



**NEW
JOB FOR
PIGGYBACK**

OUR 52ND YEAR OF PUBLICATION

NOVEMBER 1956

The President's Page

THIS is my first message to you as your new President. As I take over this new responsibility I naturally have many thoughts and aspirations. Because you are so much a part of them I would like to share them with you.

I fully realize what a distinguished honor it is to be President of a great railroad like the Erie. I assure you I approach it with a deep sense of humility. I also realize that in an organization of this size, no one man can carry the load alone. Accomplishment can only come with the help and support of all fellow employes.

I have been around this railroad long enough that I believe I know Erie employes pretty well. I have seen the spirit and devotion with which they tackle their jobs. Over the years I have watched them take a growing pride in their railroad. This pride stems from the satisfaction of knowing that they have done a good and useful job and that they are associated with a progressive and enterprising organization.

The policies of past presidents have built the Erie into one of the finest railroad properties in the country. Tremendous progress has been made and millions of dollars have been spent to improve the railroad's physical condition. Today we have the equipment, the facilities and the personnel with which to do the kind of a service job our customers expect of us.

This combination of loyal employes and good working tools gives me a comfortable feeling of confidence as I undertake this new assignment. I am sure that by working together we can have a bright future and a challenging opportunity to make the Erie a still better railroad. With the help of all of you I shall devote my entire time and attention to that goal.

A handwritten signature in dark ink, reading "H. W. Van Weller". The signature is written in a cursive style with a large, prominent initial "H".



Erie Railroad

Magazine

Oldest Employee Magazine in Railroad Industry

Our 52nd Year of Publication

RAIL ENDS

Heat of summer can cause troubles to multiply, as one locomotive engineer can testify. It all began on a June afternoon when the engineer's train developed a hot box. He stopped the freight train, uncoupled the damaged car and then forgot all about the 25 cars behind it. He didn't discover his loss until he got into the yards, and then he had to back up all the way to pick up the cars. Back at the forgotten cars, he found a passenger train that had been delayed two hours waiting for him to collect his lost drag.

Summer nights are grand for sleeping outdoors and at least one man picked a railroad track for such a siesta. When sheriff's deputies found one of their more regular "clients" asleep on the main line of a railroad, his head resting on one rail and his feet on the other, they asked: "Don't you know that a train might run over you?" The drunk drowsily asked: "What time ish it?" Told that it was 4 a.m., he replied: "Then I ain't got nothin' to worry about, 'cause the engineer on that train always stops for me."

One train crew discovered that it had a skunk riding the rods but agreed to leave him alone and let him depart unnoticed. When the train stopped, however, an uninformed and zealous car inspector saw a bushy tail protruding from a journal box. He gave it a hard yank. The skunk departed, but not unnoticed.

Vol. 52, NO. 9

November 1956

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.

THE COVER — On our cover this month is a picture of our "Flying Saucer," Train No. 100, which probably looks quite unusual to anybody who has been watching Erie trains "go by" on our main line. The cars of piggyback shown are part of our new less-than-carload transfer operation at Akron. For more about this new service, please turn to Pages 6 to 9.



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

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The Team Moves Up

"A business succeeds not because it is big, or because it has been long established, but because there are men in it who live it, sleep it, dream it and build great future plans for it."

--Anonymous



P. W. Johnston
Chairman & Chief Executive Officer



H. W. VonWiller
President



M. G. McInnes
Executive Vice President

Management changes in the top echelon of the Erie family went into effect on Nov. 1.

The Erie board of directors, at their monthly meeting on Oct. 23, elected a new chairman and a new president. At the same time a new position of executive vice-president also was established and two new officers were named to head the traffic and operating departments.

Paul W. Johnston was elected chairman of the board and chief executive officer; Harry W. VonWiller, traffic vice-president, was made president, and Milton G. McInnes, operating vice-president was named executive vice-president.

David R. Thompson, assistant vice-president moved up to vice-president--traffic to succeed Mr. VonWiller, and Garret C. White, assistant vice-president became vice-president---operations, succeeding Mr. McInnes.

Robert E. Woodruff, who has been board chairman since 1949, retired from the post but will remain on the board as a director and member of the executive committee where his extensive railroad experience will continue to be an important influence in the affairs of the Erie Railroad.

Mr. Johnston will continue as chief executive officer until his retirement from active service sched-



D. R. Thompson
Vice President---Traffic



G. C. White
Vice President-Operations

uled for July next year, under the company's 65-year retirement rule. In the meantime, in addition to his duties as chief executive officer, he will devote a major portion of his time to the joint operating studies now under way for consolidating facilities with the D.L. & W., as well as details involved in the possible merger being explored by the Erie, the Lackawanna and the Delaware & Hudson Railroads.

All of the new appointees came up through the ranks, and have

long years of service and experience with the Erie.

