



MAGIC
LITTLE
GADGET

OUR 51ST YEAR OF PUBLICATION

NOVEMBER 1955

The President's Page

DURING COMING MONTHS you may see many paid advertisements by others stating that your railroad is opposed to good roads. These statements, either intentionally or otherwise, will misrepresent our position.

It would be both foolish and futile for our industry to oppose any project that is in the public interest. Progress of a great country such as ours, with a rapidly increasing population and a rising standard of living, requires constant improvement in its transportation facilities—be they highways or railroads.

We do not apologize, however, for our insistence that these new facilities should be paid for by the users. This is certainly a tenable position when the user is in the transportation business for profit as a competitor of other non-subsidized transportation agencies.

I hope that in your discussions with your friends and neighbors you will make this position clear.

A handwritten signature in black ink, reading "B. W. Johnston". The signature is written in a cursive style with a large, stylized "B" and "J".



Oldest Employee Magazine in Railroad Industry . . . Our 51st Year of Publication

Vol. 51, No. 9

November 1955

Our Objective

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

RAIL ENDS

An early railroad in Texas—The 23-mile Bartlett Western—was called "The Road of the Apostles." Stations along the line were named St. Matthew, St. Mark, St. Luke and St. John, and copies of the four gospels were placed on the wall of each waiting room.

Seventy-five years ago the Pullman Company had two special cars that could be leased by hunting and fishing parties. They were equipped with food, beverages, cooks and waiters . . . even kennels for the dogs, one car bore the name Izaak Walton, the other Davy Crockett.

Of his first ride on a railroad train (in April 1834) Congressman Davy Crockett wrote: "This was a clean new sight to me; about a dozen big stages hung onto one machine . . . by and by she began to take short breaths, and away we went with a blue streak after us."

Perhaps the only building in the world where telegraphy is used for inter-office communication is in St. Louis, Mo. In 1947, when the Order of Railroad Telegraphers built its modern, air conditioned headquarters building, an old-fashioned telegraph sounder and key was installed on every executive's desk. When officers want to communicate, they do it in code.



THE COVER—The railroader on our front cover is testing for rail flaws. The operator of the instrument, a miniature rail flaw detector, is Anthony Ceja, signalman from Warren, Ohio. This gadget is called a Sonirail and is used to find flaws in rail within the joint-bar limits and also on switch stock rail. Operating by sound waves, the Sonirail gives off both visible and audible signals. For more about these miniature rail flaw detectors, please turn to Page 7 in this issue.



Shown above is part of the huge crowd which watched the dedication of the new Ford assembly plant on a bright sunny day at Mahwah, N. J. The U. S. Marine color guard from the Naval Air Rocket Test Station at Lake Denmark, N. J., and the Fairlawn, N. J., High School band participated in the ceremonies.

Huge Mahwah Ford Plant Opens

... world's largest automobile assembly plant located on Erie in New Jersey ...

With rail services provided exclusively by the Erie, the Ford Motor Co. formally dedicated its biggest assembly plant before several thousand onlookers Sept. 29 at Mahwah, N. J., on our main line.

The plant started production on July 16. As a new source of revenue for our railroad, the plant will be a major factor so far as the Erie is concerned. It also is an expression of confidence in the present strength and faith in the future of our railroad. The site on the Erie was selected over many others. It is expected the plant will add \$9,000,000 annually to our revenues.

Henry Ford II, president of Ford Motors, spoke at the dedication and predicted a bright economic future for the United States. As a testimonial to that future he announced that his company would spend \$500,000,000 for expansion in 1956 which will provide more jobs and income for Americans.

Mr. Ford forecast that 1960 would be the year of explosive-like expansion and said that the Mah-

wah plant was part of his company's expansion program to meet this future market.

Robert S. McNamara, vice president of Ford and general manager of the Ford Division, predicted that the Mahwah plant would be obsolete in 35 years, but that in that time it would turn out 8,000,000 cars, worth about \$18 billion. "The U. S. is on the threshold of the most prosperous era in its history," he said.

Erie Officials Attend

A group of Erie officials attended the gala dedication ceremonies. They were H. W. Von Willer, vice president for traffic and director; M. G. McInnes, vice president for operations and maintenance; A. E. Kriesien, assistant vice president and general manager, Eastern District; E. J. Dean, assistant vice president; D. M. Lynn, assistant vice president; E. C. Hallberg, assistant vice president; T. J. Sanok, assistant general manager, Eastern District; B. F. Conway, manager of less-than-carload freight; E. T. Butler, industrial commissioner,



L. W. Holloway (left), traffic manager of the Mahwah Ford plant, and A. E. Kriesien, assistant vice president and general manager of the Eastern District, look over one of the new 1956 Fords at the Mahwah plant as it rolls off the production line.

and E. H. Huffman, division freight agent, Jersey City. Mr. Kriesien also represented New Jersey's Bergen County Chamber of Commerce as president.

The colorful dedication was at the front of the flag-decked plant. One of the features of the program was the planting of a dogwood tree by two grandchildren of Joyce Kilmer, famed poet who wrote "Trees."

The poet lived in Mahwah for four years before entering World War I during which he was killed in action in France.

The two children, Robert, 16, and Ann, nine, son and daughter of Mr. and Mrs. Christopher Kilmer of Stillwater, N. J., participated in the tree-planting ceremony with Mr. Ford and Mayor C. N. Feldman of Mahwah.

Gov. Robert B. Meyner of New

Jersey officially welcomed the newest plant of the company. The 177-acre Mahwah layout replaces the 25-year-old Edgewater, N. J. factory.

The one-story Mahwah factory is 2100 feet long and 800 feet wide, covering an area larger than 35 football fields. The building contains 1,714,000 square feet of manufacturing space and 10,800 square feet of quality control laboratory. A two-story administration building in front houses offices.

4 Assembly Operations

Engines, bodies, frames, wheels and other car and truck components are built up and brought together on a network of conveyors which would be more than 11 miles long if stretched out in a continuous line.

The four assembly areas are di-

vided by operations which consist of the passenger car production line, the truck production system, export boxing and shipping and the inspection area.

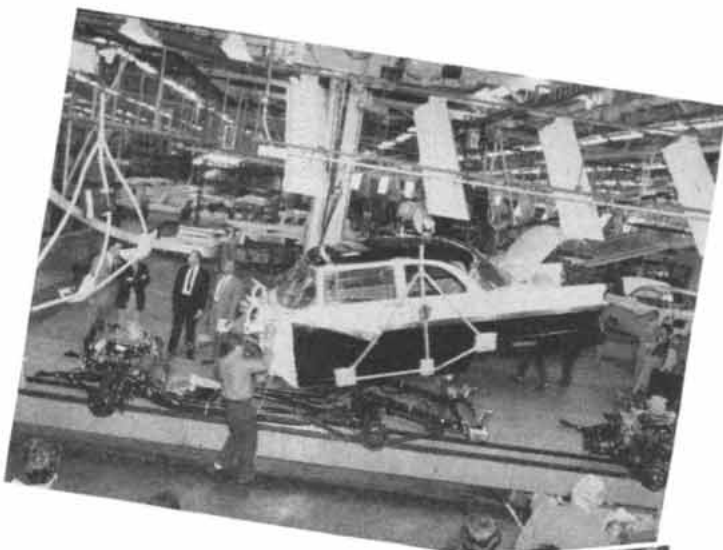
Among the employe facilities are three cafeterias, a locker area, medical facilities and parking for 3,000 automobiles. The plant was conceived and drawn to detail even before the site was selected.

To serve the plant the Erie built a spur track, including two small bridges, from Suffern, N. Y., less than two miles from Mahwah, and two yards.

One of the yards, named Hillburn yard, was built at Suffern. It consists of five tracks with a capacity of 184 cars and will be used for classification purposes.

The Mahwah yard is adjacent to the plant and consists of seven tracks. It has a capacity of 283

Three of the operations in the new Ford assembly plant at Mahwah, N. J., are shown in these pictures. Below an engine is lowered into place on a chassis. At right the body is being lowered to the chassis after the engine is in place. Below right a brand new 1956 Ford rolls off the assembly line.





A tree is planted in honor of Joyce Kilmer, the poet who wrote the famous poem, "Trees," on the grounds of the new Ford assembly plant at Mahwah, N. J. Two of the participants in the tree-planting ceremony were grandchildren of the poet who once lived in Mahwah and lost his life in World War I. In the picture are, from the left, Charles Feldman, mayor of Mahwah; Robert and Ann, children of Mr. and Mrs. Christopher Kilmer of Stillwater, N. J., and Henry Ford II, president of the Ford Motor Co.

cars and is used for storage purposes.

At peak production the plant will assemble over 240,000 automobiles and trucks a year. A total of 1080 vehicles can be assembled per day.

Mahwah was chosen as the site

for the plant because of its availability of transportation, utilities and communications and its accessibility to both raw materials and to the market for the finished product. The Erie is proud to have been selected to serve this huge plant.

Very Few Nations Lack Railroads

About thirty years ago the *National Geographic Magazine* issued a bulletin captioned "Railroadless Countries of the World," in which it listed eight countries which were without railroads. They were Albania, Afghanistan, Asir, Bhutan, Nepal, Oman, Yemen and Liberia. Since then, some of these countries have undergone political changes which have removed them from the list of independent states, while others have introduced railroads.

Today the only railroadless countries in the world are the coastal countries of Oman and Yemen, bordering Saudi Arabia, and the mountainous land-locked countries of Af-

ghanistan and Bhutan in central Asia.

Largest of these countries is Afghanistan, with an area approximately the size of Texas and a population one and one-half times that of the "Lone Star State." Afghanistan exports carpets, dried fruits, nuts, wool, cotton, hides and skins, which are transported to markets by camels and pack horses and to some ex-

4 COMPLETE 50TH YEAR OF SERVICE

Four more Erie veterans who have devoted their entire careers to Erie jobs have reached their 50th year of service with the railroad.

C. E. Gump, passenger conductor, Huntington, Ind., started with the Erie on Oct. 2, 1905, as a machinist's helper.

C. D. Smith, operator, Kenton, Ohio, started with the Erie on Sept. 21, 1905.

Charles W. King, chief boat dispatcher, lighterage department, New York City, has been with the Erie since Oct. 9, 1905.

Charles A. Sweeney, road hostler, Jersey City, has worked for the Erie since Oct. 6, 1905.

tent by motor trucks.

Bhutan, situated in the heart of the Himalaya Mountains, has an area about one-fourth that of North Dakota and has about one-half as many people as there are in that state. Its only avenue to and from the outside world is through India, and its commercial transportation is performed almost entirely by animal power. The construction of a railroad through the mountains would be extremely difficult and costly.

Oman, with an area about equal to that of New England and a population about equal to that of New Hampshire, borders the Arabian Sea for about 1,000 miles. Its exports—mainly dates, pomegranates, limes, and dried fish—are transported by camels to the seaport city of Muscat.

Yemen, bordering on the Red Sea, is about the area of Maine and has about double the population of that state. Transportation of its agricultural products and precious stones to seaport cities is almost entirely by camelback.

The prospect of railroads ever traversing these countries lies principally in the discovery of hitherto unknown mineral resources or the development of profitable agricultural crops through irrigation.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
M. J. Fedorka	Jersey City, N. J.	Div. Car Foreman	11- 5-28
Edward Havlicek	Omaha, Neb.	General Agent	4-16-24
E. A. Flescher	Minneapolis, Minn.	Commercial Agt.	4- 1-30
G. W. Sheridan	Jersey City, N. J.	Commercial Agt.	8-15-42

Erie Railroad Magazine

It 'Sees' Through Iron



Anthony J. Ceja, signalman from Warren, Ohio, demonstrates use of the Audigage flaw detector at a joint bar.

Science has enabled the Erie to overcome another bugaboo which used to be an unknown quantity in the railroad industry — the rail flaw at joint-bars and switch stock rails.

A sensitive, compact instrument, carried and operated by one man, finds the flaws. In this case we are talking about flaws within the

joint-bar limits of a rail and on switch stock rails.

This miniature flaw detector is not to be confused with the Sperry rail detector car, the passenger-size car which runs along the track to pick out the flaws outside the joint-bar limits. This car still is used, of course.

The Sperry car does not give

positive indication of failures within the joint-bar limits and on switch stock rail, but the miniature detector will find flaws without removing the joint-bars.

Flaws mean defective or damaged rail, and such rail has been known to cause accidents, which, of course, makes a flaw detector an extremely important item.

The Erie uses two types of miniature detector. One is called an Audigage and the other a Sonirail.

Both operate electrically. The Audigage operates by sound waves which are transmitted through earphones. A flaw changes the tone of the sound waves.

A quartz crystal is the heart of the Audigage. A film of oil is spread on the rail to be tested for better transmission. The pitch of the tone indicates the size of the flaw.

The Sonirail is similar but in addition has a meter which reacts to tone changes and thus provides visual as well as audible signals.

The units are used the year around. They also can be used in areas where the detector car is impracticable.

Before the hand detectors were made available, there was no method for checking joint-bar areas and switch stock rails for rail flaws. The small instruments have prevented many possible rail failures. Rails are replaced as soon as flaws are discovered, thus the defects are eliminated before they cause damage.



While Joe Byrdy, signal helper, applies a film of oil to the rail to improve efficiency of the instrument, Anthony J. Ceja, signalman, demonstrates use of the Sonirail flaw detector.

Although it has been almost 50 years since effervescent Charlie Dedrick of Port Jervis, N. Y., worked for the Erie, he still gets a big bang out of the few years he spent with our railroad.

Charlie was an operator at the west end of "The Hole" back around 1905, and he'll sit by the hour and tell you about the thrills he had on that job.

"The Hole" is the tunnel adjacent to the Bergen Archways in Jersey City through which our freight trains pass near our Jersey City terminal. Before the Archways were built both passenger and freight trains used "The Hole." Today only the freights run through it. Passenger trains use the Archways.

The Archways and "The Hole" enable our trains to get through the range of high hills which divides inland New Jersey and the Hudson River. In this article Charlie tells about operations through "The Hole" before the Bergen Archways were blasted out of the blue trap rock.

