the bell's ring can be heard for miles around." He reports that many visitors come to the mission, and all of them stop to admire the big brass bell. "From the governor to little black pants-less boys, the bell has been an attraction," writes Rev. Schuit.

According to Rev. Schuit, the mission church seats 1,000 persons and is "packed to the doors every Sunday morning."

Replaces Brake Drum

One of the jobs of the mission is to train Congo Christians to become evangelists among their own people. They are "thrilled to have something more melodious than a broken brake drum which was used for six years as a school bell!"

Expressing his gratitude for the bell, Rev. Schuit said, "For many years, on top of a speeding engine, it was a bell of warning, telling everyone to get out of the way, lest death be their lot. Now it is an instrument of life, inviting men and women to come to the house of God, where men and women can find joy and real peace in the Lord Jesus Christ. First it tolled a warning to run! Now it will toll an invitation to come!"

Two more of the Erie bells also are deep in Africa. Since the spring of 1952 they have been used in churches in Bibia, French Cameroun. Bibia is a center of Christian witness and training, and the Dager Biblical Seminary is located there. Evangelists from all over Cameroun and Spanish Guinea gather there. Frances Gray of the Foreign Missions and Overseas Interchurch service of New York saw the bells in use and reported that since the bells arrived they have become almost indispens-
able in an area which is almost entirely without clocks.

The bells are being used in our own country for many purposes. Most of them have replaced old bells in churches in Erie communities or have been installed as the original bells in new churches. Instead of going to the scrap heap, the friendly sound of these old railroad bells will be perpetuated and will serve a useful purpose.

AAR CELEBRATES
20th ANNIVERSARY

On Oct. 12, 1954, the Association of American Railroads reached its 20th birthday. On that day, in 1934, the AAR was organized as a consolidation of the American Railway Association, the Association of Railway Executives, the Railway Accounting Officers Association, the Railway Treasurers Officers Association and the Bureau of Railway Economics.

The Association is the central coordinating and research agency of the American railway industry. It deals with matters of common concern in the field of railroading.

The Association's active membership consists of 124 Class I railroads and 61 other railroads in the United States, and 11 railroads in Canada and Mexico—196 in all. The 124 Class I railroads in the United States which are full participating members account for 97.7 per cent of the mileage and 96.7 per cent of the revenue of all Class I railroads.

Other railroads in the United States participate in many Association activities. Railroads located in foreign countries are associate members, receiving the benefits of the reports of the Association's technical and research committees. Associate membership in the Association includes 166 railroads, representing 124 miles.

The Association sponsors more than 200 standing research committees and its publications number more than 700 titles, ranging from pamphlets to extensive technical works of encyclopedic proportions.

Net income of Class I railroads in the first six months of 1954 totaled $224 million, compared with $418 million in the corresponding period of 1953, a decline of 46 per cent.

Railway taxes to federal, state and local governments in the first half of 1954 averaged $2,441,047 a day—Saturdays, Sundays and holidays included.

There are more miles of railroad in the United States and Canada than there are in Asia, Africa, South America, and Australasia combined.
Wanted: SCHOLARSHIP APPLICANTS

Any sons or daughters of Erie employes who are eligible to apply for the Erie's five annual college scholarships should be thinking right now about obtaining application forms for the scholarships.

You should use the postcards handed out with your October checks to apply for the application forms.

Although it seems a long way off, the date to remember is April 1. That's the deadline for getting completed application forms into the hands of the Scholarship Committee. Don't put it off too long.

Some of the rules which apply are:

1. The parent must have at least 10 years of continuous service with the Erie.
2. Children of deceased or retired employes also are eligible if the parent had 10 years of continuous service and was an Erie employe at the time of death or retirement.
3. For the children to be eligible, the earnings of the parent from Erie service should not be in excess of $7,500 a year for the previous calendar year.

Seniors Eligible

Boys or girls now in their senior year of high school and who plan to enter college in the fall of 1955 may apply for the scholarships.

Erie parents of eligible high school students can obtain a booklet from their immediate supervisor which will explain the scholarship program in more detail.

That's how you get the ball rolling. Get the request for application forms in as soon as possible. Then you can't forget.

Five scholarships are awarded each year. Each scholarship provides a grant of $1,000 per year for a full four-year course in any accredited university or college leading to a bachelor's degree in liberal arts or sciences. The winners may choose the college and course of study.

The awards are made on the basis of competitive examination, scholarship performance, character and other qualities. The winners will be chosen from the applicants by a scholarship committee composed of impartial persons having no official connection with the company.

The scholarships continue as long as students maintain required standards of scholarship and conduct and as long as the parent, step-parent or legal foster parent remains an Erie employe.

The 1955 winners will be the third group to receive the scholarships. The 10 students in the first two groups now are attending college.

When the program is in full operation in 1956 a total of 20 students will be attending colleges yearly as a result of the Erie scholarship program.

If for some unavoidable reason you do not receive a card for requesting the application forms, write for the forms to: Chairman, Scholarship Committee, Erie Railroad Co., 1303 Midland Building, Cleveland 15, Ohio.

TYPICAL FREIGHT

If a freight train consisted of 100 loaded cars and the contents of the train were to represent the various commodities handled by the railroads as a group, in proportion to total tonnage originated in 1953, this would be the train's cargo:

<table>
<thead>
<tr>
<th>Products</th>
<th>Count</th>
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</thead>
<tbody>
<tr>
<td>Coal</td>
<td>54</td>
</tr>
<tr>
<td>Manufactured goods and miscellaneous products</td>
<td>28</td>
</tr>
<tr>
<td>Farm products</td>
<td>10</td>
</tr>
<tr>
<td>Forest products</td>
<td>6</td>
</tr>
<tr>
<td>Animals and animal products</td>
<td>1</td>
</tr>
<tr>
<td>Less-than-carload freight (L.C.L.)</td>
<td>1</td>
</tr>
</tbody>
</table>

Total: 100
Chet Volski, one of our rate clerks at Bloomfield, N. J., wouldn't have the nerve to tell the boss that he was late for work because he missed the train.

He lives right at the station.

Strangers passing by our Mountain Ave. station in Upper Montclair, N. J., no doubt often are puzzled to see people lounging on beach chairs on the lawn outside the station, looking like they were right at home.

Well, that's just the case. The people probably would be Mr. and Mrs. Volski and maybe their children or friends.

The Volskis have lived at the station for 20 years. They have fixed up a cozy five-room duplex apartment in half of the station, and it would be difficult to find a happier family in home-loving Montclair or one that is more proud of its home.

The Volskis took over the station to live in in 1935 after Chet, then an extra clerk, successfully bid on the job as ticket clerk there.

"We didn't intend to live here at first," Chet recalls. "The place was pretty much of a shambles with cardboard for wallpaper and ceilings."

However, they finally decided that it could be fixed up, so Chet taught Mrs. Chet how to handle tickets while he went to work on the upstairs, plastering, putting in closets and installing utilities.

It has proved to be an unending task, as in many homes, and the Volskis just recently completed a renovation of their 10 by 15-foot kitchen—he did the tiling and she the wallpapering.

**Living on the Job**

After all, there's nothing like going just downstairs to your job and upstairs for lunch and home after a busy day at the office—and especially in the mad congestion of the Greater New York area.

While living at the station, the Volskis have brought up their three children, Chester, Jr., 21, and Constance, 19, both attending Michigan State College, and Stephen, 15, and their home has served as a gathering place for many years for high school friends of the children.

"When we bring people in to look around, they always are surprised to see how big the place is," Mrs. Volski smiles.

The living room and two storage rooms are on the first floor, and three large bedrooms and the kitchen are located on the second floor.

Convenience, of course, is the most important asset of the Volskis' home. Chet has door-to-door commuting service to his job at the Bloomfield freight office. Mrs. Volski, who took over from Chet 11 years ago as ticket clerk, keeps busy with her job and housework without leaving home except to shop.

"And I don't make any bones about the fact that living here made it possible to give the children a good education," Chet adds. They pay the Erie a nominal rent, plus the cost of the utilities.

A home of their own is mentioned occasionally, but, says handyman Chet, "If we did move, I would like to get an old place and fix it up again. But I could be happy here for the rest of my years."

---

**Real Railroad Home**

Who first gave the name "Iron Horse" to the steam locomotive? When was the name first applied to the machine that came to take the place of horses in overland transportation?

A great deal of research would probably be necessary to find the answers to these questions, but Col. William F. Cody, more widely known as "Buffalo Bill", expressed his belief that the term originated with Sitting Bull, the famous Sioux Indian chief. In his autobiography, Cody quotes from a personal conversation he once had with Sitting Bull in which the old chief used the term "Iron Horse" for the first time in Cody's experience. Sitting Bull is quoted as saying:

"The white man has taken most of our land. He has destroyed or driven away the game that was our meat. In 1868 he arranged to build through the Indian's land a road on which ran Iron Horses that ate wood and breathed fire and smoke. The Iron Horse brought from the East men and women and children who took the land from the Indians and drove out the game."