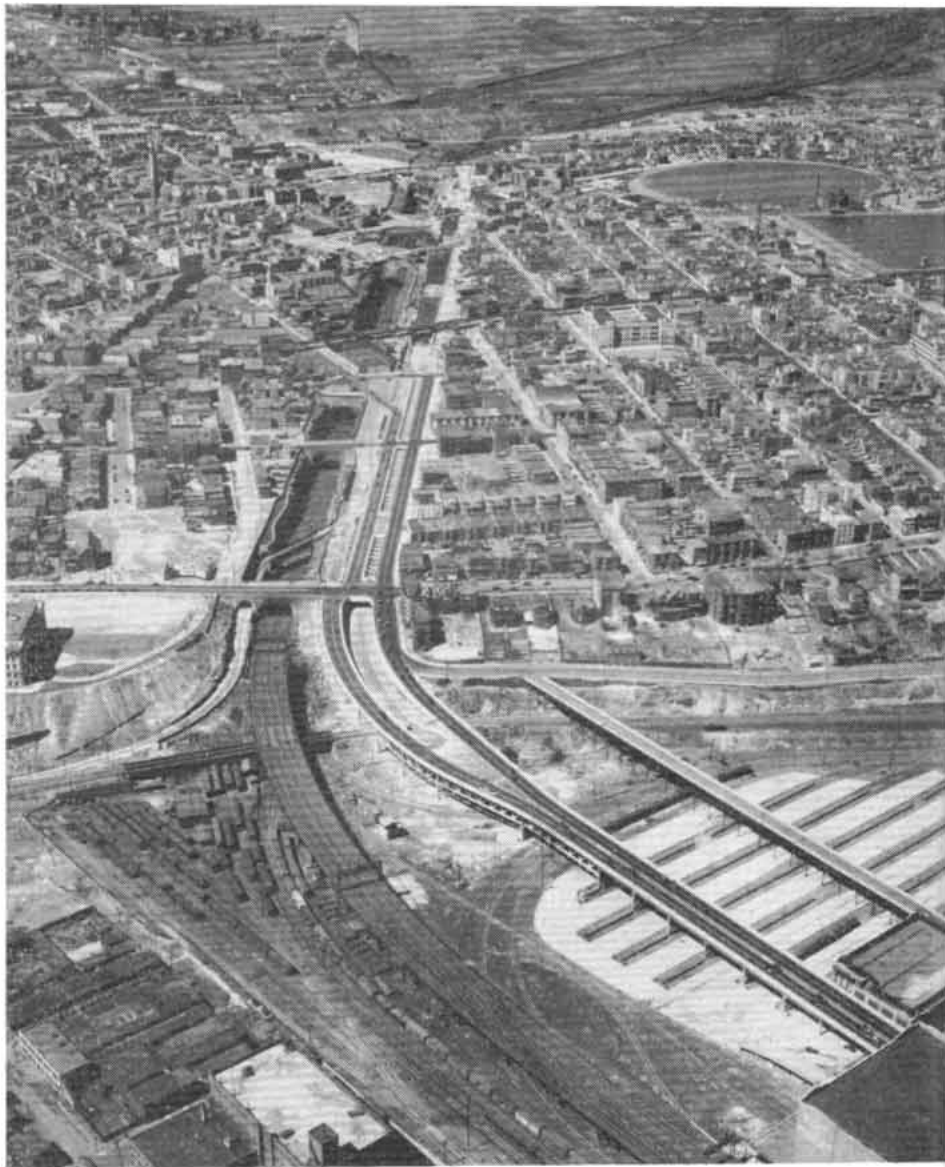
The Archways were started on Oct. 16, 1906, and the first trains passed through them on Sunday, June 12, 1910. Most of the work was done with dynamite. It was necessary to remove 500,000 cubic yards of rock and 160,000 cubic yards of earth. This job was done



Above is a ground level view of the Bergen Archways.

with 250,000 pounds of dynamite. The open cut is 4400 feet long and 58 feet wide with a maximum depth of 85 feet. Although the dynamite was used immediately adjacent to the seven-eighths of a mile long tunnel, the explosive was applied so expertly that the tunnel was untouched.

Before the Archways were



This spectacular airview of the Bergen Archways also shows the "Hole" mentioned by Charlie Dedrick in the accompanying article and part of Jersey City. "The Hole" is at the left of the lower entrance of the Archways. It is single track and is used by our freight trains. This picture was taken looking west.

'The Hole'

... former operator recalls
hectic days when trains
used Jersey City tunnel
before Bergen Archways
were cut through rock ...

carved out, the tunnel was double track. Today it is single track. The Archways have four tracks.

Charlie saw the first shovel of dirt removed for the construction of the famed Archways. The tunnel and cut are about a mile west of our Jersey City terminal.

Charlie's one of those enthusiastic "elder statesmen" who gets into everything. He knows everybody around Port Jervis, and he likes to take part in every community undertaking that pops up.

He also spends a lot of time around our Port Jervis station and yards chatting with Eriemen.

Letter Writer

Charlie also writes letters—to almost everybody and on any subject. He's interested in everything. That's how he happens to be featured in this issue of the Erie Magazine. He wrote us a letter.

The letter was so refreshing that we decided to share it with our readers. We'll just let Charlie talk. It's railroad talk, so some may not "get" it, but we feel sure that the railroaders will.

Speaking about his job as operator Charlie wrote, "During the winter of 1905, I learned to pound brass at IH and RJ Delaware Division, and on March 14 I went to Jersey City for the examination. I was offered a job as leverman at old BR Bergen Junction west end of 'The Hole', Jersey City, at \$50 a month for a 10-hour day.

"I got board for five dollars a week with a lovely family that made me get up early enough to get to church with them. And I had a girl who wrote to me every day and a pass so I could see her at least once a week. Wasn't life grand?"

"Old Bergen was an old 'Armstrong' type machine—all levers, even the signals. My first job as leverman was to stand on the platform back of the machine and help the regular man 'horse' the switches over by holding the one on either side and pushing with my foot. All switch levers had at least two switches, and Old 32 had five. In icy weather or snow we would have the switch tender loosen the bars on the switches so we could get over.

First Promotion

"After five months Jake Hoffman left, and I got his job from 11 p.m. to 7 a.m. at \$63 a month for only eight hours a day. Less than a month later we were raised

to \$70.

"At Bergen, as you know, there was no Bergen cut then, and everything in or out of Jersey went through 'The Hole.'"

"There were more than 100 passenger trains, main line and commuter, from 5:45 to 9 a.m. We used both tracks eastbound.

"This was in addition to the freights.

"It was bedlam, I tell you. The same was true at the 5 p.m. rush hour, of course, only in reverse.

"I might explain that we had the five lines to look after at Bergen Junction—the Newark Branch, the Greenwood Lake Branch, the main line including the Suffern and Waldwick suburban trains, the Hackensack Branch (New Jersey & New York) and then the Northern of New Jersey."

Now, while Charlie takes a breath so he can go into his grand finale, the editors would like to explain that Charlie was going back over a half century and perhaps did not remember his details exactly, but we have been reassured by others who remember those famous commuter rush hours. They were hectic, and Charlie describes them with a fine bit of color in a railroad man's language.

The Mad Rush

Charlie continues, "Now, at about five the evening rush. We had a bell on the wall and the dispatcher would ring one for main

line, two for the Northern, three for Newark. Just west of Bergen, where the Susquehanna crossed over the Erie, was KW tower. We would send a main line consisting of Hackensack and main line either Suffern or Waldwick hooked together with two engines. At KW the head engine would pull in a switch and the Waldwick train would go on, then the engine would back out, pick up her train and the Hackensack would pull out.

"While this was going on, we would let the Northern go up and then another double go down to DB at the Hackensack draw bridge where one would go to Greenwood Lake and the second to Newark. By that time we would let another up the Main Line. Then we'd start over again.

"Sometimes the dispatcher would ring the wrong bell, or we would count wrong, and then we'd all want to run for cover. A main line maybe would come boiling out of 'The Hole' and go flying up the Northern or over the crossover to Greenwood Lake with the brake throwing sparks all over the place. This would take six to 10 minutes to unravel, and by that time Jersey would be a mad house. Sometimes, you see, we'd have three or four trains between us and the terminal."

After a couple of years of this, Charlie went to work for the post office in Port Jervis. He worked

Charlie Dedrick (right) chats with Ray Farber, ticket agent at Port Jervis, N. Y., during one of his visits to our station there.





Charlie Dedrick is an extremely active person. Above is a picture of his vegetable and flower garden overlooking the beautiful Delaware River at Port Jervis, N. Y. Each Christmas Charlie plays Santa Claus to the children of Port Jervis, and he is shown here arriving in town on an Erie train from the North Pole.

there 46 years.

He's retired now, but only from the post office. He works harder than he ever did at community projects and his flower and vegetable gardens.

Vegetable Developer

He's always coming up with new flowers and vegetables and entering them in shows throughout the East. His latest find is a tomato plant which apparently grows fine tomatoes in bunches like grapes. He's trying to sell it to a producer.

He still has other memories of his railroad days. Like the milk trains. He says there used to be three of them each night about midnight. Each consisted of 12 or 15 cars of milk in cans and iced milk products which were shunted to our Pavonia Ave. milk sheds in Jersey City. There they were unloaded into large trucks drawn by four or six horses across the Hudson River to New York.

Charlie recalls that everybody drank milk then. When the men went home the tops of their lunch pails were full of milk skimmed off the tops of the cans, the ras-cals.

Also, Charlie remembers that brakemen were assigned to the head end of trains then to learn the railroad. Smilingly, he tells of how his railroad teacher would send him to the dispatcher to get a key to the tunnel.

Also, about 300 feet inside the tunnel along the eastbound track "a wonderful spring of the coldest and most delicious water gushed out of the wall about six feet from the floor. In summer one of us

would go in and get a couple of pails of it. There was a path of about three feet from wall to car-side. We would lay down if a train was coming."

The "spider" car was a platform on wheels high enough so that a couple of men on it could inspect the roof and sides of the tunnel for loose rock. Each trip was good for a number of rocks 10 to 50 pounds in weight.

Bubbling over with these mem-

Erie To Purchase 10 New Diesels

The Erie has announced plans to purchase 10 diesel-electric locomotives and has invited bids from manufacturers. Estimated cost of the locomotives has been set at \$1,638,000.

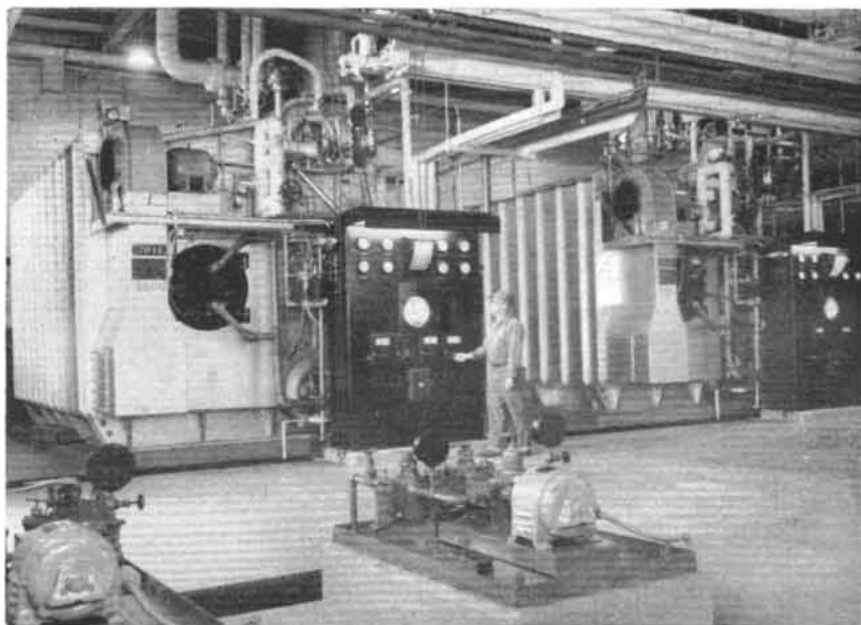
The 10 locomotives will include six 1600 - horsepower general purpose switchers and the other four are to be 1200-horsepower yard switchers.

Several of the new switching locomotives will be required to service the new General Motors stamping plant under construction at Mansfield, Ohio.

Radio communication between wayside stations and trains has developed rapidly in recent years. From 1948 to the middle of 1955, the number of radio-equipped wayside stations increased from 26 to 785.

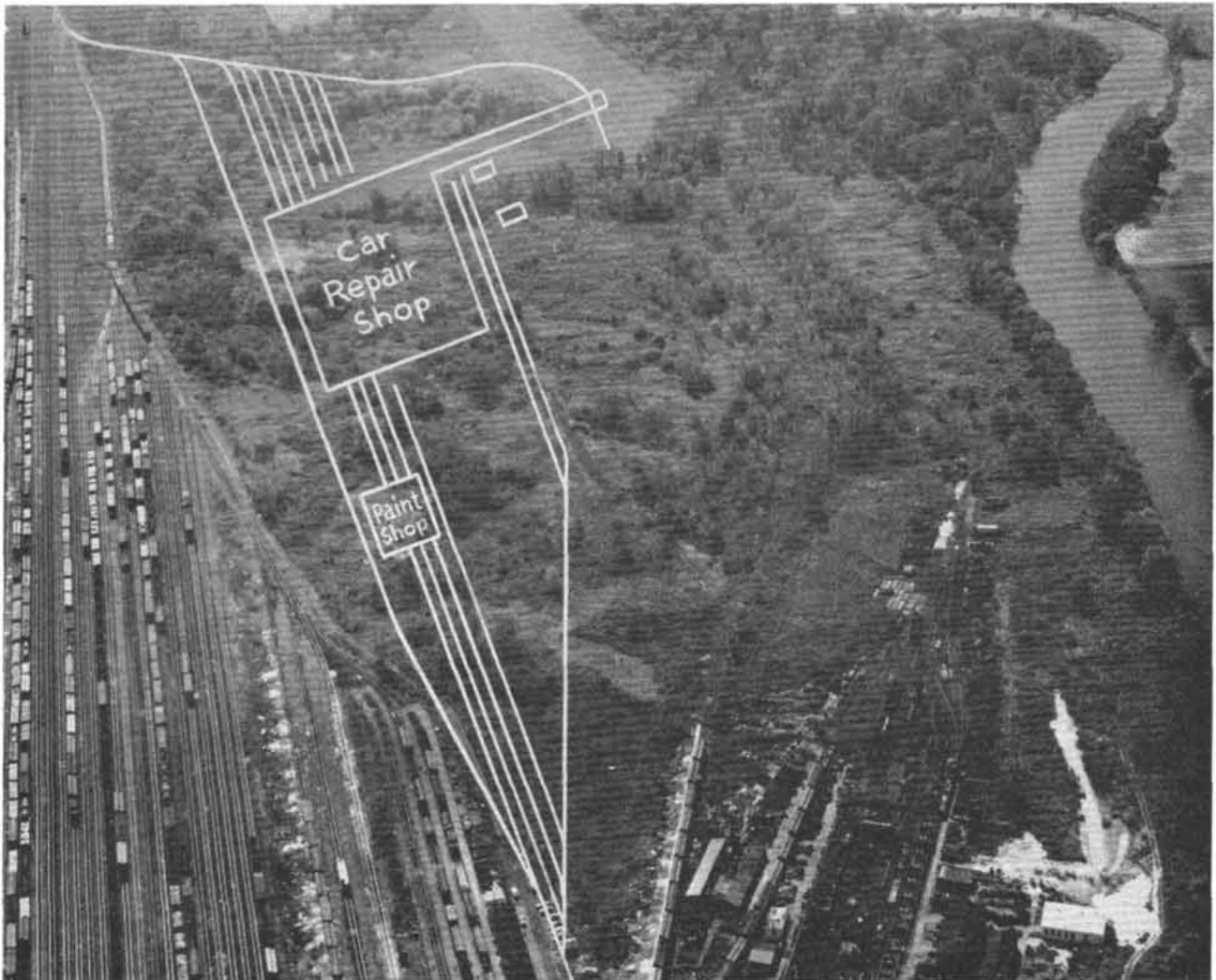
ories, Charlie wanted to continue, but we had to catch a train and get his story on the press so that railroaders of the modern era could read it and smile about a time when their predecessors really "roughed" it.