The second floor tenant called the party below and shouted: "If you don't stop playing that blasted saxophone, I'll go crazy."

"I guess it's too late," came the reply. "I stopped an hour ago."

*Erie Railroad Magazine*
### How's Business?

<table>
<thead>
<tr>
<th></th>
<th>August 1954</th>
<th>August 1953</th>
<th>Eight Months 1954</th>
<th>Eight Months 1953</th>
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<tr>
<td><strong>Received from Customers</strong></td>
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<td>$15,958,339</td>
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<tr>
<td><strong>Paid out in Wages</strong></td>
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<td><strong>All other Payments</strong></td>
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<td>$7,932,917</td>
<td>$45,784,552</td>
<td>$59,098,250</td>
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<td><strong>Left over before Dividends</strong></td>
<td>$215,280</td>
<td>$447,197</td>
<td>$2,714,835</td>
<td>$6,487,127</td>
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(Based on figures reported to the Interstate Commerce Commission)

### Brakeman Completes 47 Years, Retires

This picture was taken not long before Yard Brakeman G. H. Frewer (left), Huntington, Ind., retired after 47 years of service. In the picture are, from the left, Mr. Frewer, Yard Conductor C. H. Landis, Fireman Paul Clark, Yard Engineer Walter McIntyre and Yard Brakeman F. L. Jeaks. Engineer McIntyre also has retired after serving 48 years with Erie.

During the 12 months ended June 30, 1954, approximately 419,000 railway employees received unemployment or sickness benefits under the unemployment compensation act. Of these, 265,000 were paid for periods of unemployment, and 154,000 were paid for periods of sickness. These figures include 19,000 persons who drew both unemployment and sickness benefits and 14,000 persons who received benefits under both retirement and unemployment insurance acts.

Class I railroads spend around $41 million a year for meats, cereals, fruits, vegetables, cigars, cigarettes, dishes, electrical appliances, and other items for use in the operation of dining cars and depot restaurants.

November, 1954
We're on the
(Spot, that is.)

As long as I have been chairman of the Freight Loss and Damage Prevention Committee of the Atlantic States Shippers Advisory Board, and during the past year when I have been chairman of the National Committee charged with freight loss and damage prevention, at every one of our meetings at least several shippers have told with considerable heat of instances of rough car handling that they have actually seen on neighboring railroads or have described carloads of freight delivered to them in such deplorable condition that there could be no question about the causes of it. More often than not it was a carload of merchandise they needed badly—so badly in some cases that lack of it disrupted production schedules. The fact that their claim for the damage was paid did not satisfy them.

There was a time years ago when life in general and business accordingly moved at a more leisurely pace. Failure to get a consignment of merchandise when they needed badly—to load our freight right and to load our freight right and to load our freight right—was already a critical situation.

Things are quite a bit different today. Everything as you well know moves at a much faster pace. Business generally, from heavy industry to the smallest retailers, is faced with much keener competition. Failure to meet a production schedule does not stay in business long.

For that reason business today counts more heavily than ever on fast, dependable, safe transportation. If they do not get it from one source they must turn to another.

Briefly, that is my part in your program today, to tell you that shippers and receivers all over the country are demanding an end to rough car handling or else.

Shippers Want Answers

Rough car handling has been with us for quite a while, apparently undiminished from year to year. Shippers and receivers are asking for an answer to three questions on this car handling problem.

First, can the railroads do anything better or are today's conditions an optimum with present day rolling stock and facilities?

Second, if it is possible to improve the situation with the tools at hand, why don't the railroads do so and when will they?

Third, if the railroads cannot improve today's rough car handling situation with present equipment and facilities, what do they plan for the future?

I cannot emphasize too strongly that a satisfactory answer to these three questions in deeds and performance rather than in words and promises must be given to the shipping public, if the railroads wish to keep their patronage.

Many of us are looking with considerable encouragement at the efforts being made by railroad management through these Careful Car Handling meetings. They are certainly a move in the right direction and should accomplish much good. We hope there will be many more such meetings and that the spirit which engendered them will move all through railroad operating personnel.

May I make a last point clear. We, who are shippers and receivers realize fully that there are many responsibilities on our part for freight loss and damage prevention. It is our job to pack, to move and to load our freight right and a great many of our number are not doing that.

We realize that we are far from blameless as a whole and we are fully aware that successful loss and damage prevention is a two-way street. Please be assured that we are sincerely trying to do our part and will continue to do so. Rough car handling, however, is out of our hands. It is exclusively a railroad problem and we are depending on you and counting upon you to do something about it.

Editor's Note: Mr. Avery raises searching questions, food for thought and a challenge for effective action to all Eriemen. In direct answers to the questions posed by Mr. Avery, E. J. Stubbs, assistant.
Stationed in France with the U. S. Air Force, Kenneth J. Springer, airman 2d class, is the son of Patrolman James C. Springer of the Erie police at Jersey City.

FAIR RETURN

The Supreme Court of the United States in 1911 held that a return of 6½ per cent on the investment was fair and reasonable for public utilities. In the 10-year period since then (1944-1953), the average rate of return of Class I railroads as a group was only 3.83 per cent, or only a little more than one-half what the Supreme Court called a fair and reasonable return for public utilities.

Sixty-three per cent of all freight car mileage on the railroads of the United States is under load; 37 per cent is empty movement.

Last year the Class I railroads hauled a ton of freight 67.7 miles, on the average, for each dollar of freight revenue.

SPOT continued

ant vice president, replies that “It is possible to improve the handling of freight cars with the tools at hand. We can and are doing better steadily.

“The railroads will continue their several programs for improvement of equipment and facilities.”

November, 1954
Forlorn, and shorn of their tremendous strength, yet still wearing an invisible mantle of pride as a symbol of a remarkable record of service in the past, the last of Erie's steam locomotives stand sadly in the vast open spaces of our Croxton, N. J., yards before making their final journey as "dead freight" to Chicago where they were delivered to a scrap dealer.

**END of an ERA**

They're gone!

The last of the Erie's steam locomotives have been reluctantly disposed of and soon workmen with their searing blow torches will be reducing them to scrap. Piece by piece, the hot flame will destroy the once noble iron horses and the remains will be fed into the ravenous maws of the blast furnaces.

Yes, the last eight steam locomotives on the Erie Railroad have made their final journey over the line—a one way trip to the junk yard.

To many railroaders, who loved them dearly, this is a sad occasion. It marks the end of a motive power era that was filled with glamour and excitement. Many old time engineers will tell you there was nothing that could beat the snorting steam engine for instilling the romance of railroading in your blood.

Their sentimental tenderness extended even to the point where it wasn't unusual to see engineers actually polish the grimy black hide of one of the throbbing monsters. They saw to it that the brass was shined up and every moving part received the oil that was needed. Their pride in a well kept engine was undeniable.

And who can forget the longing and the yearning roused by the haunting wail of a steam whistle in the night?

Just a Memory

These symbols of yesterday are now a memory along the Erie. We have said goodbye to a form of motive power that has been serving our railroad for over a hundred years. The old iron horse had to make room for progress, in this case, the diesel locomotive. The steam engines moved as "dead freight" from Jersey City to Chicago a few weeks ago. They were sold to a scrap dealer there.

The Erie became a fully diesel-powered railroad about two years ago. We started our extensive conversion program in 1945 and since that time over $66 million has been spent for new diesel locomotives and another $8 million for diesel servicing facilities. Our once proud fleet of 750 steam locomotives was gradually disposed of, most of them being sold for scrap. At one time, 30 years ago, the Erie owned 1545 steam locomotives. Today, 472 diesel units are doing the big job of handling all of our freight, passenger and switching movements.

"Some of us old-time railroaders get a nostalgic feeling about the passing of the steam locomotives that have served us so well over the years," President Paul W. Johnston reminisced, "but the diesels produce such outstanding records in improved efficiency, cost reduction and better service for our customers that we decided a few years ago to become a fully dieselized railroad."

**THE RAILROAD FAMILY**

There are approximately 1,100,000 railroad employees and at least 2,500,000 dependents—a total of 3,600,000 persons who depend directly on railway employment for their livelihood. If all members of this great railroad family were to be brought together in a column four abreast spaced at intervals of ten feet, they would form a marching column reaching from Maine to Texas.

**GUESS ANSWERS**

1. Right-of-way plans filed away.
2. Connecting rods for diesel pistons.
3. Yes, these are diesel pistons upside down.

**LATEST PROMOTIONS**

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started</th>
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<tbody>
<tr>
<td>Wilbur W. Thoms</td>
<td>Los Angeles, Calif.</td>
<td>Fght. Agt.</td>
<td>5-26-30</td>
</tr>
<tr>
<td>J. L. Chapman</td>
<td>Jamestown, N. Y.</td>
<td>General Agent</td>
<td>9-10-30</td>
</tr>
<tr>
<td>Claude F. Lauer</td>
<td>Columbus, Ohio</td>
<td>Div. Freight Agent</td>
<td>9-25-38</td>
</tr>
<tr>
<td>Charles A. Parker</td>
<td>Cleveland, Ohio</td>
<td>General Agent</td>
<td>9-23-29</td>
</tr>
<tr>
<td></td>
<td></td>
<td>General Agent</td>
<td>9-1-39</td>
</tr>
</tbody>
</table>
Old Timer Says . . .

"Don't some people have funny ideas? Other day, a fella says to me, 'All this safety stuff is fine. It stops a lot of accidents, but it can't stop 'em all. There's bound to be an accident every so often—it's the law of averages or something.'

"Yeah, some people are funny. Wonder if that fella ever stopped to think about the accidents we've had around here in the past nine or ten months? I suppose when Ed Wilson got his eye put out by that flyin' metal chip the law of averages had left Ed's goggles hangin' on the hook . . . Or the law of averages put that switch stand under Fred Davis when he broke his leg gettin' off a moving freight car.

"Law of averages? Nuts. There's a human being that figures in every accident. If every guy on the train crew, in the yard or in the shop followed safe rules and practices to the letter every day of the year, there just wouldn't be anybody gettin' hurt at all."

Sympathetic Ophthalmia

A COUPLE of months ago we wrote about a disease which we called "selective myopia." Actually, we just dreamed it up. Recently, there appeared in the newspaper an article on a disease, the name of which—sympathetic ophthalmia—sounds just as unlikely as the one we dreamed up.

There's one difference, though. This one is real. Sympathetic ophthalmia occurs when, after one eye is inflamed or injured, the other eye becomes so badly inflamed as to be largely destroyed.

It's not a pleasant thought, but a good one to keep in mind when you're working on a job where eye protection is required.

Wear your goggles!

RULES FOR TOOLS

THERE are lots of different kinds of tools. Some are complicated, some are simple. Pages could be written on the special methods of handling or using many of these tools. There are, however, four safe practices which can and should be applied to all tools.

- Use the right tool for the job.
- Make sure it's in good condition.
- Use it the right way.
- Put in proper place when you get through with it.

LIFTING

IN Walla Walla, Wash., not long ago, someone broke into a monument display room and stole two tombstones. What puzzles us is how did the guy pick 'em up and carry 'em away?

We hate to praise a thief, but he sure must have known something about proper lifting (no pun intended). He must have known that for a safe, efficient lifting job, the legs do the work, not the back.

SIGNS

THERE'S more to the game of baseball than sometimes meets the eye of the average fan. Each team has a fairly complex set of signals. For instance: Hit, take, hit and run, steal, signals between the pitcher and catcher, etc. The ball player must be alert to catch all signals, act accordingly, and then be ready to catch the next signal.

The same is true in railroading. There are such standard hand signals as back, apply air brakes, reduce speed, release air brakes, stop, proceed. The safety of the train may depend on the alertness of the man at the throttle in spotting the signal, his faithfulness in acting accordingly and his being set for the next signal.

Horseplay

Weather's nippy. You're feeling frisky? Feeling like a little harmless horseplay, maybe?

Well, save it, brother. Horseplay on the job isn't harmless—it's an invitation for an accident to strike.

Save all that extra pep and work it off on a hunting trip or raking leaves or some other such autumn activity.
CONFIDENT LIVING

By Dr. Norman Vincent Peale

I once knew a man whose job it was to help people when they got into business difficulties. In his career, he must have rescued dozens of firms and individuals. He once told me that the best way to rescue a firm was to rescue individual people in it; that nine times out of ten a firm would be failing because the men who worked for it didn't believe in themselves.

My friend would go into one of these sick firms when called upon. He would study the organization and the employees. On one such occasion, he noticed a young man of engaging personality, alert and keen, wrapping up parcels in the shipping department. "How old are you?" he asked.

"I'm thirty-two," the clerk replied.

"Then why are you still here wrapping up packages?"

The fellow shrugged. "What's wrong with this job? I'm satisfied. It's a living. I've got no kick coming.

"You shouldn't be satisfied!" exclaimed my friend. "The trouble with you, young man, is that all the kick has gone out of you." He pointed to a man sitting behind a glass door labeled, "Sales Manager." "Do you see that desk?" he asked. "That is going to be your place because that man is going to be advanced. That's where you belong, and that's where you're going to be one of these days.

The clerk looked at him unbelievingly. "Leave me alone. I'm satisfied where I am. I don't want to do anything more."

"Just the same," my friend answered, "that's where you're going to be. And I want you to stand here now and look at that Sales Manager's office and get printed on your mind the firm idea that is where you belong."

A few days later he went to see the young man again. "You and I are going out on the road today to learn how to sell." They started off and went part of the way around the territory several times. Then one dark, gloomy night they arrived at Wheeling, W. Va. In the railroad station, my friend turned to the younger man and said: "I'm leaving you here. You've got to sell the rest of the way by yourself. And you must do so well that you will end up behind that door I pointed out to you."

The younger man watched his teacher get on the train. He said afterward that he felt the loneliest and most scared person alive. But, from the train step, my friend called to him: "Remember, you're still not alone. You've got Someone with you who believes in you and will help you."

As my friend told me later, that young man did eventually end up behind that sales manager's door. More than that, he has made a great record. "But," my friend told me, "he still insists that if I hadn't come along and broken down his sense of limitations, he would never have believed in himself."

I do not want to give the impression that to succeed in life you must rise from shipping clerk to Sales Manager. I know shipping clerks who are far more successful as persons than some executives are. But I am saying that everyone must believe in himself enough to use the native ability God has given him. Don't think you have below average mental power, too little spiritual power, too little personality strength. Don't think you are too old or too weak. Don't limit yourself. Don't put restrictions on yourself.

If your mind will only believe, you can do all things through God. He is with you always and will help you. Believe that God wants you to do the best you can. Then be sure He will help you do it.

I was having dinner in the dining-car of a train one evening when a waiter came over to me and asked, "Aren't you Dr. Peale?"

I said I was and he answered, "I knew you rode this train pretty often. And I've been looking for you and hoping that I would see you on one of my runs. I've got a problem and I want to ask you about it."

"Come back and see me when you're free," I told him, "and I'll do what I can for you."

A little later he came back to my car and sat beside me. We had quite a talk.

"I want to ask you," he started, "why I get so mad at people. I'm in the dining-car and a man comes in and starts throwing his weight around. 'Boy, come here,' he'll say. Now, look at me. I'm no boy. What I want to do is to take my tray and hit a man like that over the head with it. And I'm afraid that one of these days I'll do it or something just as bad. I get irritated. And not only with strangers—I get this way with my wife, too, and with other people."

"I'll tell you what to do," I advised. "When you see such a man throwing his weight around, just go over and stand behind him and look down at him. Imagine that you are putting your hand on his shoulder and feeling good-will for him. Pray that whatever is wrong with him may be corrected."

"Well," he said, "I suppose I could try that. But what if I forget?"

"If you think you're likely to forget," I answered, "before you go into that dining-car in the morning, just pray to God for..."
Hammond Transfer Engineer Retires

Completing 44 years of service with the Erie, R. L. Woodall (fourth from the left), transfer engineer at Hammond, Ind., has retired. In the picture are, from the left, A. G. Kirkpatrick, helper; E. L. Wartena, conductor; N. T. Emrick, road foreman of engines; Mr. Woodall; J. H. Fritz, fireman; Elmer King, head man. Mr. Woodall will farm at Putnamville, Ind.

Salamanca

By Hilde

Members met at the Myers Hotel Sept. 24 and enjoyed a delicious dinner. At the business session, plans were made for the Jamestown meeting and also for our Christmas party which will include children.

Chairman Rodgers gave an account of the trip he and Mrs. Rodgers took to the west coast, including points in Canada, Washington, California, Nevada, and Boys Town, Nebr. Color slides taken on the trip were shown.

Members reported ill were A. J. Haecker, T. F. Hickey, Nicholas Rozyla, Salamanca; Philip Young, Corry, and A. J. Sullivan, formerly of Bradford, who is in the St. Francis Hospital at Pittsburgh.

measuring. Babe has been sick over a year and is much better.

Mr. and Mrs. Charles King spent a vacation motoring in the Rocky Mountains. Charles informs us that Pearl has passed the driving test and that hereafter she can do the driving and he will do the looking around.