NEW HORNELL POWER PLANT



Our shops at Hornell, N. Y., have a new power plant. This picture shows part of the interior of the new facility. Heat and power for the shops is supplied by two new gas and light oil steam boilers which have been installed in the old blacksmith shop. The new equipment serves the diesel shops, back shop and store house.

Site of New Car Repair Shops



The site of the new car repair shops at Meadville, Pa., is shown in this airview. The white lines show where the shops and shop tracks will be located. At right is the scrap and reclamation plant which is one of the reasons why Meadville was selected for the repair shops. Many salvaged parts from the reclamation plant will be used in the repair shops. French Creek is on the right and the westbound freight yards are on the left. The picture was taken looking west. It is expected the new shops will be

completed in the fall of 1956. Employees at the old car repair shops at Dunmore, Pa., will be given the opportunity to keep their jobs by transferring to Meadville. The Erie will pay their moving expenses and will help them to find suitable homes in Meadville. The shops at Dunmore were so badly damaged by the severe flood in August that it was decided it would be too costly to rebuild them. A site on our main line for the new shops was selected in order to cut costs and increase efficiency.

Unintentional

Unintentionally the name of Walter Beyer, claims stenographer, perishable traffic department, New York, was omitted from the "Kamera Kwiz" feature in the October issue of the Erie Magazine. His reply to the question, "What can the railroads do to improve themselves further?", was, "Employees should cooperate with one another, and the result will be more efficiency and a better atmosphere."

November, 1955

U. S. Leads

North America has 36.8 per cent of the world's railway mileage, and 29.5 per cent of the world's railway mileage is located in the United States.

TOP MARKSMAN

Patrolman Stanley R. Vanderbeck, assigned to our freight yards at Croxton, N. J., recently had the high

average for individuals to take top honors in the North Jersey Police Pistol League contest. Patrolman Vanderbeck received a set of cuff links and matching tie pin as a prize for his victory

The hourly earnings of railway employees, based on straight time only, during the first five months of 1955 averaged \$1.955, compared with \$1.941 in the corresponding period of 1954.



Time To Apply For Scholarships

What plans do you have for your son or daughter who now is a senior in high school?

Would you like your son to be an engineer, doctor or lawyer? How about your daughter? Do you want her to be a famous dress designer, home economics authority or musician?

If you have such hopes, perhaps the Erie Railroad can help you through one of its five four-year college scholarships to be awarded next spring to sons and daughters of Erie employees.

As you no doubt know, our railroad awards five such scholarships each year. Fifteen scholarships already have been awarded to Erie children during the past three years, and the 15 winners presently are attending college.

If your son or daughter is eligible for the 1956 scholarship awards, they should be thinking right now about obtaining application forms to compete for one of these scholarships.

The postcards which you received with your final October paychecks should be mailed promptly in order to obtain the application forms. The completed forms must be in the hands of the Scholarship committee by April 1.

Some of the rules to remember are:

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

Boys or girls now in their senior year of high school who plan to enter college in the fall of 1956 are eligible to 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.

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 attend the college of their choice and select their own course of study.

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

The scholarships continue for four years as long as the winners maintain required standards of scholarship and conduct, and as long as the parent, step-parent or legal foster parent remains an Erie employee.

The 1956 winners will be the fourth group to receive the scholarships. When they enter college next fall a total of 20 students will be in American colleges throughout the United States via Erie scholarships. The first group is due to graduate in 1957.

Interested employees who have not received a card for requesting the application forms can obtain one by writing to: Chairman, Scholarship Committee, Erie Railroad Co., 1303 Midland Building, Cleveland 15, Ohio.



Workmen install wood risers over ties for the rubber crossing. The rubber slabs, a little more than three inches thick, then rest on these risers.

Cushion Crossing

rubber, similar to that used in tire treads, is used. The surface exposed to the elements and tires of vehicles has a diamond design

molded into it for skid resistance. Other features include shock-absorbing qualities. Flexibility of (Please turn to Page 34)

The world's first commercial application of a rubber highway-railroad crossing has just been made on the main tracks of our railroad across U. S. Highway 42 at West Salem, Ohio.

Considered to be a "problem crossing" by our maintenance of way officials, the crossing on Route 42 is one of the most heavily traveled in the United States. A constant stream of cars, trucks and trains batter the crossing around the clock.

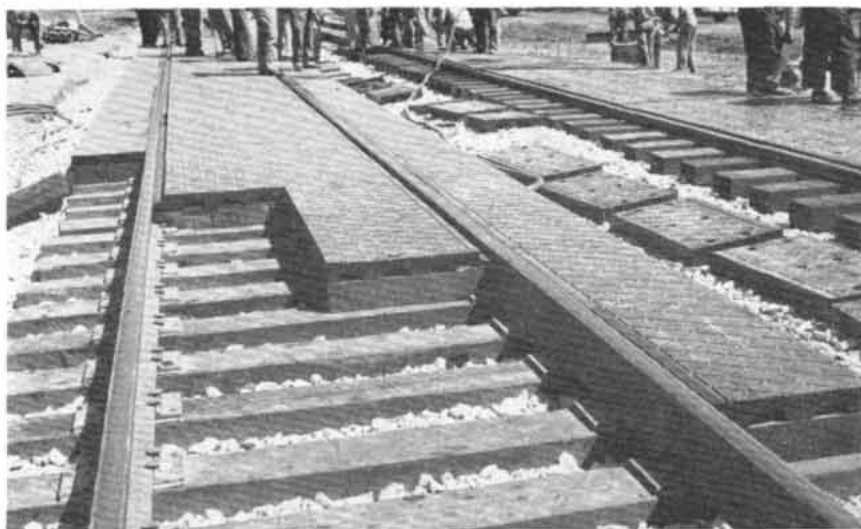
An experimental rubber crossing was laid on the Erie line in Akron a year ago by its manufacturer, the Goodyear Tire & Rubber Co. The rubber slabs that fit snugly around the rails show no apparent wear or deterioration after a winter and summer of tests.

Erie Railroad officials expect the rubber crossing to reduce maintenance cost and find that the experimental rubber crossing at Akron has provided a smooth, cushioned ride for motorists.

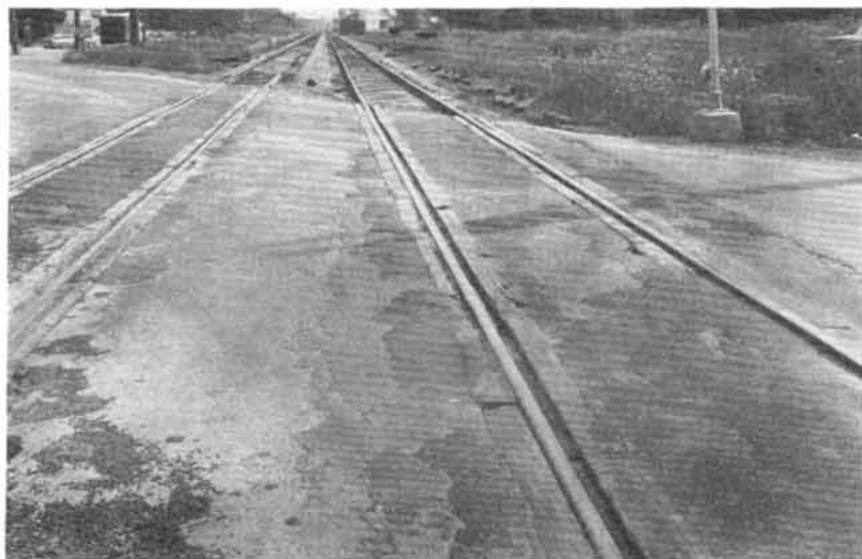
The rubber slabs were laid before an audience of railroad officials representing roads of the East and Midwest.

The new rubber vehicular roadway consists of slabs of rubber, with a seven-gauge steel supporting member embedded in the rubber, secured by bolts through railroad tie shims to regular roadbed ties.

Provided with tapered flanges, the rubber slabs are designed to make a water-tight-seal with the rails. Special tough, long-wearing



Above is a picture of the Erie crossing over U. S. Highway 42 at West Salem, Ohio, during installation of the rubber crossing. Below is a view of how the same crossing looked before it was prepared for the new rubber surface.



Once A Railroader, Always A Railroader

Although retired since 1948, John Driscoll, North Cuba, N. Y., former signal maintainer, still is a railroader and recently prevented a possible



Mr. Driscoll

serious freight train accident by immediately reporting a hot-box which he spotted from the porch of his home.

Mr. Driscoll was sitting on the porch of his home on North Cuba Road along our River Line when he noticed the smoking journal on a car in west-bound Train JC-77. He immediately notified the Salamanca, N. Y., dispatcher by long distance telephone who in turn notified the engineer of the train.

As the train slowed down at Hinsdale, N. Y., to cut off the crippled car, the journal broke but caused only minor damage.

There is little doubt that a major derailment was prevented.

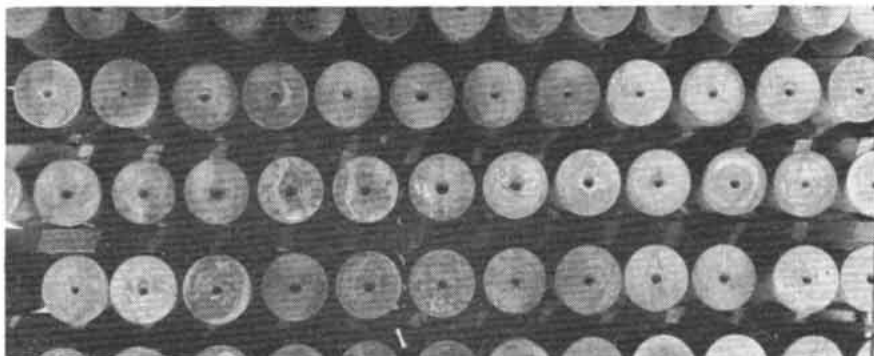
Mr. Driscoll received expressions of gratitude from several Erie officials and a paid-up membership in the Erie Veterans Association. He had worked for the Erie for 26 years.

Low Return

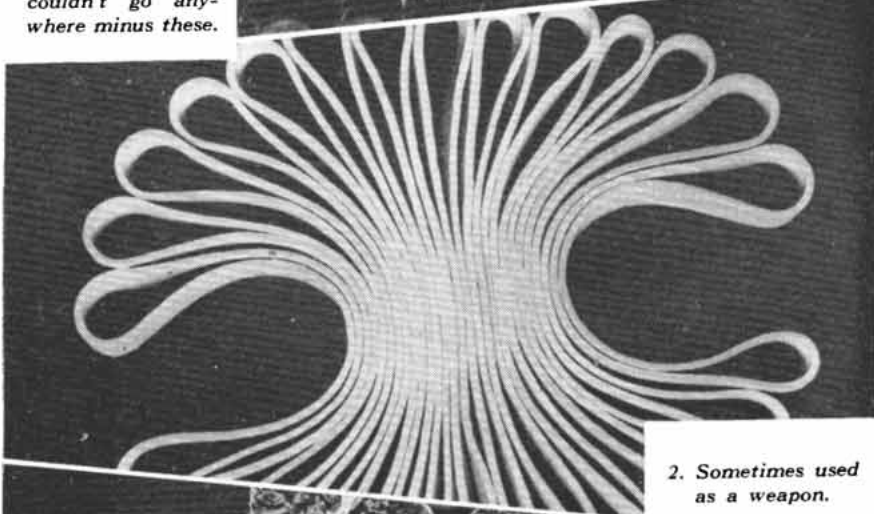
In the 12-months ended May 31, 1955, the rate of return on property investment in Class I railroads averaged 3.87 per cent—which is less than two-thirds of the six per cent which is regarded as the minimum rate of return necessary to maintain the good health of the railway industry.

There were 658 operating railroads in the United States at the beginning of 1954.

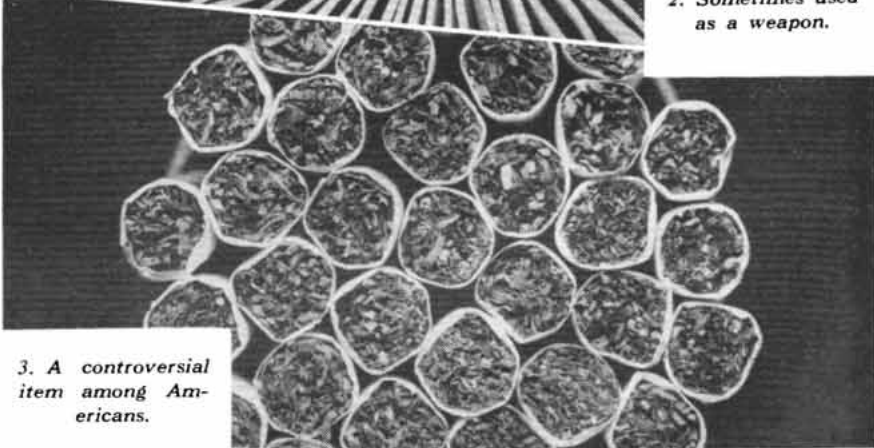
What's Your Guess?



1. Rolling stock couldn't go anywhere minus these.



2. Sometimes used as a weapon.



3. A controversial item among Americans.

Here's a picture quiz to test your knowledge of the Erie and railroading. Can you guess what these three pictures show? For answers, please turn to page 34.

LETTERS FROM YOU

Sir:

During our recent special movement from Combustion Engineering, Inc., Chattanooga, Tenn., to the Supervisor of Shipbuilding, Electric Boat Co., Groton, Conn., I had an opportunity to accompany this shipment over the Erie Railroad. I would like to take this opportunity to personally thank the Erie Railroad for the extremely courteous reception I was given by each and every railroader and for the excellent manner in which they handled this important shipment.

Between Dayton and Marion, Ohio, I lost a roll of film, which I considered an important loss. I reported this to a conductor between Marion and Kent and yesterday I received the roll of film and a very nice letter from C. P. Warner, the conductor between Dayton and Marion...

J. J. Berlinger, Supv. Traf.

Knolls Atomic Power Laboratory
Schenectady, N. Y.

Sir:

... It has been my experience to rely on the Erie Railroad for a fast dependable service and in one year of using your line for the movement of feed traffic to Dundee, N. J., I cannot cite any delay that could be attributed to negligence or delay. My experience with other eastern carriers has been otherwise...

J. N. Statler, Traf. Mgr.
Eshelman Grain, Inc.
Columbus, Ohio

Sir:

... It just so happens that I was brought up in Meadville, Pa. at the time when the Erie Railroad had its shops there. My grandfather worked as a mechanic in the shops, and an uncle was an engineer. For that reason I have always been interested in the Erie Railroad and have ridden it whenever I had the opportunity which, in these days of the airplane and automobile, has not been very often.