Jersey City

By A. J. Raywood

Our next meeting (Nov. 10) will be the annual election of officers. This is an opportunity to select those whom you would like to handle the business for the ensuing year.

Jack Hazzard, John McCoy, J. J. Callahan, George Sisco and George Kelle have been selected as a committee on arrangements for the annual installation dinner which will be held early next year at the Brownstone House in Paterson. We expect a full house, so be sure to get tickets early.

Although ours is the largest chapter on the system, we feel it is possible to increase our membership by another hundred if all members will solicit those in the various departments who do not hold cards and talk with them about our work. The secretary has a supply of application blanks.

We now are distributing copies of the by-laws at our meetings. If you haven't received a copy, ask for it at the next meeting. Come out and help make plans for an active winter season.

Youngstown

By R. P. Reebel

The Ladies Auxiliary held a casserole dinner in the freight office on Monday evening, Oct. 11. It was usual wonderful meal we get from the ladies.

Our November meeting will be on Wednesday, the 3rd, of C. Bidg., South Hazel St., Youngstown, 8 p.m.

Buffalo-Rochester

By Ruth Nise Munger

Plans for our winter activities are well advanced. Our Christmas party will be Dec. 11 at the Turners Club and the annual system meeting at Youngstown, Ohio, Jan. 15 (Saturday).

Retired Shop Veteran Frank Parenti returned recently from a trip to California.

Bob Bork (retired) was a recent caller at the shop. His wife, Emma, is improving after her recent illness.

We learn that the Fagans' son, Pat, now is a director, announcer and producer at radio station WICTU, Erie, Pa.

Sympathy is extended to the family of Engineer Joseph Slager who died Sept. 1, aged 65 years (42 years' service); to Engineer Walter Biddeman whose mother died Sept. 4, aged 101 years; to the family of Phillip Stegner, 75, retired carman, who died Sept. 29 (30 years' service), and to Mrs. John Fagan on the death of her father. Sympathy also is extended to Katherine Kinnick whose mother died recently.

Agent Droit at Tonawanda had a very busy summer handling various circus trains through the Tonawandas and to Hamburg and elsewhere.
When you pass a small local freight yard while you're aboard a train or in your car or afoot, the pace of activity seems leisurely. Actually the work is being done efficiently and swiftly so that the cars move on to their destination with a minimum of lost time.

Take the yard at Mansfield, Ohio, for instance. It's small compared to some of our larger ones, but our employees there are capable, conscientious railroaders. They do their jobs with modern railroad tools and use the latest methods in the industry. They're just as proud of their railroading ability as anybody in the industry.

The pictures on these two pages show some of the Mansfield Eriemen on the job.
This smiling young man is Harold Wagner who is the operator at the tower at Mansfield.

Bob Wyllie, cashier and O.S. & D. clerk at Mansfield freight office, works at billing machine.

At one time or another almost everyone in Mansfield has bought a ticket from Harry Magee, ticket agent.

Tending to his job of checking freight cars in the Mansfield yard is Bud Drake who is the yard clerk.

Some freight paper work is checked by I. M. Wymer, freight house foreman, and William Rathburn, ticket agent at Mansfield, which is a lively industrial center.
Sir:

We, the Heidgerd family, certainly appreciate the clean-up job (old tie dump) performed by the Erie Railroad track gang with the very adequate equipment.

You may not have heard it mentioned that opposite the embankment down which all these old ties were from time to time tobogganed was an old Indian rock shelter of a pre-Columbian Algonquin tribe. The American Museum of Natural History became interested in this location and had all the bottom sand carefully screened, finding the usual arrowheads and deer bones, cracked for their marrow. All this material was transferred to the Trailside Museum, Bear Mountain Park, where for many years a small model had been set up showing the way of life of these early Indians.

We regret very much that we did not notify your company earlier when only a few ties had been deposited there and thus saved you considerable expense. But now that everything has been cleaned up, we shall do our best to keep this little bit of ancient Indian civilization in presentable condition with your cooperation, we hope.

Gustav Heidgerd, Pres. Monsey Water Corp. Monsey, N. Y.

Sir:

At six o'clock in the evening of Aug. 11, I, as a representative of the Chicago Zoological Society, put three giraffes and three Grevy zebras in a car furnished by the Erie Railroad, consigned to Brookfield, Ill., where it arrived a few minutes before noon Aug. 13.

The car arrived at the Erie terminal in Chicago at one o'clock in the morning the same day.

In making arrangements for the shipment we consulted your Frank M. Hickey in Chicago and he made complete and perfect arrangements in advance for the kind of car needed, and the expediting of it. We appreciate his good work and wish to acknowledge it.

We are especially grateful to L. L. Lloyd, your freight agent at the Athens station, Clifton, N. J., who helped us in every kind and intelligent way.

Your men and your railroad have saved us time and money, and I write to let you know this is appreciated.

Robert Bean, Director Chicago Zoological Park Brookfield, Ill.

Sir:

Last June, in conducting a tour of Baptists returning from a convention in Jamestown, N. Y., I observed the efficient and courteous service of Gerald Hinch, the waiter in charge of the diner on the train. It was a delight to see him in action. The food was good too.

Martin Erikson, Editor The Standard Chicago 26, Ill.

Sir:

I am writing to tell you that on a recent trip between Deposit, N. Y., and Ridgewood, N. J., I was most favorably impressed by the courteous and cheerful attitude and the attention to duty of that train's conductor, G. I. McKinnon of Port Jervis, N. Y.

In these days when railroads are having heavy competition, I thought you might like to have this expression of opinion.


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**LETTERS FROM YOU**

**RETIEMENTS**

**THEY ARE TRUE RAILROADERS**

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The Standard Chicago 26, Ill.
everyone who is going to come in there during the day. Pray that you will love them, that you will rise to a high level of imperturbability.

We finished our talk with a prayer and he went away. I am sure, thinking about what I had said. And, when I went into the dining-car the next morning, he waited on me, happy and in good spirits.

I went in again at noon and he was waiting on a big, rather mean-looking woman whose demanding and critical voice could be heard all over the car. “I didn’t say orange juice,” she was complaining. “I said tomato juice.”

I looked over. And there was my friend, the waiter, standing behind her with a smile on his face. He winked at him and he winked at me. I noticed that he was especially nice to her all through the meal; he seemed relaxed and in perfect control of himself.

I happened to speak to that woman later during the trip. I found out that she was heartbroken and grief-stricken, on the way to the funeral of a loved one. Of course, the waiter couldn’t know that. We never know the pain and trouble in the lives of others. Perhaps that is how they act irreverent at times. But, if you try to remember prayer and love, and look upon your fellow-humans with compassion, you will cut your own tendency to irritation at its roots.

The secret is imperturbability, I think, love. If you keep up your best attitude of spiritual kindness, maintaining always an urban spirit, you will be free from feelings of irritation.

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Since the end of World War II the railroads of the United States have increased their fleet of diesel-electric locomotives from 3,600 to 23,500 units at an outlay of approximately $3 billion.

A recent survey showed that 66 railroads of the United States issue magazines or house organs for their employees. In addition, such magazines are issued by The Pullman Company and the Railway Express Agency, both controlled by the railroads. It has been estimated that the aggregate circulation of these periodicals is in the neighborhood of 1½ million copies a month.

November, 1954
EMPLOYMENT
NEW YORK, N. Y.
By V. T. Bustard

Congratulations to Joe Marshello and wife on the birth of their son, Joseph Jr., Aug. 26 in Hackensack Hospital.

John Bakker is the first in our department to enjoy a continuous three-week vacation. He spent two weeks in Bermuda and the third week on an automobile trip in the New England states.

MARINE
By Jesse E. Baker

Congratulations to deckhands Joe Stuchala, Leo Martini and Francis Gallager who have received their master's licenses and will be steering.

Cards have been received from far away places. Engineer William Lenox, Winter Haven, Fla., Jim Murray, Quebec, Canada, and Mike Samanich, from Yugoslavia. Mike says he will be back on the job some time this month.

It was a seven-pound 12-ounce boy for the Charles Guhelmans Sept. 3 at the Parsons Hospital in Flushing. The new arrival has been named Charles Guhelmans Jr. Charles Sr. passed out cigars.

Anthony S. Catanaro, floatman, retired Oct. 1. Tony came to the Marine Department in April, 1924, and played in the Erie's marine band. He tells of the many good times they had. Tony intends to do a lot of fishing at Barnegat Bay where he has a bungalow.

Again I sadly report that one of our associates is no more. Engineer Jack Schneider of the tug Rochester passed away Sept. 2 at his sister's home in Kingston, N. Y. He had been in the Marine Hospital about a year.

Al Wilson, wheelsman, Louis Petacka and Harry Meyers, deckhands, are in the Marine Hospital at this writing.

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

Vacations: Mr. and Mrs. George De Puy, New Castle, Pittsburgh, Harrisburg, Brownsville, Pa., and Youngstown, Ohio; Alice Shama, Ashbury Park; Mr. and Mrs. Charles Mezy, Miami Beach; Mr. and Mrs. George Ameer, Miami Beach; George Verhoest, local trips; Mr. and Mrs. A. J. Brennan, the shore; Fred Murphy, Seaside Park; Mr. and Mrs. J. Stanley, the shore; Tom Rooney and Ed Wingle, at home; Mr. and Mrs. J. F. Campbell, motor trip to Canada; Andy Sanok, local trips.

Mr. and Mrs. Harry Coleman took in a ball game at Yankee Stadium and saw their team take over the Indians 3 to 1.

Daniel H. Sutherland, retired train dispatcher, is convalescing in his new home in Largo, Fla., following emergency surgery at the Petersburg (Va.) General Hospital.

We wish speedy recovery to Richard Young's father who was hospitalized at Passaic.

Mrs. Mary Cusick, retired stenographer, sent greetings from Lake Wallkill, Sussex.

Ruth Laritve spent the long week end (Labor Day) at the shore.

Best wishes to Phyllis Ovens, former stenographer-clerk, on her recent engagement. She now is in the Mechanical Department.

PASSAIC, N. J.

Dolores Guilmann, daughter of A. Guilmann, trucker, won one of two scholarships awarded annually by the Paterson Education Association to the Paterson State Teachers College.

Charles Dalzell toured in New England in his new automobile on vacation.

Relief Clerk Thomas O'Dea spent two weeks with the state national guard.

A. Guilmann spent his vacation in New Jersey and John Sees took short trips to the shore with his family.

STATION FORCES
By N. J. de Vito

William H. McLeod has retired as freight agent at Rutherford, N. J., after more than 44 years' service.

William W. Wagner is his successor. Ill health has forced the retirement of Charles E. Casey, agent at Chester, N. Y.

Lawrence Shorter, agent at Montclair, N. J. has retired after 51 years with the Erie.

Joe Baile, retired baggage agent, Goshen, N. Y., passed away recently, aged 80 years.

A recent caller at Port Jervis was former Operator William Nolan who is retired now.

Charles Symonds, auditor, also has retired.

C. R. Dineen has been appointed agent at Middletown, N. Y., due to the retirement of J. V. Haistead.

WYOMING DIVISION
By J. P. Roche

W. J. Brown, division clerk, spent his vacation at Daytona Beach, Fla.

Florence Swift, stenographer, spent Labor Day at New Rochelle, N. Y.

Sympathy is extended to E. J. Lybolt, engineer, on the death of his wife, and to Joseph Mack, plumber, on the death of his stepfather.

G. A. Keller, retired engineer, was a recent caller at the roundhouse.

C. S. Bray and Robert O'Hearn made calls at the superintendent's office.

Best wishes to Joan Farrell, telephone operator, on her recent mar-

Our charming correspondent of the month is Grace Conomile, general clerk at Hammond. Grace, as she is known in the office, started her career with the Erie in the summer of 1943 at Hammond as a car record clerk. The following year she became a third trick typist and in 1945 got her present job. Grace has been an Erie Magazine correspondent since early in the spring of 1945. Among her various duties she also handles correspondence for W. G. Witver, agent at Hammond, and does other typing in the office. On Feb. 17, 1953, Grace became the bride of Lloyd Conomile, chief clerk at Hammond. She has three sons, William, with the Air Corps in Japan; Robert, studying engineering at Purdue University, and Karl, attending Hammond Tech High School. One of her chief hobbies is working in the yard of the family's new home. She also enjoys cooking.

Erie Railroad Magazine
CITY AMATEUR GOLF CHAMPION

At left is Ralph Costa, in charge of the oil refinery at the Stores Department at Meadville, Pa. Ralph recently won the city amateur golf championship of Meadville by defeating Jim Lucarelli in a 36-hole final match. He had a 65 for the morning 18. It was the champion's fifth city title since 1946.

Henry, passed away at the age of 79 years. At one time he worked for the Erie pattern shop here.

Laborer John Mattis comes to work clean-shaven every day now. He won a Schick electric razor at the veterans' picnic at Conneaut Lake.

Tom Carr, bowling team captain, is doing a fine job. The team is only one point out of first place.

Burner Richard Maust, who left for the armed services recently, is getting boot training at Fort Dix, N. J.

The supervision and office force held their annual fall ham and cabbage dinner at Arboretum Park. As usual, Tom and Marjorie Carr did a wonderful job of cooking. After the hearty dinner, colored slides were shown (pictures taken by Russie McCartney on her vacation trip to California).


PASSAGER TRAFFIC

CLEVELAND, OHIO

By Steve Tischler

The department has four bowlers representing two leagues and three teams. Joan and Dolores Lindsen are on the same team in the Wednesday night women's league at Triskett Lanes. Bill Vorbach and the correspondent are bowling in the Thursday night league at Lakewood Recreation. Bill is splintering the pins for Passenger Traffic while Steve is trying to do the same for the Midlanders.

Recent visitors were W. J. Gray, retired chief fare clerk; Chris Poedstra Pierce, former secretary, and Jane Dachler. Mr. Gray enjoyed a vacation trip to the land of cactus and sage. Chris was here from New York for the Railway Business Women's Association conference.

TEPEE held its first country club dance at the Columbia Hills Country Club. Among those present from the traffic offices were Mr. and Mrs. Vic Neumann, Mr. and Mrs. Gene Gibson.

STORES

HORNELL, N. Y.

By Anita F. Decker

Congratulations to Mr. and Mrs. Sol Falzoi on the birth of a daughter (Melanie) and to the Fran Schwartzes on the arrival of their third son (James).

Speedy recovery is wished Marie Bower, retired clerk.

Roy Smith and the Mrs. spent their vacation touring in New England.

Our condolences to Mrs. George Sapper on the death of her husband. We're wondering when Mrs. Reynolds is going to let John drive that new Ford.

Happy Birthday to Dale Battles and Don Lindeman.

VEDAVILLE SCRAP & RECLAM.

By G. S. Smith

Deep sympathy is extended to our leader, Cecil Shumacher, whose father, November, 1954
Out in all weather... **KEEP DRY**

Engineered protection in every vulcanized watertight seam of this fine rubber work clothing.

NEW YORK, N. Y.

*By John De Waal Malefyt*

John H. Dimke, assistant general passenger agent, and Herbert T. James, city passenger agent, accompanied by their wives, spent a week end at Southern Pines, Pinehurst, N. C., on a trip sponsored by the New York City Association of Passenger and Ticket Agents. Golf clubs were much in evidence.

The engagement of Claire M. Creighton, stenographer, and Walter F. Westlake of Glen Rock, N. J., was announced recently.

OPERATING

**VICE PRESIDENT'S OFFICE**

The Tanises attended the wedding of John's brother at Camden, N. J.

Our sympathy goes to Warren and Ed Speer on the death of their beloved mother.

Walt Haire seems well rested after his vacation even though the Yankees did finish second to the Indians.

We were all saddened by the death of our former co-worker, Curt Devore, and our deep sympathy is extended to his bereaved family.

Birthday congratulations to Bill Medium and Walt Haire.

October vacationists: Bea Lyons, Hornell and Buffalo; Chris Hoffmann, Chagrin, Ohio, and Rochelle Park, N. J.; Herm Vieland, Lakewood, Ohio, and Chicago, III.; Ray Larang motored in Pennsylvania and New York.

MAHONING DIVISION

**YOUNGSTOWN FREIGHT**

*By Maureen Pierson*

We extend a welcome hand to Frank P. Sullivan, new general clerk.

Among returning vacationists are F. E. England, Bob Terrill and Arthur Hopwood who spent their vacations resting (?) at home.

It is good news that Henry Darling's wife is doing so well after her recent operation.

Congratulations and best wishes to Mr. and Mrs. Robert Terrill who observed their fourth wedding anniversary Sept. 16.

Happy Birthday to Tommy Lundeen, Joe Cermone and Sophie Golubic.

**M. OF W., YOUNGSTOWN**

*By Catherine Holzbach*

Charles Urup, Jr., chief of engineering corps, spent two weeks on active duty with the naval reserve at Norfolk. During his tour of duty he piloted transport aircraft in scheduled airlifts to various parts of the country.

Joseph Frost, track supervisor, and family spent two weeks' vacation on an auto tour to Detroit and Canada. Carl Duesing, crossing watchman, retired Sept. 1.

Bill Hazard, office engineer in the district office, reports a successful vacation from a fisherman's viewpoint.