This past summer I spent a month



RETIREMENTS

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Harry A. Bachelier	Car Inspector	Port Jervis, N. Y.	7-31-55	22
Owen P. Beardslee	Agent	Starrucca, Pa.	9-12-55	46
Frank Blaskiewicz	Trucker	Jersey City, N. J.	8-30-55	28
William C. Butler	Carman	Avoca, Pa.	9-17-55	41
Josephine M. Carothers	Cashier	Meadville, Pa.	8-24-55	36
William W. Collins	Floatman	Jersey City, N. J.	8-31-55	32
Charles L. Cox	General Agent	Omaha, Neb.	9-30-55	39
Calvin V. Crane	Signal Maintainer	Port Jervis, N. Y.	8-31-55	42
Joseph J. DeFazio	Machinist Helper	Hornell, N. Y.	9-29-55	29
Lewis B. Diamond	Crossing Watchman	Sharon, Pa.	8-14-55	10
Charles F. Ettinger	Welder	Dunmore, Pa.	9-17-55	54
Frank Falco	Carpenter	Jersey City, N. J.	9-20-55	27
Karl M. Franz	Road Conductor	Meadville, Pa.	9- 8-55	40
Carl Fries	Electrician	Avoca, Pa.	8- 4-55	39
Vasil Gazdik	Carman	Dunmore, Pa.	9-17-55	38
John Gbur	Blacksmith	E. Buffalo, N. Y.	9- 6-55	48
Walter Gillies	Carpenter	Jersey City, N. J.	9- 7-55	28
Peter F. Gilroy	Carman	Avoca, Pa.	9-14-55	37
Harry Haight	Engineer	Avon, N. Y.	8-22-55	49
Perly L. Hall	Roundhouse Foreman	Avoca, Pa.	9-30-55	38
Leon Havens	Engineer	Hornell, N. Y.	9-12-55	52
Henry H. Hendricks	Road Conductor	Youngstown, Ohio	8-31-55	37
John F. Houseman	Engineer	Meadville, Pa.	9-19-55	52
Victor Kaczenowski	Trackman	Susquehanna, Pa.	8- 1-55	29
Harry L. Kightlinger	Engineer	Meadville, Pa.	9-13-55	44
Charles A. Lobravico	Interline Clerk	Cleveland, Ohio	10-14-55	38
Chester A. Murtaugh	Master Carpenter	Marion, Ohio	10-31-55	43
Ignatz Nagy	Welder	Dunmore, Pa.	9-21-55	41
Frederick Paulson	Carpenter	Jersey City, N. J.	8-31-55	28
Frederick P. Purdue	Engineer	Port Jervis, N. Y.	8-31-55	42
Joseph J. Quilter	Machinist Helper	Jersey City, N. J.	9-12-55	27
Fred Sauer	Train Yard Foreman	Marion, Ohio	10-31-55	42
Joseph B. Schaumburg	Blacksmith Helper	Hornell, N. Y.	9-30-55	37
Elias A. Sheen	Agent	Shohola, Pa.	9-21-55	44
Michael Stachewicz	Car Inspector	Buffalo, N. Y.	9- 6-55	47
Aldert Thiessen	Information Clerk	Jersey City, N. J.	9- 6-55	37
Abram Van Blarcom	Conductor	Jersey City, N. J.	9-19-55	50
Alfred F. Vorrath	Asst. Chief Clerk	Cleveland, Ohio	9-30-55	50
Laurence B. Wilson	Stower	Jersey City, N. J.	8-22-55	25
Fred Wormley	Section Foreman	Cameron Mills, N. Y.	8-31-55	49
George Zeuner	Conductor	Jersey City, N. J.	8-22-55	48

in Europe and upon my landing in New York, I took the evening Erie for Meadville. I was very favorably impressed with everything about that ride—cool, comfortable riding, courteous service, clean dining car, adequate and clean toilet facilities. I will continue to ride the Erie whenever an opportunity occurs.

Miss Priscilla Densmore
300 Ridge St.
Marquette, Mich.

Sir:

We just have to let you know what a wonderful time we had in New York. Your people took such good care of us from the moment we started until we were back home that we didn't even have time to have a worried second.

We were met by Mr. James [H. T. James, city passenger agent] before

the train stopped and he really took us in hand and showed us our way around. He spent so much time on us and made us feel so welcome that we loved him for it. We feel as though we've made a new friend.

It has been an experience which we will never forget. Thank you and your Erie Company for making it all possible.

Mr. and Mrs. D. G. McGowan
Sharon, Penna.

The average tractive power of locomotives of all types at the beginning of 1955 was 60,712 pounds, compared with 53,153 pounds in 1944, an increase of 14 per cent.

On the German National Railways there are sections of continuous welded rail up to 13.7 miles in length, according to TRAINS magazine.

ERIE VETERANS

Buffalo-Rochester

By Ruth Nise Munger

Wedding anniversary congratulations to the Halbleibs (33rd) and the H. Schultzes (32nd).

Retired Engineer Joe and Mrs. Loretan are in Florida for the winter. Retired Engineer George Fetzner and Mrs. now are living in Zephyrhills, Fla.

Walter and Mrs. Kemp vacationed in picturesque Dowagiac, Mich.

The Kinbacks are home after a vacation motor trip in the South.

Mr. and Mrs. Charles Lanza, Mr. and Mrs. George Cunio and Mr. and Mrs. H. Schultz were guests of the Steins at their summer cabin at Rushford Lake.

Get-well wishes to Engineer Holland. Also to Mrs. Clarence Smith who was hospitalized in Florida, and to Conductor Schneider who was injured in an automobile accident and confined to the Batavia Hospital.

Our sympathy is with John Thom, crossing watchman at North Tonawanda, whose wife died recently.

Congratulations to the Cybulskis who have a new daughter-in-law (son John's wife).

Meadville

By R. C. Miller

Dinner chairman for the Sept. 22 meeting of the chapter and auxiliary was Mrs. Harriet Thompson, assisted by Mrs. Marian Keibort, Mrs. Mayne Barker and Mrs. Louise Thomas.

Fifteen auxiliary members were guests of the Huntington Chapter recently. They reported having a grand time. Mr. and Mrs. Hargrove entertained with slide pictures.

A new chapter member is Roy Marceca.

Jersey City

By A. I. Raywood

November is election month for our chapter. We meet Nov. 9 at I. U. C. Hall, 38 Park Ave., Paterson, and have a willing group of members who have showed their interest by running for the various offices to be filled.

The results of the membership drive conducted by Chairman George Kalle and Vice Chairman Jack Hazzard are very encouraging. However, we still are endeavoring to enroll all employees in this district with continuous service records of 20 years or more.

As host for the system installation and banquet Jan. 21 in New York, our plans indicate that we will have a most interesting program. Chapter secretaries will be supplied with dinner tickets so members can secure them with little effort. For out-of-town visitors, we plan to distribute pamphlets listing places of interest, the best time to see them and what it will cost. We are fortunate in being

able to quote reduced rates for hotel accommodations for those who plan to stay more than a day.

For those who desire to place an ad in our program or have their names inserted as boosters, please write to Committee Chairman Jack Hazzard in care of A. J. Schilling, superintendent of employment, Jersey City.

Our slogan: "See you in New York in January."

Salamanca

By Hilde

The first dinner and meeting of the fall season was held Sept. 23 at Myer's Hotel. Following the financial secretary's report, there was a discussion of the local picnic, the system outing at Conneaut Lake and plans for fall and winter activities. A committee (Stanley Ambuski, Hildred Caldwell and Sam Minnecl) was appointed to arrange for a dinner-dance.

Chairman L. E. Rodgers showed colored slides taken on his vacation trip in Pennsylvania, West Virginia and Virginia. Many scenes were of the Shenandoah Valley, Monticello and Williamsburg, Va.; also the picnic in July and other chapter activities.

Eriemen Help Flood Victims

Reports of help from our employees to victims of the Hurricane Diane floods in August continue to trickle into the Erie Magazine office weeks after the floods had passed.

Bert Rimlinger and Russell Gries of our communications department took part in one such incident. On Aug. 19 they were in Lackawaxen, Pa., when a small plane landed on the highway back of our depot. The pilot told them that a small boy at nearby Camp Colang, a boy's summer camp, required an emergency operation but the camp was isolated. All roads were under water.

The Erie employees drove to Shohola, Pa., found a doctor, drove the doctor to Lackawaxen then took him to the camp via motor car over our tracks. The camp was evacuated later and no other information was available about the doctor's visit.

On another occasion one of our motor cars was used to carry equipment and supplies to crews at the huge Wallenpaupack Dam in the flood area. The dam could not be reached in any other way.

Show Stealer

The most popular feature at the third annual trade fair held at Jakarta, Indonesia, in August, was a model electric train in operation at the United States exhibit, according to a special dispatch from Robert Alden in the *New York Times* for Aug. 19.

The train—though operated electrically—was equipped with a steam locomotive which whistled frequently and emitted smoke from its stack.

Sixteen nations, including six Communist countries, were represented at the fair, but no other exhibit anywhere on the fair grounds attracted as much attention as did the little train hurrying around and around the tracks, with signal lights flashing and warning bells sounding at grade crossings, reported Mr. Alden.

So great were the crowds watching the miniature train that the entrance to the United

States exhibit often became clogged by young and old, and the train had to be brought to a halt at intervals, so the crowd would disperse.

Most of the people attending the fair had never seen anything like the miniature train exhibit, said Mr. Alden, and people of all ages were fascinated by it.

The United States exhibit also included a cross section of an American airplane engine, several electric sewing machines, two handsome American automobiles, a voting machine and a television set in operation.

Most of those attending the fair had never before seen television. "Nevertheless," said Mr. Alden, "it was the electric train which stole the show. It was a treat for the Indonesians and for Americans living in that far-away country as well."—From the *New York Times*.

S-D Day 1955

To Test Drivers

Thursday, Dec. 1, 1955, will be the second annual S-D Day, or Safe Driving Day. Its purpose is to demonstrate, again, that traffic accidents can be greatly reduced when motorists and pedestrians fulfill their moral and civic responsibility for safety.

It is sponsored by the President's Committee for Traffic Safety in cooperation with prominent national organizations.

The challenge to every community will be: *not a single traffic accident during the 24-hour period—in daylight or darkness.*

Thirty days of public educational activity will precede S-D Day, with national, State and local organizations of all types joining to combat traffic accidents.

Scorekeeping of fatalities will begin on Nov. 21—S-D Day minus 10—and will continue through S-D Day plus 10. Reports on the cumulative result will be published by the President's Committee.

Rate Man's Lament

If rates are found in item one
That means your work has just begun.

Refer to section fifty-four,
Then scratch your head and look for more.

If searching high and low should fail,
You'll have to use the mileage scale.
If distance from is greater than
The space between, reverse your plan
And try to get the shortest route
From up and down and in and out.
Section circle seven reads,

"If rate is less or else exceeds,
Use tariffs four and twenty-eight
To find the lowest rate of freight."
But all these rates are now taboo
Except in item twenty-two.

And even then they won't apply
Until effective bye and bye.
So don't look now, just hold the place,
And check for thirty days of grace.
Pages nine and ten define
The penalties for out of line.

But don't use them, at least not yet.
They might be further on upset.
Two plus two should equal four.
But section "P" might make it more.
X quite clearly marks the spot
But some are these, and some are not.
So use the rules of common sense
Except as changed in supplements.

—From *Boston & Maine Railroad Magazine*;
Author unknown.

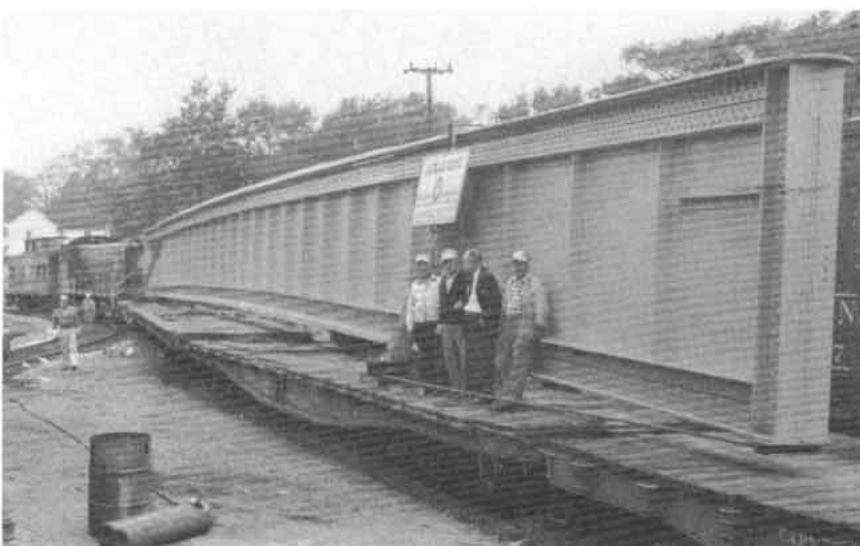
November, 1955



NAME	OCCUPATION	LOCATION	DATE OF DEATH
Armentl, Anthony	Crane Engineer	Marine Department	9-20-55
*Berry, Emil David	Watchman (Police)	New York, N. Y.	9- 7-55
*Bush, Harrison Onley	Tie & Timber Agt.	System	9-29-55
*Carpenter, Clyde DeWitt	Machinist	Meadville, Pa.	7-26-55
*Combs, Arthur James	Engineer	Kent Division	6-22-55
Crittenden, Merle Glen	Painter	Hornell Diesel Shop	9-19-55
Culligan, William	Checker	Marion Division	9- 2-55
*DeSanto, Rocky	Car Inspector	Dunmore, Pa.	6-18-55
Foster, Fred John	Clerk	Chicago Car Shop	9-11-55
*Harrison, John Francis	Yard Brakeman	New York Division	8-28-55
Holub, Mike	Ldg. Joint Car Insp.	Ferrona, Pa.	8-25-55
*Jackson, William Fletcher	Barge Captain	Marine Department	
*Jaehne, Edwin August	Chief of Divns. Bur.	Chicago (Traffic)	7- 4-55
*Karr, Forrest Myers	Crossing Watchman	Marion Division	7-20-55
*Liman, James	Section Foreman	Wyoming Division	6-16-55
*Magee, William F.	Chief of Pass. Bur.	Cleveland, Ohio	10- 5-55
*Mix, John Herman	Carpenter Helper	Allegheny Division	7- 5-55
Redgrave, Lewis Aloysius	Yard Brakeman	Jersey City, N. J.	8-11-55
*Roe, Homer Clark	Crossing Watchman	Susquehanna Division	9- 8-55
*Schwartz, John Henry	Draftsman (Structures)	Cleveland, Ohio	6-27-55
Shaw, Glenn Otis	Carpenter	Allegheny Division	8-16-55
*Shelton, Edward J.	Agent	Great Notch, N. J.	9-30-55
*Stout, Edwin Franklin	Interline Clerk	Cleveland, Ohio	7-31-55
Swably, Otto Augustus	Stationary Engineer	Marion, Ohio	9-16-55
*Tuttle, Charles Herbert	Interline Clerk	Cleveland, Ohio	7- 6-55
Van Gorder, Samuel Albert	Trackman	New York Division	9-19-55
Whitted, David Ernest	Engineer	Marion Division	8- 2-55
Williams, Hiram	Trackman	Kent Division	8- 9-55

*Retired Employees

We Handle Another Ticklish One



This big, awkward load posed a ticklish problem for our right-of-way and crews recently, but we handled it. The load consisted of two girders for a new Barge Canal bridge at Lockport, N. Y., near Buffalo. One of the girders was thought to be the largest ever cast, measuring 168 feet and eight inches in length. It was lashed by chain to four flatcars and originated at Ambridge, Pa. We carried it from Transfer, Pa., to Lockport. One of the tightest spots was near Gowanda, N. Y., where the girders had to be eased through a 70-foot tunnel and then down a severe five-mile grade. A similar load came through the following day.