The Hazards' son, Kenneth, and Billy Clegg went to Madoe, Ontario, where Bill landed a 40-inch muskelunge weighing 20 pounds. Bill says it was thrilling because it was accomplished with a bass weight fly rod and a lot of luck.

Cleveland Newlyweds

These cake cutters were married recently in Cleveland. They are Kenny Blask, per cent revision clerk, and the former Barbara Bittell, stenographer, Auditor of Revenues. They spent their honey moon at Niagara Falls and at Virginia Beach, Va.

ROAD FOREMAN'S OFFICE

**MEADVILLE, PA.**

Mr. and Mrs. E. L. Beckman (engineer) returned from vacation recently. They stopped in San Francisco and the Grand Canyon.

Mr. and Mrs. W. J. Hoke spent a vacation in Miami, Fla.

Mr. and Mrs. W. C. Fleisch motored to Chicago and St. Louis.

Mr. and Mrs. W. E. McCobb plan to visit friends in Houston, Texas.

Others who had vacations recently are D. N. Moore, B. Harter, C. O. Durlin, A. D. Smith, P. T. Brown, H. G. Graham and C. A. Stone.

MEADVILLE DIESEL SHOP

**SIGNAL REPAIR SHOP**

**MOTOR CAR SHOP**

*By R. C. Miller*

A. Terrill and F. Vatter had birthdays Sept. 16, but would not reveal which ones.

The Donald Hanks observed their 35th wedding anniversary and were presented with a traveling bag by their children.

A. B. Johnston, champion hog (Please turn to Page 26)
YOU CAN STILL BUY THE

WALTHAM

VANGUARD

23 JEWEL STANDARD R. R. WATCH IN
HEAVY DUTY YELLOW ROLLED GOLD PLATE CASE

AT THE LOW PRICE OF

$71.50

FEDERAL TAX INCLUDED

AND IN 10K GOLD FILLED HEAVY DUTY R. R. CASE $82.50

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The Vanguard 23-jewel movement is as fine
a precision timepiece as it is possible to manufacture.
9 adjustments — 6 to position, 2 to temperature,
and isochronism. Conel hairspring — anti-magnetic, rust-resistant.

See and handle the Waltham Vanguard — compare
specifications — compare prices — in railroad watches the
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You'll recognize why America's first railroad watch is your
best buy for quality, for looks, for down-right value!

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Smart, modern; 21 jewels. 49.75

20 diamonds—17-jewel Lady Waltham. 230.00

Self-winding Autochron. 65.00

November, 1954
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See the latest popular styles at your favorite jewelry store.

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COMPANY
ATTLEBORO, MASS.

A gold pass for completion of 50 years of service is received by John Hausman (center), Kent, Ohio, engineer, from Sam Wampler (right), road foreman of engines. With them is J. B. Varner, fireman with Engineer Hausman the past 12 years. Mr. Hausman started with the Erie when he was 17, became a fireman and then was promoted to engineer in 1918.

(Continued from Page 24)

raiser, won 34 ribbons, a grand champion trophy and a large trophy for the over-all entry at the Crawford County fair.

Herman Dinkeldein is telling a fish story. He had 18 fish on a stringer, but forgot to fasten the end of the stringer.

H. F. Romasser, signal repair foreman, and wife visited their daughter in Mississippi.

Travis Shoemaker and wife spent a vacation with friends in Charleston, W. Va.

Roy Knapp is driving a 54 Chevrolet.

Sam Browder, wife and son visited relatives in North Carolina. Sam Johnston visited his daughter at Belle Valley, Ohio, and Earl Bea visited relatives in Cambria County, Pa.

Congratulations to Mr. and Mrs. William Pruskowski on the arrival of a boy (9 lbs.) and to Mr. and Mrs. Joe Zajavae, a girl.

CLEVELAND POLICE
By David Downie

Capt. John O. Sheets and wife spent a vacation in Texas.

Patrolman Andrew Herrick has planned his fall hunting trip. Better get your order in early.

Patrolman Robert E. Hamilton reports that his son, Robert, F., 9, has made the football team at school. You can bet that daddy, an ex-football player, is busy coaching.

Patrolman Michael Melnyk spent several days in Marion, Ohio, recently and looked up old friends.

The correspondent's daughter, Doris Downie, has returned to Cleveland and is a registered nurse at the City Hospital.

CAR ACCOUNTANT
CLEVELAND, OHIO
By Ella Carpenter

Mr. and Mrs. H. G. Post enjoyed a late vacation with son George and family at Phoenix, Ariz.

After several months of happy anticipations, the time finally arrived when Jean Brady and Shirley Walker were to depart for their trip to the bayou country. They made their headquarters at the Jung Hotel in New Orleans.

Annie Craney has returned from a trip to the hills of Tennessee.

Olga Tanka and sister toured scenic Hocking Valley and drove many miles over the Skyline Drive of Ohio. The following week they were in New York taking in the current hit, "Pajama Game" and points of interest.

Toronto and the Canadian National Exposition plus a stop-over at Niagara Falls were interesting to Irene and Bill Canterbury over a long week end.

Anne Kilbane had a glorious week end in Chicago where she attended several Irish dances and met all the folks from dear old Donegal.

Congratulations to Jane Reeves who called to let us know that the latest addition to the family is a boy, born Sept. 22.

Lula and Elgin Featherston are the envy of all since their meeting the Cleveland Indians at the Congress Hotel in Chicago. The boys cheerfully posed for many snapshots.

Shirley Prince thought the day never would come when her fiance, Bill Rice, would complete his training at Bainbridge, Md., but it did. She and all the relatives were on hand for the graduation and now are waiting to hear when Bill will be stationed after his leave.

Corene Stease visited us while in town to attend the World Series.

Mary Ann Sabo has been a bridesmaid once and a maid of honor twice, but isn't daunted by that old saying, "thrice a bridesmaid, never a bride". She says it's very nice to have three beautiful formal dresses on hand.

After a two-year hitch in the army, including a year in Korea, we welcome back Cpl. Richard Marosek, who says he's very glad to be back.

Margaret Kutina was hospitalized for an appendectomy, but is fine again and back on the job.

After a short but pleasant association, Agnes Billey has left us to await a visit from the stork.

We express our sympathy to Ruth...
Smith on the death of her sister-in-law.

Muriel Singer was quite thrilled with a visit from her sister and husband who flew here from New Jersey just to be with them for a week end.

KENT DIVISION

AKRON, OHIO

Sympathy is extended to Mrs. L. B. Hine and family on the death of her husband, the retired (1953) freight agent. Mr. Hine had 42 years' service, was a member of St. Bernard's Church, the Chamber of Commerce, Superintendents' and Agents' Association, and was awarded a life membership in the Akron Traffic Study Club which he had served as president. Other survivors are a sister, Mrs. Coletta Hafmeister, Mantua, and a brother, Irving, Cleveland.

F. K. Corlett, general agent, and wife stopped in New Jersey with their daughter and family while on vacation.

Harold Hahn, general clerk, painted and redecorated his home during his vacation.

K. Corlett, general agent, and wife vacationed in Philadelphia and other eastern points.

MARION, OHIO

Sympathy is extended to the family of J. E. Strausbaug, retired engineer, who died recently. Also, to the family of A. R. Tennis, retired division freight agent, who died in Marion City Hospital.

Russ McCann, yard brakeman, had quite an experience while on a fishing trip near Kelly's Island when his small boat capsized in a storm. He was upset into the water about 400 or 500 yards from shore, but managed to cling to the boat. He righted the boat several times, but always was upset again. He had been in the water about two hours when picked up by the crew of a dredge.

Lucile Osmun, clerk-stenographer in the superintendent's office, spent two weeks' vacation at Tawas City, Mich.

David McWherter, who was a messenger in the superintendent's office, made a call while home on furlough recently.

MARION CAR

By H. M. Robbins

It's boys for W. E. Sinden, car repairer, and Paul D. Sharrock, relief foreman, and a girl for C. R. DeBolts, car repairer.


MARION MECHANICAL

By Susan Baker

Our best wishes accompany Henry Masters, boilermaker, who has retired after 30 years service, and good luck to Glenn Conklin, machinist apprentice, who has left for army service.

Harry Coon, chief clerk to the master mechanic, and A. G. Clemence, road foreman of engines, have bought new Buicks.

Foreman Jim Eekert and wife va...

Meal ticket

for your family

... every month if Dad isn’t here

Make sure your family
will have a regular monthly income
from Prudential life insurance
to pay for their daily needs.

See your
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November, 1954

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cationed with relatives at Lawson Air Force Base, Moses Lake, Wash., and also saw the Grand Coulee Dam, Harry Cowell, machinist helper, vacationed in Pennsylvania. Foreman Clarence Primmer and wife fished in the straits at Sheboygan, Mich. Dick Hann, special inspector, and family stopped at Hornell, N. Y. Marion Turner, foreman, and wife visited with friends in Hornell and Susquehanna. Eugene Fletcher, machinist apprentice, wife and daughter vacationed at Inlet, N. Y., and in the Adirondack mountains with Mrs. Fletcher's parents, Mr. and Mrs. F. F. Nichols.