MABEL FARLEY, telephone operator — "Employees should be pleasant, agreeable and accommodating. We should also tell our friends about the many nice places they can visit via the Erie."



Kamera Kwiz

QUESTION: What can employees do to win more friends for the Erie Railroad?

Our question of the month for November was answered by Erie employees at Port Jervis, N. Y.

Port Jervis is considered the westernmost point of our New York commuter territory. It is a terminal point on the Erie. A freight yard also is located here as well as small shops. Port Jervis also is the "jumping off" point for some of the finest summer mountain vacation country in the East.



F. J. BILMAN, caboose man—"Try to have the answers for passengers and shippers. That means you have to know your railroad."



JOHN ROSENCRANCE, track gang timekeeper — "Many times you have to go out of your way to be helpful. You might even have to take a stranded passenger to another station during a flood, for example."



J. A. MARKEY, trainman—"It's a good idea to meet every customer with a smile. Develop a likable personality, and remember that the passenger and shippers are always right." **AUGUST WIRTHS**, conductor—"Give the traveling public as much help as possible. Make passengers feel at home."

GEORGE LYSIAK (left), car inspector—"Whenever we have the chance we should talk about our good service. We should mention all our good points, like piggyback, the 'Flying Saucer' and radio." **FRANCIS BOHAN**, car cleaner—"We should try to work more efficiently."





At left, JOHN KOWAL (left), equipment operator—"We all can prevent loss and damage by doing our jobs right." HOWARD AVERY, equipment operator—"Beside doing our job right, we should have a good general knowledge of the operation of the railroad."



FORTUNATO ONOFRI, trackman — "Every time we get a chance we should talk to shippers and recommend Erie service."



LEROY SAYLOR, baggageman—"We should work smarter and go out of our way to be courteous to travelers and shippers."



At left, NORMAN HAMILTON (standing), clerk—"Many of our employees who deal directly with the public should learn more ways to help the public." RAYMOND BURNS, chief clerk—"We should cooperate more with other employees and learn to work better together."

MORGAN SWEENEY, operator and ticket clerk—"We can be even more patient and courteous with passengers. Put yourself in their place."



At right, HELEN MYERS, stenographer—"If we're neat and personable, our customers will come back." WALTER FITZMAURICE, chief clerk—"When we make a good impression and deliver on time, we don't have to worry about repeat business."



BOOK CORNER

Pat and the Iron Horse, by Polly Angell. Illustrated by Clifford H. Schule. E. P. Dutton & Co., Inc., 300 Fourth Ave., New York 10, N. Y. \$1.75. Added to Aladdin American Heritage Series. The story of German and Irish settlers in a small New Jersey community in the days of railroad building and canal boats (1840s).

The First Book of Trains, by Russell Hamilton. Illustrated by Jeanne Bendick. Franklin Watts, Inc., 699 Madison Ave., New York 21, N. Y. New edition. \$1.75. A story about railway equipment and signaling, shops, tracks, as well as railroadmen.

The Little Circus Train That Led the Parade, by Ralph Kelly. Illustrated by Walter Klett. The John C. Winston Co., 1010 Arch St., Philadelphia 7, Pa. 49 cents. Added to Magic Talking Book Series, with record "Song of the Circus" on the front cover. The story of a circus train's unspectacular performance until one day the train arrived at a place where the railroad track extended through the center of town and led the big parade.

Poor's Register of Directors and Executives. Volume 28. 1955. Standard & Poor's Corp., 345 Hudson St., New York 14, N. Y. 3,178 pages. \$84.

Mastering Momentum, by Lewis K. Silcox. Simmons-Boardman Publishing Corp., 30 Church St., New York, N. Y. 242 pages. \$5.75. A study of modern transport trends and their influence upon the equipment of American railroads.

History of the Brotherhood of Maintenance of Way Employes—Its Birth and Growth 1887-1955, by D. W. Hertel. Printed for the Brotherhood of Maintenance of Way Employes by Ransdell, Inc., 10 Independence Ave., S.W., Washington, D. C. 308 pages. \$3.50.

New Car

A new type of container car, fitted with 28 aluminum containers, was recently placed in railway service. On its initial run it carried enough flour for 150,000 loaves of bread. The car is designed for bulk handling of flour, chemicals and other powdered and granular products. It can be loaded or unloaded in one hour by one man using a small fork-lift truck. The separate containers can be filled on or off the car through an opening in the top. The contents are removed through a discharge door in the container.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

Some time ago I talked at a luncheon meeting of a large organization of wholesalers and sat beside one of the leading figures in that particular field. I knew him well as an old friend. But I was surprised to see him there because I had heard he had suffered a heart attack. Yet he seemed in perfect health and happier than I remembered seeing him in recent years.

I was surprised a second time when the moment for the invocation came and the toastmaster called not upon me, but him. I was impressed by his invocation, every word of which came from the heart, displaying great sincerity and depth of belief.

As we talked during the luncheon I asked him, "Jim, how do you explain the fact that you seem so healthy and vital and dynamic? After your heart attack people said that you were out of commission, that you were all through."

"Perhaps I might have been," he replied. "But then I learned to think right, and as I began to practice right thinking, things changed for me." Then he quoted a line from the 139th Psalm which he declared started his recovery: "How precious also are thy thoughts unto me."

"When they laid me on my back in that hospital," he continued, "and told me that I would be there for a long time, you can imagine how despondent I was! Then one day I picked up a Bible I found on my night table and aimlessly looked through it. I hadn't read the Bible in years, and to my surprise it interested me. It gave me comfort and a sense of peace I had not known. That particular passage started me trying to think the kind of thoughts I felt God wanted me to think. But I discovered that my mind was blocked by a mass of unhealthy thoughts; it was full of resentment and tension. I had acquired bad habits of thinking and living. The conviction came that I had to break these habits if I wanted to be well. And I was loaded down with anxiety, too. Perhaps that was my worst trouble.

"Well," he went on, "I just de-

cided to throw them all out. I had a mental and spiritual housecleaning. I threw out all my hates, my tensions, my bad habits, my anxieties. I did this by deciding I was through with all that stuff, and I meant it. It wasn't easy and it took time, but I did a thorough job on myself. You can't imagine how healthy I've become." And he repeated the word, "How precious also are thy thoughts unto me."

No doubt there are many people reading this whose thoughts are bogged down with all manner of unhealthy irritations, frustrations, annoyances, resentments, hates, angers, fears and worries. The adverse effect of such thinking upon health and effectiveness is well known. If you carry thoughts of this kind around in your mind for weeks and months, even years, how can you expect to be strong and healthy?

There is a simple practice which can help to change this condition. I like to call it the magic of creative thinking. It is simply the use of right thinking to permit the tides of spiritual power to surge through your mind, transmitting its health-giving effect to your whole being.

There is no easy religion or psychology. But I have found it very helpful to practice simple procedures. So, to employ the magic of creative thinking, I suggest the following:

1. Get and hold the idea that you can improve your condition.
2. Study yourself to see how your unhealthy thinking may be effecting your physical well-being.
3. Bring yourself to the point where you really want to break with your wrong thinking.
4. Then make the break in your mind. You've got to mean it. Actually do it by saying, as my friend did, "I'm through with all that stuff."
5. Ask God to help you, for you cannot do it yourself.
6. Believe that God is helping you.
7. Cooperate fully with your doctor, for this is a "God and the doctor" technique.

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RAILROAD SAFETY

Safety Personality of the Month

Our safety personality for this month is Patrolman Anthony S. Rutski who has compiled an outstanding safety record at Hornell, N. Y. Patrolman Rutski has been with the Erie for 35 years, and in that time has had no personal injuries. He is married and is the father of two grown children.

Asked how he has managed to avoid accidents, Patrolman Rutski said, "I believe I have managed to avoid injuries, because I have tried to develop the safety habit. This habit is developed by doing things right and being alert."



Patrolman Rutski

Good Employee Knows His Tools

Following are some rules for using tools:

Remember, a screwdriver is not a cold chisel. When you need a chisel—use a chisel, not a screwdriver.

If you have to use a screwdriver on a small unit, put it in a vise or down on a bench. Don't rest the unit in your hand and work on it in that position. One slip means a jab in your palm which won't improve your hand or your disposition.

There's a right and a wrong way to dress the end of a screwdriver blade. Grind the sides of the blade so that they will be parallel to the inside surfaces of the slot on the screw head. You want a good continuous contact. Grind the thickness of the blade so that it will fit the slot snugly. Don't make some trick wedge shape that will turn the screwdriver into a dizzy combination of ice pick and shoemaker's awl.

There is a right and a wrong wrench to use for every job. Be sure you have the right one.

Don't use pliers when you should have a wrench.

Make sure that the wrench you use is not sprung but that it fits the nut or piece to be turned snugly.

Always pull on a wrench in the

direction that the open jaws point and be sure you are braced or balanced so that if the wrench slips you will not be thrown off balance and fall. Badly fitting wrenches are also the cause of a lot of scraped knuckles.

10 Reasons For Safety

Ever think about just how important those 10 digits of yours are? They're mighty useful in just about anything you do. Take bowling, for instance, or eating or writing or turning the pages of a book or smoking or tying your shoes—the list is endless.

And because fingers are so busy they have plenty of opportunity to get into trouble. Here are a couple of examples:

While in the act of pulling a box car door shut, a trucker forgot to remove his hand from the door frame. A finger was severely smashed and had to be amputated. . . . While a trainman was riding on a side ladder without knowing what was in the car, he placed his arm over the end of the car. When coupling occurred, a load of ties shifted and fractured his fingers.

Take care. Protect those precious digits of yours by staying alert and keeping safety at your fingertips at all times.

the
LIGHTER
SIDE

NATIONAL SAFETY COUNCIL



From National Safety News
Published by
The National Safety Council



Puns "N" Patter...



AT ALL ERIE STOPS

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Herman Miller spent his vacation in Miami Beach and St. Petersburg, Fla.

Charles W. King, chief boat dispatcher, completed 50 years of service on Oct. 9 and was presented with a gold pass. When Charlie was on vacation in Florida recently he called on George Ullrich, former cashier.

Tom Lynch, former messenger, visited us recently, looking handsome in his Navy uniform. Has that Navy training given him the gift of gab!

We were happy to see that little charmer, six-months-old Margaret McGowan, daughter of Tom.

Frances King made a vacation motor tour to North Carolina, Virginia and Maryland. Edna Andrews spent her vacation in Atlantic City and Virginia Beach.

Happy Birthday to Clarence Johnson and Charlie King and congratulations to those having service anniversaries, Paul O'Neill, Ann Schreier and Ed Vreeland.

Congratulations to dad Emil Skupin and Aunt Lil on the engagement of Emil's daughter, Loraine.

STORES

HORNELL, N. Y.

By Donald Lindeman

It's a girl for the Clarence Coverts.

Ray Whiteny, sectional storekeeper, is back at his desk after a bout with a virus.

On Sept. 20 storehouse employees once more took advantage of the opportunity for free chest X-rays from the Red Cross Mobile Unit.

Marie Bowler, former employe, now

living in Meadville, was a recent Hornell visitor.

Harold Johnson, sectional storekeeper, spent his vacation in New York City.

Marjorie House, daughter of George House, general storekeeper, is attending Boston University, working for her master's degree.

June and Cyril Albaugh vacationed in Syracuse and Cazenovia, N. Y.

Our office was saddened by the sudden death of Harry Bush, retired tie and timber agent, Sept. 28, following a heart attack.

Birthday greetings to Dale Battles and Clarence Covert (both Nov. 23).

MARINE

By Jesse E. Baker

Capt. D. R. (Richie) Laus is building another motorboat, more streamlined than the *Captain Moe*, the one he built last year. The new boat will do better than 36 knots. He hasn't come up with a name for it yet.

Hans C. Jakobsen, retired marine yard rigger with 26 years' service, has gone to St. Petersburg, Fla., to live.

Barge Captains James D. Wood, John Thygesen, George Saunders and Michael Garguilo retired recently.

The three musketeers are in the woods again, Ed Wisniewski and Ed and Kenneth Farrell, deckhands on the tugs *Elmira* and *Hornell*.

The Federal Bureau of Immigration took over Ellis Island in New York Harbor in 1890 and two years later turned it into an immigration station. In 1897 the buildings were destroyed by fire. In 1907, the peak year, 1,285,000 immigrants passed through the station. Since the station was closed late in 1954, immigrants are screened before leaving Europe.

SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

Joseph B. Schaumburg, blacksmith helper, and Joseph De Fazio, machinist helper, retired late in September.

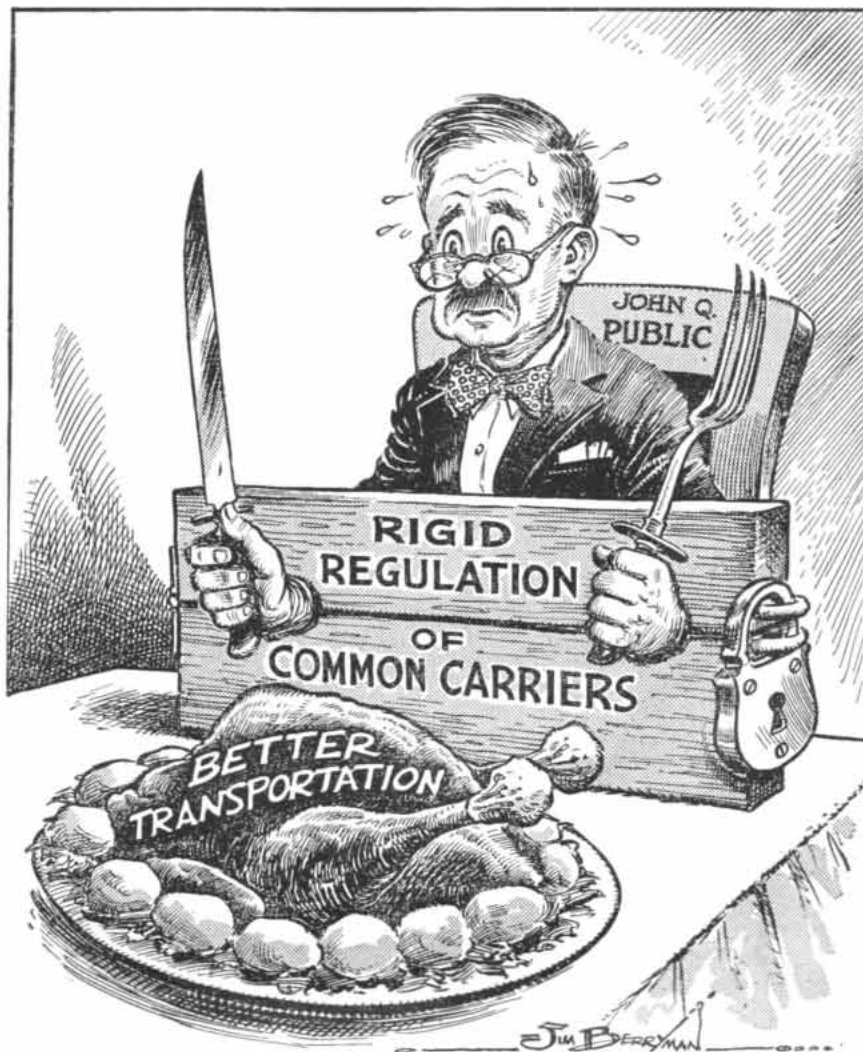
Sympathy is extended to the families of Paul Keene, New Milford, Pa., former machinist, and Merle Crittenden, painter, on their recent deaths.

BUFFALO DIVISION BUFFALO TERMINAL

By Ruth Nise Munger

On Sept. 17, John J. Wisnet, engineer on the Niagara Frontier Food

HANDICAPPED...!



Erie Railroad Magazine



alive today



*...because
they went
to their doctors
in time*

Many thousands of Americans are being cured of cancer every year. More and more people are going to their doctors *in time*. That is encouraging!

But the tragic fact, our doctors tell us, is that every third cancer death is a needless death...*twice* as many could be saved.

To learn how to head off cancer, call the American Cancer Society office nearest you or simply write to "Cancer" in care of your local Post Office.

American Cancer Society



Terminal run, was presented with a gold pass for 50 years of service.

Golden wedding anniversary congratulations to the **James E. Frosts** (Sept. 27). **Jim** is a retired engineer with 56 years' service. Two of their sons, **Jerome** and **Vernon**, are with the local Erie Police Department.

Margaret Higgins, telephone operator, is back on the job following an illness.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

John Bakker has returned from a vacation spent in Florida. On his way south, he stopped at Birmingham, Ala., to visit a brother in the Army. **John** recently bought a new Chevrolet and nearly succeeded in keeping the news secret till his co-worker **John Callahan** found out about it.

Andy Leishman learned about poison ivy the hard way when he picked up a troublesome case of it while working in his garden.

NEW YORK DIVISION

PASSAIC, N. J.

Joe O'Brien and family vacationed in New Hampshire. Baggage man **John Lucas** spent his vacation doing necessary repairs to his property.

Congratulations to **Joe Ruddy** on his recent marriage.

Sympathy has been extended to **W. Wagner** and family on the death of his mother.

Cards were received from **Charles Dalzell** who was on vacation in the White Mountains.

John Sees spent his vacation making local trips with his family. **Marcus V. Montagano**, as usual, spent his vacation in New England.

Vacation relief the past summer consisted of **Tom O'Dea** and **George Derner**.

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Vacations: **Mr. and Mrs. J. T. Corbett** toured in New York State. **Mr. and Mrs. George DePuy** went to Lake George and Delaware Water Gap. At the seashore were **Mr. and Mrs. Charles Mezey**, **Mr. and Mrs. Harry Giblin**, **Mr. and Mrs. Joe McGirr** and **Fred Murphy**. At Lake Hopatcong, **Mr. and Mrs. R. Smith**; on local trips, **T. C. Rooney** and **George Verhoest**; **Ralph Riccardi**, Montreal, Canada.

Recent visitors were **Myron Hendricks** and **Harry Coleman**.

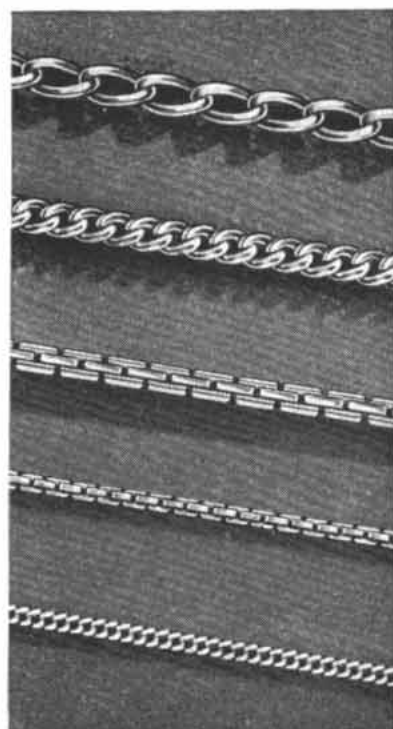
Sympathy is extended to **Mr. and Mrs. Winfield F. Wagner** (Passaic Ticket) on the death of his mother.

We welcome **Thomas Flusk** as junior clerk.

Nine more honorary engineers have been added to the Erie roster since the seventh birthday of **Bobby Billheimer**, son of **Mr. and Mrs. W. Billheimer**. **Bobby's** dad, the claim prevention engineer from Cleveland, arranged the awards and treated his son and guests to a ride to Jersey City and also a trip on the ferry before the party Sept. 3. Each child received a conductor's punch as a



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COMPANY**
ATTLEBORO
MASS.



memento. Among the guests were Jeffrey Pitcher, Margo Endres, George Wirth, Cornell and Bobby Christian-son, Joan Geary, Douglas Clubz, all of Radburn, and Barbara Boyan, Tenafly.

A cheery card now and then to Pete Mandelbaum, who is on sick leave, would be most welcome.

Speedy recovery is hoped for Joe Lusnia, our former stenographer, now with the general manager's office, who is at the Jersey City Medical Cen-

Suspension Bridge Employees—1915



In 1915 these employees handled the work at our Suspension Bridge freight office near Buffalo. In the picture are C. W. Rice, Agent S. Leviness, V. N. Stowell, H. Kilpatrick, Miss K. Behmer, J. V. Culliton, A. C. H. Nowers, B. Hogan, Dale Williams, Lillian Rassbach, L. Pruester, J. F. Wilson, H. D. Austin, Harry C. Moag (now in Cleveland as owner of his own firm), J. Denny and R. H. LeVaughn, now agent at Lockport, N. Y.

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ter at this writing.

Nice to have Carl Hansen, assistant chief train dispatcher, and Richard Young back after illnesses. Richard's mother is on the mend following an accident.

Mr. and Mrs. G. F. Raymus are proud grandparents of a boy, born to Mr. and Mrs. Donald Raymus at Passaic recently.

Mr. and Mrs. Harry R. Coleman attended the annual Ladies Night dinner at Flo Jean's, Port Jervis, of the Pike County Section of the Lehigh Consistory of Allentown, Pa.

We miss Alice Shama and wish her the best of luck in her new job in the division engineer's office.

Laura Elizabeth Burgun drops in to see friends here from time to time.

Friends of Joan Barbara Sanok, daughter of T. J. Sanok, assistant general manager, recently wished her farewell as she left to enter Elmira College. Joan was with the Erie's Bloomfield freight house forces and her training should stand her in good stead.

Phil Schmidt of the car distributor's staff returned from vacation just before the flood struck. He gave good reports of his friends who had to endure the storm.

JERSEY CITY FREIGHT CAR

By Bill Downes

D. H. Decker, division car foreman, has been promoted to shop superintendent at Susquehanna, Pa. Succeeding him here is M. J. Fedorka, formerly general foreman and wreckmaster at Susquehanna.

Stephen F. Filarski, chief car inspector for the past 25 years, passed

away in his sleep at home Oct. 1. Steve, who was 67, spent all of his adult life on the railroad. He was a parishioner of St. Paul's R. C. Church. A sister and a nephew survive him.

KENT DIVISION

AKRON, OHIO

Carol Carnes, daughter of C. D. Carnes, freight agent, has enrolled at Akron University.

Joe Mickunas, yard clerk, and wife announced the arrival of a daughter Sept. 21.

Helen Suhr, cashier's clerk, spent her vacation in Columbus and Marietta, Ohio.

Andrew Kavulla and family and Steve Toth and wife vacationed in Manistique, Mich.

H. M. Hall, assistant chief clerk, Revision Bureau, and wife spent a week at Round Lake and also attended the Wooster Fair.

L. V. Brownell, general foreman, and wife spent a vacation in New York State.

R. E. Snyder, rate clerk in the Revision Bureau, accompanied his wife and daughter as far as Chicago on their trip to Los Angeles to visit another daughter.

MARION, OHIO

Congratulations to outside caller K. W. Gasmire and wife on the arrival of a son.

We welcome Francis Gruber as messenger in the superintendent's office.

David McWherter, former messenger in the superintendent's office, has

Erie Railroad Magazine

been discharged from military service and has enrolled at Ohio State University.

Mary Margaret O'Donnell, accident clerk, spent the remaining week of her vacation visiting relatives in Gary, Ind., and Chicago.

MARION MECHANICAL

By Susan Baker

Sympathy is extended to the families of **John McDaniel**, retired boiler-maker helper, and **Joseph Hall**, retired machinist, who passed away Sept. 10 and 13 respectively.

We were all saddened at the death of **Otto Swably**, stationary engineer at our new powerhouse. **Otto** was injured fatally in an auto crash near Upper Sandusky Sept. 16.

Mr. and Mrs. A. G. Clemence (road foreman of engines) celebrated their 34th wedding anniversary recently.

A lovely wedding united **Leslie Irey** and **Joan Merrill**, Sunday, Sept. 18. **Leslie** is a machinist apprentice in the diesel shop.

Ray Strawser, general foreman, splurged and bought a new Buick, a four-door hardtop. **C. F. Shultz**, supervisor of motor equipment, drove into the parking lot a few days later in a new Oldsmobile.

Charlie Gruber, chief clerk to trainmaster, celebrated another birthday and took the rest of his vacation during October. **Charlie** is proud of the fact that he has no gray hair at the ripe age of "41."

Passing out cigars recently was **Arthur Watt**, electrician and proud father of a daughter.

R. H. Pauling, retired storekeeper, visited here recently. He has bought a new home in Toledo.

Gray Titus, night general foreman, probably will spend his vacation in court (jury duty).

A. H. Specker, trainmaster, and family vacationed in Tennessee, Florida and other points south. Stops were made at Lookout Mountain and the Atomic Energy plant at Oak Ridge, Tenn.

Charlie Dillon spent his vacation in Jersey. **Dale Flanigan** motored to Canada which happens to be his old hunting grounds. **Jimmy Eckert** diseled to De Ridder, La. **Homer Dixon** and **Leonard Kellogg** traveled to Mexico City. **Roy Thompson** to California where he hoped to do some deep sea fishing. **Fred Sanderson** lost his shirt at the "Little Brown Jug."

Birthday congratulations to **Sebastian Britz**, **Tam Clark**, **Sid Craft**, **Edward Crampton**, **Wallace Crizer**, **Jim Cross**, **Harold Darnell**, **Ivor Dodds**, **Tony Euliano**, **Elmer Garrison**, **Ike Graham**, **George and Harold Holloway**, **Don Jacobs**, **John Kline**, **Earl Klinge**, **John Lusch**, **Ivan McGinnis**, **Tom Nolfi**, **Art Paetzold**, **Nick Partipilo**, **Louis Pfeiffer**, **Charles Purdy**, **Elizabeth Ray**, **Paul Seaman**, **Paul Shuster**, **James Steele**, **Harold Thompson**, **John Turner**, **Dave Twigg**, **Milton Walker**, **Richard Winkle** and yours truly.

MARION DIVISION TRANSPORTATION

By C. R. Swank

Our sympathy is extended to **Ed**
November, 1955

Cullers, retired freight conductor, on the death of **Mrs. Cullers**. Also, we are sorry to hear of the death of **Byron E. Nance**, freight house foreman at Lima.

S. D. Michael, retired Bippus agent, and wife are on a trip to the west.

Understand **Wade Brodbeck**, assistant chief dispatcher, and **J. M. Moonshower**, assistant superintendent, joined **F. J. Mulligan**, superintendent at Youngstown, for a week's fishing in Minnesota.

R. L. Carter has returned from military service in Korea and Guam and resumed his duties as operator at Bolivar.

Byron Teeters is back on the job as night ticket clerk at Huntington after an appendectomy at the Huntington County Hospital.

R. M. Horn, rate clerk at Huntington freight house, and wife spent three weeks at Lake Gemerson in Indiana.

HAMMOND CONSOLIDATED

By Grace Connoles

Heartfelt sympathy is extended to **Sam Spiroff**, crossing watchman, and family whose four-year-old grandson, **Denis Phillip**, was killed by an automobile Sept. 23, and to **Ray Bentley**, train yard foreman, whose father died recently at home in Marion, Ohio.

With their vacations only sweet memories, **Elmira Schroer**, car department stenographer, and brother, **Armin**, clerk to general foreman, roundhouse, are back at their jobs. Among other places, they stopped at the Powerama in Chicago and also made a few bets at the Hawthorne race tracks.

Thomas J. Murphy, yard clerk, and **Jackie Feeny** were married Sept. 3 in St. Mary's Church, Griffith, Ind. Reception for 300 was at the Griffith Legion Hall. After a honeymoon trip



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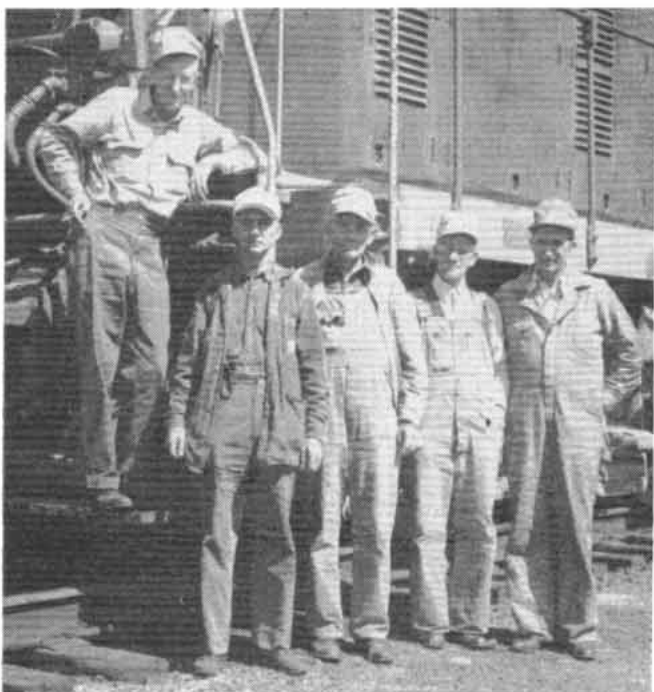
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Hornell Crew in New Territory



During the flood after Hurricane Diane when our railroad was disabled in the East, this crew out of Hornell, N. Y., ran one of our freights over a detour over the Delaware and Hudson and New York Central to Secaucus, N. J. From the left are Brakeman W. E. Moore, Flagman C. A. Ormsby, Conductor C. E. Robinson, Fireman R. C. Young and Engineer R. Green. A. Parks took the picture at Selkirk, N. Y.

to Atlantic City and Washington, D. C., they set up housekeeping in an apartment in Griffith. Tom served four years with the 72nd Combat Squadron of the Air Corps.

Assistant Rate Clerk **Allen G. Kindt**, wife and son did some fishing and stopped with relatives at Sault Ste. Marie, Canada, on vacation.

Freight House Foreman **Roy W. Elkins**, with his wife, sister and brother-in-law, made a motor trip to Kentucky, Tennessee, Missouri and Arkansas. At Little Rock, they stopped with **Mr. Elkins'** brother who has been ill for some time. Upon returning to Hammond, **Roy** and **Mrs.** took to the open road again for a visit with their daughter and family at Champaign, Ill.