Service anniversaries: Harry Coop, 41 years; Henry Grimes, 38; J. Simmons, 37; Fred Fairchild, 35; S. Britz, Harley Lowery, Ed McWilliams, 32; Foster Lattimore, John Marshall, Frank Ringle, 31; E. J. Carey, Clarence Miley, 29; Cliff Craft, Kenny Emmons, 28; Tony Lavenia, Vincent Niedda, 26; Sid Craft, 25; Ivan Dodds, 18; Charlie Dillon, 15; John Longnecker, Bob Reiff, 14; Dave Twigg, Don Walters, 12; Dick Robinson, James Grounds, 11; Bob Ellwood, Ray Lauer, 10; C. Clark, nine; Herman Miers, eight; Paul Peery, Hoben Thompson, six; Paul Hammon, Merrill Hendle, Norman Worline, five; Paul Bowman, John Fields, Lowell Strohl, four; W. Cochran, two, M. Crawford, Cliff Longnecker, Arthur Watt, one year each.

ALLEGANY-MEADVILLE SALAMANCA, N. Y.

By S. Minneci

Yard Brakeman Robert D. Plunkett, AOU first class, Naval Reserve, left Sept. 11 for Jacksonville, Fla., for a two-week training cruise.

Mary Ann Capozzi, sister of Yard-
Eastern Old Timers At Outing


Mr. John J. Capozzi, has entered the E. J. Meyer Memorial Hospital School of Nursing in Buffalo.

Congratulations to Yardman F. J. Crossfield and wife on the arrival of a son (Clement Richard) Sept. 5 at the Salamanca District Hospital.

Yard Brakeman Percy Lawson had a real vacation—taking it easy at home.

Mary Ann O'Brien, daughter of the Ellsworth O'Briens of Killbuck, became the bride of Norbert W. Kam- holtz, son of Mr. and Mrs. Harry Kamholtz, in St. Patrick's Church Sept. 4. The Rev. Michael E. Colli- gan, pastor, performed the double ring ceremony. The wedding tour was in New York State. The groom is the son of the general yardmaster at this point.

GENERAL FOREMAN-WRECK-MASTER

SALAMANCA, N. Y.

BART Paedotto and wife had a good time in Long Beach, Calif., where Bart attended the Brotherhood of Rail- way Carmen of America convention and where they visited with Mike Skutnick, retired car inspector, formerly of Salamanca. They also stopped in Las Vegas, Mexico, and the Grand Canyon.

Mr. and Mrs. S. F. Nolan spent two weeks' vacation motoring to

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Marion Division
Maintenance of Way
By Marlene Trainer

Congratulations to Head of Corps E. B. Wyant of Huntington on those 15 ribbons won at the state fair at Indianapolis on his showing of Red Poll cattle. Included were three first ribbons and a reserve grand champion ribbon.

Sorry to learn of the illness of Track Supervisor Clerk A. W. Foley at Lima; also, Mrs. D. B. Newcomb, wife of the signalman at Huntington, is confined to her home following a heart attack.

A. C. Smith, assistant chief clerk, and wife vacationed in the West, visiting their son, Harry, at McChord Air Force Base, Tacoma, Wash. On route home, they visited with Mr. and Mrs. Clarence Fleck at Seattle. Before her marriage, Mrs. Fleck (Marion Keller) was a stenographer in the chief dispatcher’s office at Huntington.

It’s a granddaughter (Victoria) for Signal Maintainer William Weilley—their first grandchild.

**Transportation Huntington, Ind.**

*By T. E. Poe*

The Huntington-Erie band completed another successful season which included park concerts, Decoration Day and Independence Day programs, and the veterans’ picnic at Conneaut Lake. The band always has been well received and enjoyed by everyone.

Supt. F. J. Mulligan and wife fished and rested in Minnesota on vacation. Best wishes to P. H. Converse, engineer, who retired Sept. 13 after more than 41 years’ service.

Dispatchers E. J. Elick, J. B. Bauer and Monitor W. L. Gray tried the fishing in Canada.

Trainmaster L. J. Carter and wife, and Car Distributor J. C. McCauley and wife have returned from a motor trip in Michigan, northern Wisconsin and Minnesota. They stopped also at the Brevort Resort on Lake Michigan.

**14th Street, Chicago**

*By Theresa Pacella*

We are glad to see the familiar faces of Biller Stanley Kearney, Comptometer Operator Lena Savage and Stenographer Louise Surma who are back at their desks after illnesses.

Clerk-Messenger Leonard J. Kieble spent a week’s vacation in Miami, Fla.

Typist Joan Staff stopped by friends and relatives in Lawton, Okla. Assistant General Freight House Foreman Bernard Steinberger spent his vacation touring the South.

Claim Clerk Mary Heenan is planning a trip to Waterloo, Iowa, where the corn grows high.

**Hammond Consolidated**

*By Grace Connable*

We welcome heartily the able staff of the new relay office here, H. E. Pontious, office manager-operator; P. E. Sibert and P. E. Faurot, second and third track operators respectively, and Relief Operators Stanley Pontious and Ed Fulgraf.

Carman Fred W. Keene traveled to Binghamton, N. Y., on a four-day holiday and enjoyed a visit with his nieces.

We regret to report that our mail handler, Frank Vamos, was involved in a serious automobile accident and will be confined at the Edward Hines Veterans’ Hospital in Chicago for several months.

John Mickulas, assistant to the division car foreman, and wife vacationed in California, stopping with relatives in Los Angeles and San Diego. They also went sightseeing in San Francisco.

Sympathy is extended to Mrs. and Mrs. H. E. Pontious on the death of her grandfather, Joseph Case, Aug. 28 at Bicknell, Ind. Also, to the family of John Dulsky, hostler, who died suddenly Sept. 22. Mr. Dulsky had been with the Erie 40 years. L. L. Worland, chief yard clerk, has resumed duty after spending his vacation locally. Bud thinks now he should have taken an extended vacation trip as friend wife, Dorothy, convinced him that the car they were driving simply had to be replaced by a new hardtop convertible Buick.

Eric Bystrom, mail handler, was
rather happy to return to his duties at Hammond after a chilly vacation in Westfield, Wis. Eric says they caught some nice blue gills but when the temperature dropped to 36, they decided it was time to return home.

Conductor E. J. Lavigne and wife sent greetings from Ray, Minn., where they were on vacation. Gene reports that the weather was on the cool side and that next year his vacation period will be in July or August.

R. K. Ward, relief clerk and division chairman for the Brotherhood of Railway Clerks, attended a meeting of B. R. C. officials held at Jamestown, N. Y.

Greetings are extended to Donna Myers, car record clerk; Joanna Sanders and Virgene Pepperdine, relief clerks.

CHICAGO GENERAL OFFICE
By Curt Pinnell

We are happy to welcome Roger Kirtland, tariff mail room clerk, and hope he finds it pleasant working here.

Alice Bena, our fourth good will ambassador to Mexico this year, reports a wonderful trip. It seems Alice particularly is fond of bull fights.

Harold Klinker, ardent Cleveland Indians fan, has returned to normal now that the series is over.

Ethel Hillegonds, blushing bride-to-be, traveled to Grey Eagle, Minn., last month for the ground breaking ceremonies of her new home. We're sorry we couldn't attend as the moment when Ethel wielded the spade must have been quite a spectacle.


Jean Bowsher, former file clerk, now living in Los Angeles, visited the office recently.

Gordon Miller and Donna Rath have decided on next April 2 as the date for their wedding.

For bachelors only: Denise Alkim is learning to cook. Steaks are her specialty.

How's this for self preservation? Toni Battaglino recently has been doing her own dental work. Quite interesting! She gathered a small audience in the process.

Bill Lightholder and Art Meinke and their families vacationed in New York City.

Jack Spoolstra enthusiastically is devoting his evenings to the art of embalming. How lively can you get?

CHICAGO POLICE

Belated congratulations to Don D. Alkire and wife on the arrival of a daughter in August (Cheryl Lynn).

Deep sympathy is extended to Patrolman Joseph V. Bowler on the death of his father.

Capt. E. W. Hardin put some mileage on his Packard automobile and tried out some fishing spots in the Midwest on vacation.

Lieut. G. E. Young spent his vacation at home. At the last moment, his wife's vacation date was changed due to illness of other employees. Congratulations to John S. Steen on his promotion to lieutenant of police effective Sept. 16.