Three of our men became proud fathers of sons in September. On the 5th, Fireman **D. W. Campbell** and wife welcomed **Daniel Keith**, 7 lb. 6 oz. (they have a three-year-old daughter, **Gail Diane**). On the 12th, **Dennis Ray** (4 lb. 10 oz.) arrived at the home of Leading Maintainer **R. C. Dixon**. The **Dixons** also have a daughter, **Deborah Rae**. The first child for Fireman **B. E. Carlson** and wife (**Lawrence Bruce**, 9 lb. 1 oz.) arrived on the 15th.

Car Foreman and Wreckmaster **John Urban**, wife and two daughters took advantage of vacation time to make a tour of Yellowstone National Park. They saw 42 bears in the park in one day.

Agent **W. G. Witwer** used part of his vacation to show son **William, Jr.** the sights of Little Old New York. They also stopped at the Erie holdings in Jersey City and saw firsthand some of the depredations of that vicious gal **Connie**.

Engineer **E. J. Boos'** tour of Louisiana included a stop at the Capitol and a look at "Old Man River" and the Huey Long Bridge. He also enjoyed some of that famous southern cooking.

Conductor **John M. Morgan** spent his vacation in Silver Springs, Fla.

14TH STREET, CHICAGO

By Chris Hardt

Jerry Dempsey, rate desk, and wife traveled via the Erie to New York and then on to their vacation destination, Lynn, Mass., where they saw much of the surrounding country that was flooded.

Sister Mary Jan (Adrienne Brynda), daughter of General Foreman **J. J. Brynda**, has been assigned as teacher at Saint Clement's School in Sheboygan, Wis.

John S. Steen, lieutenant of police here, and wife are parents of a daughter, **Lynde Marie**.

Mrs. Louise Surma, secretary-stenographer, who is on a leave of absence, recently became the mother of a daughter (**Carol Marie**). The **Surmas** reside at North Judson, Ind.

Lena Savage, comptometer operator, rate desk, and **Wanda Kelley**, cashier's secretary-clerk, held a bridal shower for **Joan Staff**, general clerk, Sept. 12.

We hope for speedy recovery of our chief clerk, **Edward H. Spitzer**, who is convalescing after treatment at the Alexian Bros. Hospital in Chicago.

On the same day that **Eddie Spitzer**

Erie Railroad Magazine



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Hornell Employees Shun Accidents



This group of employees in our back shop at Hornell, N. Y., worked through all of 1954 without a reportable accident. The accident dodgers numbered 64. Since they worked constantly with heavy machine tools and parts under conditions which require special alertness and safety precautions, their record is especially commendable and a challenge to other employees.

was taken ill, the father of **June Smith Rossnagel**, **Herley Ward Smith**, who operates a farm near Benld, Ill., was seriously injured in a fall from a ladder while working on a garage. He also is the father-in-law of our foreman, **Walter Slaughter**.

An office romance culminated Sept. 24 when **Joan Stalf**, general clerk, and **George Blaul** of the rate desk were married at the Hope Evangelical Lutheran Church after a short engagement. **Joan** is the daughter of **George**

Stalf, veteran car distributor at 51st Street, Chicago.

CHICAGO GENERAL OFFICE

By Denise J. Alkim

Those giddy newlyweds—**Bob Randall** proudly trotting to the office with dee-licious homemade pastry; and **Steno Barbara Siwik** with this sign on her desk: "Just Married—Better Re-Read Your Letters!"

Bob Voltz bestowed a sparkling gem



"JOE IS SURE GOING ALL OUT FOR A PULITZER PRIZE—SINCE HE BECAME A CORRESPONDENT FOR THE ERIE MAGAZINE!"

upon **Barbara Jucius'** left hand.

Mary Green, former bill of lading clerk, went through the "I Do" bit with **Bob Soderhelm** Sept. 9 in California.

Roger Kirtland admits he and **Susie Williams** may wear LohenGRINS soon.

Donna Henning has accepted **Al Anderson's** varsity ring.

Hey, bachelor gals, take heart! It's less than two months to leap year.

Honus Breland broke his shovel while pressing the ground around his

Lighter than leather! Lighter than rubber!

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| <input type="checkbox"/> Drafting | <input type="checkbox"/> Roadmaster | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> Section Foreman | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Mechanist and Toolmaker | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Mechanical Engineering | <input type="checkbox"/> Welding—Gas & Electric | |

Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount

new home in Wheaton. . . George Vizard enthusiastically is taking whistling lessons from Phil Bateman. . . Marge Ellis served jury duty in Criminal Court. . . Art Meinke, former city passenger agent, breezed in for a brief visit. . . Behind the steering wheels of elegant new cars sit George Lange, Al Roberts and Roger Kirtland. . . The other day the pollen count was "one" and it stayed with Nedra Troll all day. . . Helen Griffin shuffled off to Buffalo. . . While visiting us, Mark Hill brought his mother, Helen. . . Bob Voltz's brother Bill is the newest rookie in the mail room.

Birthday greetings to Bob Randall, Roger Hilpp, Ed Larsen, Edna Anderson, Bill O'Dea, Art Hofer, Hank Vandenboom.

MAHONING DIVISION YOUNGSTOWN FREIGHT

Belated congratulations are extend-

SHORT CUT to convenience!

Enjoy the convenience of Saving at any of the handy offices of 1st National Bank. There's one near where you live or work! (See telephone directory for locations.)



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,
BOROUGH OF TOTOWA, WANAEUE BOROUGH and WEST MILFORD
New Jersey
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

Retiring Engineer Gets Sendoff



A large part of his family was present to watch Engineer Roscoe R. Lewis, Warsaw, Ind., start his last trip before retiring recently. In the picture are, from the left, Mrs. Harold Kramer, a daughter; Mrs. Lewis, who accompanied her husband; James, a son; M. E. Brown, fireman, and R. D., another son who also is an engineer for the Erie. Mr. Lewis has more than 48 years of service with the Erie, and he and Mrs. Lewis are the parents of six children and have 10 grandchildren.

ed to Tommy Lundeen, chief rate clerk, who has received his bachelor of science degree from Youngstown University.

Among recent vacationists are Paul Moldovan and Tommy Swogger, Sr.

Dorothy Danks, who now is stenographer in place of Maureen Pierson, is the new correspondent for the magazine.

Best wishes to Antonina Cancilla who is wearing a beautiful diamond engagement ring.

MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR REPAIR SHOP

By R. C. Miller

Merle Sippy and Sam Browder are improving slowly after being hospi-

talized.

Bernard Schlosser and wife made a vacation motor tour to Virginia and Washington, D. C.

Wilbur Lucas celebrated another birthday in September.

Emery Holbrook now is in the boat business and is giving employees and friends free rides on weekends.

ACCOUNTING

AUDITOR OF DISBURSEMENTS

By Don Keister and Rita Talbott

Lottie Scholz spent a vacation in Miami Beach. Understand she sought a green bench, having heard wonderful tales about the results these pieces of park equipment might bring. Nothing came of it, but she had a wonderful time and urges everyone to see Florida at least once.

Beside being an authority on how to pick a long shot at the oval, Earle Smith claims to know the fine points of how to keep a good head of hair. He should catch a lot of business.

Mary McCarthy spent several days in Chicago and, to quote a local deejay, had a fabulous time.

L. L. Hopkins, wife and son John spent a vacation in Asbury Park, N. J. Hoppy says it was quite a ride on the Erie with the devious detours on account of the flood damage.

As we write this column, Lucille Arth is in beautiful Bermuda.

The Erie should be proud of its silent genius, Bill Fogelson. Seems that since the flood damage in the East, Bill has been working on the idea of an amphibious train. DAK is still working on a diesel-driven pencil-sharpener.

The women's bowling teams have some mighty strange names this season. Virginia Farson's team is called the A. A.'s (Ailin' Abigails for reasons too lengthy to mention). Agnes Fortunato's fortunes have been as-

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MACHINE SHOP

FOOT OF HENDERSON STREET

JERSEY CITY, N. J.

signed the name EGADS (Erie Girls Accounting Departments). Virginia bowled a 457 series early in the season, which looks good in anybody's league.

Welcome to Renilda Belden, key punch operator, who transferred here from Car Record.

Fred and Martha Talbot sampled the Erie's service to Chicago for a visit with friends and relatives. From there they went to Waukegan, Ill.

Pete and Pat Dedula spent a week's vacation in Ann Arbor and northern Michigan.

The voucher group is back to normal with the return of Bill Brockel after a brief illness.

Shiny Chevis still hold their place in the news. Mr. and Mrs. Frank Troyano added another 1,000 miles on their two-tone V-8 on a trip to the Province of Ontario, Canada. Arde Mann piloted his gleaming hard-top model to the Canadian National Exhibition with his wife, Janet.

Condolences are extended to Don Bundy and family on the sudden death of his father, Frank E. Bundy.

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets is back on the job after an eastern trip.

Patrolman Andrew Herrick is looking forward to the hunting season and says his dogs are ready for action.

Patrolman Robert E. Hamilton is having a home built and will have his easy chair by the fireplace this winter.

Patrolman Michael Melnyk has had a new stoker furnace installed at home and says this means he will have to wait a while for that new automobile.

The correspondent is about recuperated after the ball game at the Cleveland Crime Clinic clambake at Sunnybrook Gardens.

CLEVELAND FREIGHT

By R. M. O'Connor

Freight Agent C. H. Schlegel made the most of his three weeks' vacation. He sold his home in Girard and bought a new one in Parma Heights. He also has a new green and white Oldsmobile.

Among other recent car buyers are Chief Clerk Carl Grunwald (Pontiac) and Typist Joseph Smrekar (Nash Rambler).

O. S. & D. Clerk Ross Cratty and wife made a three-weeks trip to the west coast by train, stopping at Seattle, Portland, Salt Lake City and San Francisco.

Ticket Clerk Joe Gut and wife celebrated their 26th wedding anniversary during Joe's recent vacation.

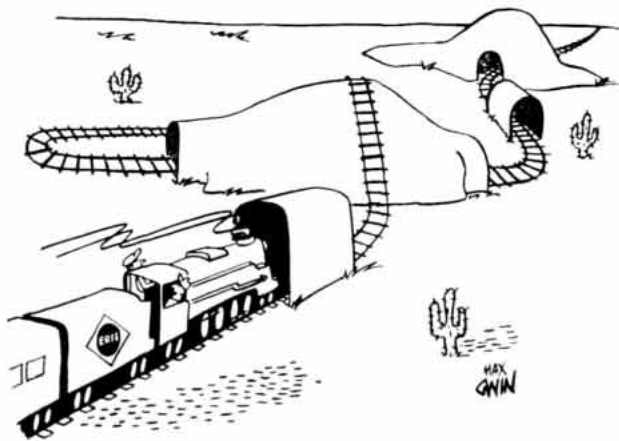
Visiting the extreme northern part of Michigan were Relief Ticket and Yard Clerk L. T. Preston and wife.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Bud Vanderhoof was re-elected vice president of the Sunday school basketball league. . . Nipper Trowbridge drove her new loveboat all the way to New York. . . Mozy Piacenti attended the world series. . . Bob Feb-

November, 1955



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- A PLANNED COMMUNITY: lovely winding streets; dedicated sites for parks, schools, churches, and shopping; all utilities!
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- INCREDIBLY LOW PRICES start at \$295 per lot — just \$750 down, and easy \$750-a-month payments!
- NO HIDDEN CHARGES — no interest, no taxes, no closing costs!
- IDEAL CLIMATE—average temperature 71.2° year 'round!
- HOMESTEAD EXEMPTION of \$5000 yearly; no state income tax!

bles behind a pair of new glasses. . . The country seems to be agreeing with the **Argentieris**. . . **Clarence Bush** visiting in Cohocton. . . **Don Clark** spent most of the summer painting his house. Understand his new theme song is "Don't Fence Me In." . . . **John Hitchcock** giving driving lessons. . . **Ruth Hunt** attended the State Fair at Syracuse with friends from Rochester. By the way, is that a new dent in her fender? . . . The bowling season started with the bureau having three teams in the league, the Lemenettes with **Harry Lemen** as captain, **Tom Hogan**, **Leo Harkins**, **Mozzy Piacenti** and **Fran Crook**, **Petersen's Volunteers**, with **Fritz Petersen** leading, **Angie Petrillo**, **Jim Cor-**

3 RECEIVE 50-YEAR PASSES



These three veteran Eriemen on the Western District recently completed 50 years of service with the Erie and received 50-year gold passes. At left is **George W. Mehrling**, operator, WR tower, Huntington, Ind. He has been with the Erie since Oct. 16, 1905, starting as an operator on the Marion Division, then working consecutively as agent-operator at Winfield, Ind., agent-operator at Palmer, Ind., ticket agent at Huntington and then his present job. Center is **Fred F. Roe**, agent at Akron, Ind., who completed 50 years of service on Oct. 14. He started as an operator on the Marion Division then worked as agent at Hepburn, Ohio, and at Ohio City, Ohio, before coming to Akron in 1929. At right **Charles D. Smith**, operator at RS tower, Rochester, Ind., started with the Erie on Sept. 21, 1905, as a painter at Huntington. Four of Mr. Smith's brothers were telegraphers also, and his father worked in our shops in Huntington, making six of the family working for our railroad at the same time.

RUST- OLEUM

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COMPANY, INC.**

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tese, Dick and Tom Halloran. **Bob Hillman** is captain of the Yankees with **Bob Argentieri**, **Jack Meehan**, **Bill Barnett** and **Zip Zannieri**. . . **Eula Watson** tried to leave her husband, **Watson**, stranded in Canada while on a recent visit there. . . **Harvey Miller** off with back trouble.