ACCOUNTING
OFFICE OF COMPTROLLER
By Joe Keenan

In the vacation spotlight this past month: Milford Adams returned to an old haunt—New Orleans—where, he declares, the real culture centers on...
ENGINEER GETS LAST RUN SEND-OFF

This group gathered recently when Mike Loughery, Avoca, Pa., made his last run before retirement. In the picture, from the left, are Ann Williams, Belle Loughery, Margaret Kerber, Mary Koch, H. F. Bennett, John Loughery, Helen Loughery, Mike Loughery, M. J. Flannery, Grace Loughery, G. F. Harrison, Harry Miller, E. E. Greaves, Raymond Kerber, J. F. Decker and Peter Kreitzer. Mr. Loughery, 72, had been with the Erie 45 years, 39 of them as an engineer. He now intends to take life easy and travel.

Bourbon Street. Two from the office weathered one of those eastern hurricanes, Frank MacEwen, holding firm on Long Island, while Helen Eyerman was seeking shelter in Brooklyn. Carl Lehmann took his family and his sister, visiting from California, for a week's drive in the east, stopping in Washington, Atlantic City, New York and Niagara Falls.

The office had a pleasant visit from a former member, Paul Lees. Paul still is stationed in Saudi Arabia with the Arabian Oil Co. He seems to enjoy both his work and the experience. That was no movie star in our office with the dark glasses. Dorothy MacDougall merely was trying to ease the discomfort of a "nicked" eyeball. Seems she was careless enough to run into her husband's finger while he was pointing at the dog. That's her story, anyway!

A proud grandfather for the first time is T. J. Tobin whose son, Jack, became the father of a daughter recently.

AUDITOR OF DISBURSEMENTS
By Mary Ann Leonard

Welcome, Jack Cervelli, new messenger. Jack, an accomplished musician, plays the sax and clarinet. Occasionally he plays in a local band, but recently he has been taking part in the jam sessions held at Fenn College.

The Leon Hopkinson celebrated 20 years of married bliss Sept. 15. The Ed Draney's 23rd wedding anniversary was Oct. 25. Bob and Theresa Cockrell's first wedding anniversary was Oct. 3.

Francis W. Kelly's office associates know what an ardent Yankee rooter he is and how he feels about the Yankees not winning the pennant this year.

LaVerne and Joe Zbasnik drove south for their vacation. They saw the Cumberland Falls, Smoky Mountains and went swimming at Savannah Beach.

The George Ernest motored in.
some of the New England states. A card from Cape Cod informed us they were having an enjoyable time.

Martha and Fred Talbot stopped in Canisteo, N.Y., a few days. Mr. and Mrs. William Kane toured in Canada and covered 1400 miles. Coletta Raftery and Genevieve Omere traveled to Chicago via the Erie. Rita and Dick Talbot drove to northern Michigan, across to Wisconsin, stopped in Nebraska at the famous Boys Town, and went on to Omaha for a visit with relatives.

Dorothy Buday and Mary Jacobic took their annual jaunt to New York City. Among the plays they saw were "Kismet" and "Teahouse of the August Moon."

Hornell Accounting Bureau

By Lynn Lamb

Gertrude Moogan and Hattie Ha-Well doing the west coast. Under- no new movie contracts have been awarded. Tony Ziarnowski seen picknickling at Stony Brook. Mr. and Mrs. William Leonard back to work with a slight Bermuda tan. We understand that Ruth Hoyt would like a private parking lot and special exit for her new car. Watson and Eda Walden in their new home. Bert Allison toured to Pittsburgh and Youngstown. Zip Zannieri searching for his old '51 Buick. He says at least the gas gauge and brakes work on that one. Angelo Petrillo and Dick Tyson singing in the minstrel show in Canisteo. Paul Smith has found a good second hand Plymouth which he says runs real well. Lots-o-luck to Jerry Vosburg at his new job in Stores. Wonder if Stan Pidkowicz will keep that brush cut all winter. The Bureau has three teams entered in the bowling league. No. 1 has Harry Lemen as captain, Fran Crook, Leo Hopkins, Bill Pryor, Tom Hogan, Ed Cooch and George Hussong. No. 2, Petersen, captain; Curtis Con- gelli, Neal Crandall, Angie Petrillo, Tom Halloran and George Willsey. No. 3, Bob Hallman, captain; Zip Zannieri, Bill Barnett, Bob Argentieri and Bud Vanderhoof. Hope at least one of these can make the Erie tournament this season. I'll never forget the last time a gang of us took off for a little bowling in Cleveland. Dave DeLany has changed his address to Pine Street with the purchase of a house from Edna Metzger and her convertable on a tour of the Adirondacks.

Dottie Rixford and Charlotte Geary on a very special tour in Canada and New England. The fellows held a stag party at Jack Smith's for Frank Bottomley and Bill Leonard. Jeanne Matthews has resigned and will take up household duties. The girls held a party at the Arkport Inn for the future Mrs. Thomas Polidori. Carolyn Benson and Mary Reenwald took to the airways for a most wonderful trip to Florida. Ruth Hunt's spare tire was stolen recently. Dottie Rixford, Lillian Karl, Goldie Loghry, Mary Rhodes and Pearlie Koskie stopped at the home of Mr. and Mrs. E.

A. Elmore in Brockway, Pa. The Elmores are former bureau employees. Bill Morgan finally got a TV set. Frank Bottomley and Phil- lis Baird are now Mr. and Mrs. Many thanks to Mr. Thompson for that swell picture of the pennant winning Cleveland Indians. Ed Bottomley looking for a tractor to terrace his yard in back of his house. . . . Clarence Braisted's car went on a little trip all by itself. Martin Kendall off sick with the grippe. "Tourist Charlie" Corwin back from a trip in Canada and Washington State with a stopover at Yellowstone Na- tional Park. Rip Condon turned farmer during the latter part of the summer. Jerry Curran, a reserve officer in the Transportation Corps,
attended reserve camp at Camp Smith. A new organization in the Bureau call themselves the Pigeon Popper Society. They are looking for recruits and Abber Burdett is membership chairman. Their last meeting was a special guided tour of Neal's Creek by Bill Pawling. . . Pauline Bove had many pleasant surprises on her birthday. . . Dick Tyson has traded cars. . . Bobbie Sheridan and Ruth Hunt gave a shower for Jeanne Matthews. . . Abber Burdett on another fishing excursion to Canada. Can't be too many fish left up there. . . Margaret Witting is a grandmother. . . Hope that by this reading Milt Shineharger will be back in the office or well on the way to recovery.

NEW YORK TERMINAL
STATION ACCOUNTING BUREAU
By A. J. Zazella

Hello folks, a new scribe takes over the column for November.

Well, it's not all morbid. It's good news that our former co-worker, Edward F. Shanley, has been promoted to traveling auditor. We have many talents among us, especially our bowling team captained by John Varrippapa, Roach, supported by E. McGovern, Frankie Dunne, Marcel Rogers, Jake Wilson and benchman Teddy Gaidis. These boys are daring any Erie team to compete against them.

Our national traveler, F. McElhatten, has returned from a tour of the West Coast.

Quentin Doyle commutes from Pas-

Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarry at Huntington, Ind., on the Erie Railroad

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After 54 years of service, F. W. Swanev, agent at Spencerville, Ohio, retired on July 15.
Compare These Roads—Taxwise

This is an air-view of Highway U. S. 22 in the State of New Jersey.

It is also a picture of what is wrong with federal and state transportation policy and why the taxpayer is the inevitable victim.

An inspection of the picture will reveal that the highway is paralleled by an important railroad right-of-way. This railroad right-of-way, its stations, its signaling and its safety devices were purchased and are maintained by the railroad using them.

The highway, on the other hand, was built and is maintained out of public funds.

Yet commercial traffic—in the form of big trucks, operated by big trucking corporations—not only clutters up the highway but burdens it with traffic that could move with greater real economy over the adjacent rails.

So long as the trucking corporations fail to pay their fair share of the cost of highway construction and maintenance—and continue to benefit from a subsidy, paid out of tax money—highway costs will remain disproportionately great and highway congestion and danger will tend to increase.

The Eastern railroads do not seek subsidy or advantage for themselves. They ask only the opportunity other businesses have—of being able to compete on a free and equal basis—a condition that, in our competitive economy, works ultimately to the benefit of all, particularly the taxpayer . . . Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.
"Planning a route for moving this big generator housing to Chicago was quite a job, Tom. It weighs 462,000 pounds and stands 15 feet high—what we call an oversize shipment."

"Time to get the Erie man on the phone — we're ready to move. We're routing it Erie because they have the highest and widest clearances of any railroad between New York and Chicago."

Here's a typical oversize shipment that the Erie handles with safety to spare. Its roadbed and bridges were built for heavy loads and clearances are higher and wider. Count this as another example of Erie's progressive railroading—providing safe, dependable transportation for any shipment.