. . . Where was **Abber Burdette** when the coon hound bit him and how come the hound picked **Abber** instead of **Pebbles**? . . . **Cletus Brown** busy moving furniture. . . "Coke" **Cregan** driving around in his new Chrysler. . . What makes **Bill Moore's** nose so brown? . . . **Betty** and **Bill Leonard** got cheated out of their Huntington anniversary party. . . **Dumpy Donavon** painted his new house yellow. . . **Henry Drury** visiting in Jersey. . . **Delores** and **Karl Lindeman** vacationing at Keuka Lake. . . **Heinze Muhleisen** got his Saturdays mixed up. . . **Pauline Bove** carrying sour milk back from the diner. . . Understand **Bill Pawling** is now open for all kinds of MC jobs. . . **Jim Hilton** attended a wedding in Meadville. . . **Ed Dressler** visiting in Cleveland. . . **Paul Quartz's** favorite TV program is "Uncle Milt". . . **Harvey Schneegas** speechless after seeing Miss America, in fact it's the first time he has come back from a vacation without talking about railroads. . . Welcome back to **Fritz Singleton** and **Tom Page**. . . The new car craze is still hanging around the office with **Dave Delany**, **Woodie Woodruff**, **Martin Kendall**, **Fred Besser** and **Fritz Petersen** the latest victims. . . **Jerry Curran** reports the sand nice and comfortable while training at Ft. Eustis, Va. . . **Mike Winters** lost his last daughter, but gained his last son-in-law. . . **Mrs. Theresa Stack Lane** of Elmira, former employe, spent a weekend with **Mary Pollinger**. . . Several people reported that hay for those burners at Batavia was rather expensive. . . **Olga Nazar** trying to get a pack of butts for a nickel. . . Those Yankee fans made us turn our picture of "those" Indians to the wall. . . **Mary Recktenwald** invited to sing at the Legion mixed clambake. . . **Jerry**



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Truck Side Frames	Yokes and Draft Attachments
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Buckeye C-R (Cushion-Ride) Package Units	

THE BUCKEYE STEEL CASTINGS COMPANY
New York Columbus, Ohio Chicago

Vosburg celebrated his birthday anniversary by having some of the boys in for cards and refreshments. . . . Two farewell parties were held for Joe LaChiusa, now living in San Diego. . . . Arch Argentieri and Dumpy Donavon to Buffalo to see the fight on TV. . . . Russell Wastphal's wife won an all-expense trip to Bermuda for two. . . . Bud Wheeler and Jerry Curran had early morning calls to donate blood. . . . Walt Coston, coin authority, to Syracuse and Philadelphia to attend numismatists' conventions. . . . John Gibi having his house painted. . . . Betty Leonard on leave of absence. . . . A stag party was held at Jack Smith's for Angie Petrillo. He and Sandra Emerson were married recently. . . . Bill Arvison thinks I should mention something about all the yardmen who follow this column because it seems they don't have a reporter. . . . "In again, out again" Mac McInerney came back to work for a few days and then returned to school. . . . Little Daniel Wescott, 8 lb. 2 oz., has come to live with the Milt Shinebargers. . . . Dolores Lindeman received a letter from Joe LaChiusa in sunny California. He's working for Ryan Aircraft and sends his best to all. . . . Harold Hogue on police duty at the Grand Prix at Watkins. . . . Ed Gillette and Yours Truly attended as spectators. . . . The girls held a baby shower for Betty Leonard at the Country Club. . . . Bud Vanderhoof has bought a house on Washington Street. . . . Jean Leland has moved into her new house in North Hornell. . . . Missed Ed Shroyer with his new Buick. . . . It's boys for the Lloyd Angells and Stan Pidkowieczs. . . . This is the second year those Indians have lost fans in the bureau.

AUDITOR OF REVENUES

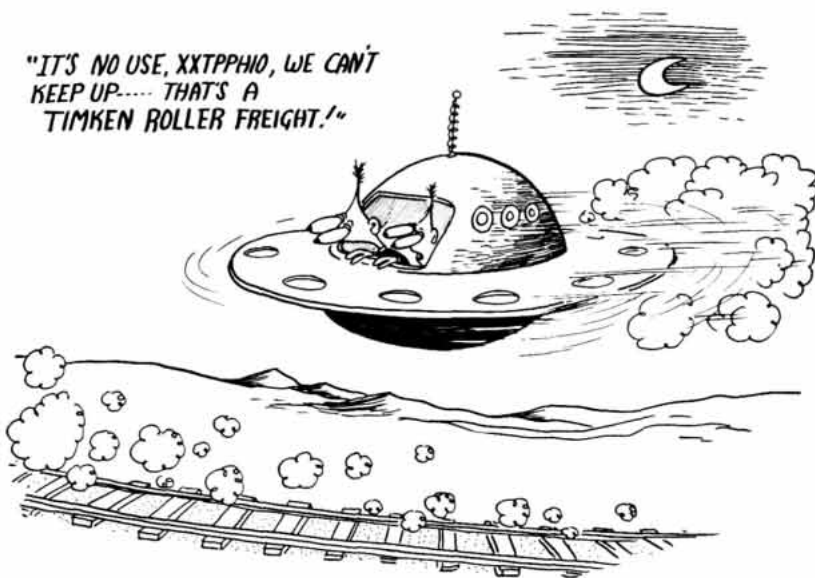
By Jimmy Murphy

A recent visitor was Jim Hunter, retired supervisor of the correction bureau. Jim suffered the loss of his sight a few years ago, but he would be the last to complain. One seldom meets a more alert and interesting person and he puts us all to shame with his cheerfulness and keen interest in people, sports and current events as made available to him partly by radio and in conversation with his wife and friends. . . . On the afternoon of Sept. 30, the entire department personnel assembled on the fourth floor to offer congratulations and extend best wishes to Interline Clerk Charlie Lobravico who was retiring. John Gillick served as spokesman for fellow railroaders in presenting him with a monetary gift, substantiating the esteem and affection with which Charlie is regarded. Assistant Auditors of Revenues T. P. Hennessy and Harry Rath and Chief Clerk George Huber also extended best wishes for a happy retirement. Charlie's co-operative attitude and friendly disposition have won him a host of friends whose first wish for him is the supreme gift of good health that he may enjoy his well-deserved leisure. . . . Having completed a course in group discussion leadership, John Gillick has been assigned as co-leader of a group in Lakewood Library discussing world politics. . . . Joe Bangert and Art Neff are enlarging their education by attending evening classes

at Lakewood High. Joe is taking a stenographic course and Art is involved in the intricacies of marketing, economics and accounting. Bill Maurer continues to burn the midnight oil in quest of an accounting degree at John Carroll U. . . . Best wishes for a long and happy retirement to Al Vorrath, assistant chief clerk in

the passenger bureau. Al celebrated his 50th anniversary with the Erie June 8 and plans for the future include miniature railroading, gardening, a little visiting and just relaxing. . . . Our condolences to Bill Stipe in the death of his father. . . . We are sorry to report that Joe Delaney, retired outbound interline clerk, died

"IT'S NO USE, XXXTPHIO, WE CAN'T
KEEP UP----- THAT'S A
TIMKEN ROLLER FREIGHT!"



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after a lingering illness. His many friends extend their sympathy to his family. . . **Jo Moran** is recuperating from an annoying attack of bursitis at her home in Clifton, N. J. We hope she will be back with us soon and that there will be no recurrence. . . It is with deep sorrow that we report the death of Traveling Rate Clerk **Alfred A. Hilk** at Akron on Sept. 26. Our sympathy to his survivors. We extend sincere sympathy also to Traveling Auditor **W. F. Carnegie** on the death of his father.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By Joe Barry

This Armistice Day we bow our



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Wash out after every trip or work day. Mention neck size. Colors: Blue, Blue Polka Dot, Red Polka Dot, White.

50c each; 5 for \$2.00
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Cleveland Softball Runners-Up



This team of Erie general office softball players won second place in its league in Lakewood, Ohio, a suburb of Cleveland. Back row, from the left, Jim Malloy, Frank Tracy, Don Glen, John Graham, Jack Riordan and Manager Byron Webster; front row, Jim Petonic, Steve Tischler, Mascot Eddie Hyland and Joe Bangert.

heads in silent tribute to our boys who made the supreme sacrifice. We will remember always our own Navy flier, Edward Cummings, who gave his all.

Birthday greetings to Margaret Cull, Bill Lund, Tom Collins, John Roach, Meta Murray, Ted Carlsen, Tony Gioiosa, Isadore Markowitz, Bob Doyle and Tom Hammond.

Service anniversary congratulations to Fred Zazella, Henry Kaegi, Charles Massey, Henry Schmidt and Tom Hammond.

"Welcome, Traveler," we say to

Charlie Dasch, Clayt Thompson and Seth Thomas, our traveling auditors. We also welcome Charles Walsh, inspector of demurrage.

Our westbound department, under the guidance of Bill Burke, "keeps 'em rolling."

Bill Carragher, Jr., son of the rate clerk, has been released from the Air Force and, as a carpenter, is building better homes for Mr. and Mrs. America.

John Wilson, our No. 1 Yankee rooster, was sweating it out to get that pennant, while our Cleveland



"A retired railroad conductor."

Y Membership Trophy Awarded



Earl Branning (second from left), general master mechanic, Hornell, N. Y., accepts a trophy won by the mechanical department during the YMCA membership drive in Hornell. From the left are Robert L. Smith, freight agent; Mr. Branning; Snead Low, Hornell Y general secretary, and J. R. Ebert, superintendent.

buddies in Mr. Manning's office probably were doing likewise.

Bob Walker is well shod. He took the kiddies out for shoes and couldn't resist the temptation to cash in, too.

John Sliwicki is out to explore the

world of digits under the G. I. Bill. The Erie can always use a good accountant.

Dom Auletto and Al Moscati have given up fishing and now follow the horses.

Back at his desk after a vacation in Breezy Point, Long Island, is Ed Doheny, well tanned. Tona Gioiosa vacationed in Red Bank. It's possible he may be the next mayor there. Pat Brignola arrived home loaded with post cards which he forgot to mail from Niagara Falls. The Kaegi family were on vacation at Cape Cod and Atlantic City. Jim Lenahan sun-tanned in Florida.

Please forget about those get-well cards. Understand the case of shingles at the McElhatten home was for the roof.

Narcisse Zacharias is on vacation. We expect her cards will tell us where.

The arrival of a new rate clerk was the cause of the hustle and bustle at the Ryan home recently.

Wedding anniversary congratulations to Maybelle and John Roach.

That beautiful lady in blue is our westbound typist, Ann Meigh.

Helen Wysinski has been reading a "do it yourself" book. She repaired a cement cellar floor.

Recent visitors were Russell Cook, son of Clinton and Bobby; the Roach children, Patricia and Barbara Jean, and three live wires, Dan, Martin and John Moffit, Rita and Dan's kiddies.

We cast our vote this month for Linda Hughes, daughter of Loretta and Jim.

CAR ACCOUNTANT CLEVELAND, OHIO

By Ella Carpenter

Muriel and Ed Singer were so fascinated with the wonders of Mexico last



Fibre Renewal Parts

- Highest Quality
- Accurately Formed
- Rigid Inspection
- Longer Life

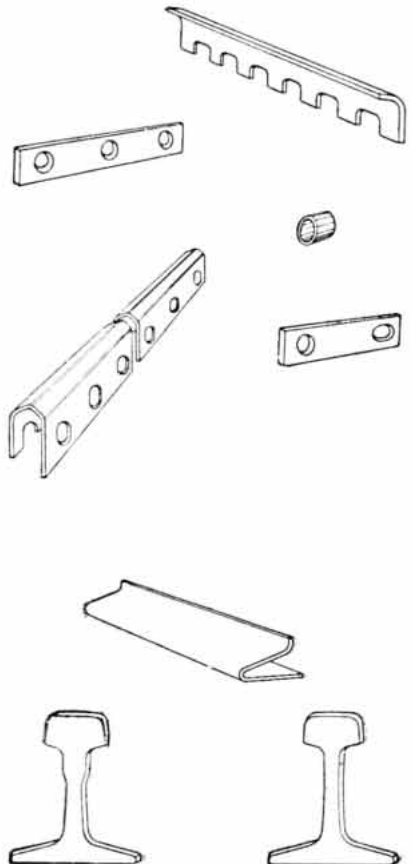
—Buy the BEST

—Buy RAJO

THE RAIL JOINT COMPANY, Inc.

50 CHURCH ST.

NEW YORK 7, N. Y.



year that they went to Taxco, Cuernavaca, and did a repeat on Acapulco and Mexico City this year.

Jean Brady is anticipating a trip to Dallas, Texas, to visit relatives, also to see for herself if it is as wonderful as the Texans claim.

Tilly and George Prell took an auto tour of beautiful Ohio and recommend it highly.

Congratulations to **Margaret and Frank Smith** on the arrival of their first son, **Michael Francis**.

Also to **Jane and Donald Maver** whose little girl, **Connie**, now has a

Grade "A" Crushed Stone,
properly prepared and
screened clean for all pur-
poses.

Quarry at Huntington, Ind.,
on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
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THE ERIE DOCK COMPANY
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Unloading Capacity 2,400 Tons per Hour from Vessel.
Storage Capacity at Randall, O., of 1,000,000 Tons.



"I know this road like a book. There's nothing within 30 miles of here."

baby brother, **Jeffrey**.

We were sorry to lose **Ed Peakovic** to Republic Steel but wish him lots of luck on his new job. **Rennie Belden** also left us and is working for the Auditor of Disbursements.

The rate of turnover in personnel hardly gives us time to get acquainted. **Joan DiLuzio**, key punch operator, and **Barbara Ebenger**, junior clerk, are the newest additions.

shape for the winter.

Bea Lyons visited relatives and friends in Buffalo and Hornell while on vacation.

RUBBER *continued*

pads breaks up ice formations and reduces crossing installation time. Steel supporting members are completely enclosed in rubber, and the pads can be readily removed and replaced.

J. S. Parsons, assistant chief engineer, maintenance of way, who followed closely the experiment at Akron and the installation at West Salem, predicts the new idea will lessen the highway-railroad crossing problem.

"Many of these crossings for a long time have been a source of special irritation to motorists," Mr. Parsons says. "The rubber crossings should build good public relations for railroads by eliminating rough bumpy rides at crossovers. The rubber crossings also should cut maintenance costs."

OPERATING

VICE PRESIDENT'S OFFICE

Frank Larrissey underwent an operation at St. Luke's Hospital recently. We all wish him speedy and complete recovery.

John McMullen, retired superintendent of the Car Department, who lives in Buffalo, stopped in the office, looking as chipper as ever.

Elmer Schneegas and wife have returned from a three weeks' motor trip to Florida and other points south. While en route, he spent some time playing his favorite game—golf.

Birthday greetings to **Walt Haire**, **Pete Kolp**, **Bill Middaugh**, **John Pfeiffer**, **George Wilhelm**, **Bob Willey** and **Harold Shaughnessy**.

Service anniversaries are being celebrated this month by **Tom Dockery**, **Edith McCaw** and **Harold Shaughnessy**.

Flo Haas spent some time during her vacation putting her garden in

Guess What Answers

1. These are stored freight car axles.
2. You've probably seldom seen them in this arrangement, nevertheless, these are rubberbands.
3. Nothing but plain old cigarettes.

The average number of crossties in a mile of main line track in the United States is approximately 3,000.

Erie Railroad Magazine

For every transportation task, there is *one* most efficient method. Nothing promotes efficiency like free and equal competition.



President Eisenhower's Cabinet Committee—after careful study—has urged modernization of transportation policy to save the public billions of dollars.



By restricting competition of both railroads and many trucks, outmoded regulation has foisted unrealistic transportation rates on the public.



The sooner these recommendations are adopted, the quicker you will realize the savings that always result from free and equal competition.

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MAN ON THE RIGHT TRACK



As track machine operator he helps keep Erie's roadbed in top condition. A well-maintained track insures a safe, smooth ride for everything that rides Erie's rails. He operates one of a battery of power machines that remove old ties, distribute ballast and hammer spikes—lay more new

track per day with less effort. His job is to help keep a smooth, well-maintained roadbed, so that the people and goods going in and out of Erie communities move over our tracks safely and on schedule. This is part of the over-all job of the Erie in supplying things that

mean better living for families depending on our railroad.

The Erie track machine operator is just one of 19,000 Erie men and women who are working together to bring better service and help contribute to the growth and prosperity of Erie towns.

AS ERIE COMMUNITIES GROW, SO GROWS THE ERIE



Erie Railroad

Serving the Heart of Industrial America