Mr. VonWiller started with the Erie Railroad in 1923 as chief clerk of its Indianapolis traffic agency. He became a commercial agent in 1926 and was promoted to general agent at Springfield, O., a year later, moving in that capacity to Minneapolis in 1930.

He moved ahead rapidly through the positions of division freight agent, Youngstown, O., assistant general freight agent, Pittsburgh, and assistant freight traffic manag-

er in Cleveland. In 1939, he was appointed freight traffic manager in Chicago, and, 18 months later, to assistant vice president for traffic in the Erie's Cleveland headquarters. Mr. VonWiller has been vice president-traffic since July 1942.

He was born in Greensburg, Ind., on Aug. 11, 1896, and completed his early education in Indianapolis. Enrolled in an engineering course at Purdue, he left after a year and a half to work for the Big Four,

part of the New York Central System for eight years before joining the Erie.

The new executive vice-president, Mr. McInnes, 51, a native of Roxbury, Mass., started as a dock clerk in New York City shortly after graduation from Dartmouth in 1930. Subsequently he held various positions in the operating department in the Jersey City area, Hornell, Coming, Youngstown, Marion and Chicago, before becoming inspector of operation in

Cleveland in 1936.

Mr. McInnes was promoted to trainmaster at Youngstown in 1937, at Marion in 1938 and returned to Youngstown in 1939. Later that year, he advanced to assistant superintendent at Chicago, and moved up to superintendent of the Buffalo and Rochester divisions in 1940. During the next three years, he was assistant general manager of the Western District and later the Eastern district. He became
(Please turn to Page 9)

Meet Erie's New President

When Harry W. VonWiller was made president of the Erie Railroad on Nov. 1, he became the 25th man to hold that position. His climb to the top of the ladder climaxed 33 years of service with the railroad, all of it in the traffic, or as some would prefer to call it, the sales department. He has been vice-president of traffic for the past 14 years and was made a director of the Erie in 1954.

No one will doubt that the Hoosier-born VonWiller is the Erie's "Number One" salesman. His popularity and warm friendship are quickly apparent. Known as a tireless worker, he is enthusiastically selling the virtues of the Erie every chance he gets.

To be in the right places at the right time, getting business for the railroad, has taken him away from the office more than half the time. This means (as most railroad wives know all too well) that there is little opportunity to be at home with his family as much as he would like. Both his wife and daughter, incidentally, are named Roberta. Daughter Roberta, whom they call "Linny" to distinguish them, is now a sophomore at the University of North Carolina studying nursing. His family will be the first to admit, however, that with Harry's boundless energy and sense of duty to the railroad, it couldn't be any other way. And he will tell you, as he has told them, that to bring in somewhere between \$150 and \$200 million in business a year, or to induce new industrial operations like



President VonWiller

the Ford plant at Mahwah or the General Motors plant at Mansfield to locate on the Erie Railroad, a man just has to "get out on the road."

His business travels have taken him all over the United States and parts of Canada and Mexico. Last year he took his family on a trip through Europe and visited his grandparents' old homestead in Switzerland. Today at 60 he works harder than he did when he first started "pounding the pavements and ringing doorbells" trying to make good as a commercial agent for the Erie at Indianapolis back in the 1920's. His home town is Greensburg, Ind. Respected and admired by shippers and employees alike, he will go anywhere at any time

to get some extra carloads of freight for the railroad or meet with fellow workers at an employee gathering.

At the drop of a hat, he will be glad to tell you why he believes that "pricing of railroad freight rates to meet your competition where you find it" is one of the solutions to the railroad industry's current ills. He has given many lectures to shipping organizations and students of transportation on the subject. "Proper pricing of our product," he says, "is a realistic approach to our industry's problems and will help to insure a stronger and healthier railroad system in today's modern business world."

Or, if you prefer, he will be glad to talk to you about his rose garden, his fishing prowess, or his golf game which he says is "somewhere around a hundred, but I don't know just where." An ardent baseball fan, he spends many Sunday afternoons at the Cleveland Stadium rooting for the Indians.

With all of his business activities he still finds time to participate in community affairs. He is a regular churchgoer and actively serves as an elder of the Fairmount Presbyterian Church in Shaker Heights, Ohio, where he and his family have their home.

In his new job as president he wants everyone on the railroad to know Erie's aims well enough to make them common goals, namely, "give good service, get more business, increase our gross, control costs and convert gross to net."



Leaving the longest part of the train on the main track, the engine of Train No. 100, "The Flying Saucer," backs the piggyback cars it pulled to Akron past the freight station toward the piggyback tracks.

Versatile Piggyback

**... faced with problem,
resourceful Eriemen turn
to new service
for novel solution.**

If you had been in Akron last month at our freight house with your reporter, you would have watched Erie's "Flying Saucer," Train No. 100, come gliding in from the west -- and you would have been due for a surprise.

Back of the four powerful diesel units was a string of Erie's piggyback trailers on the now familiar-looking "king size" flatcars built especially for our piggyback service. Next came several boxcars.

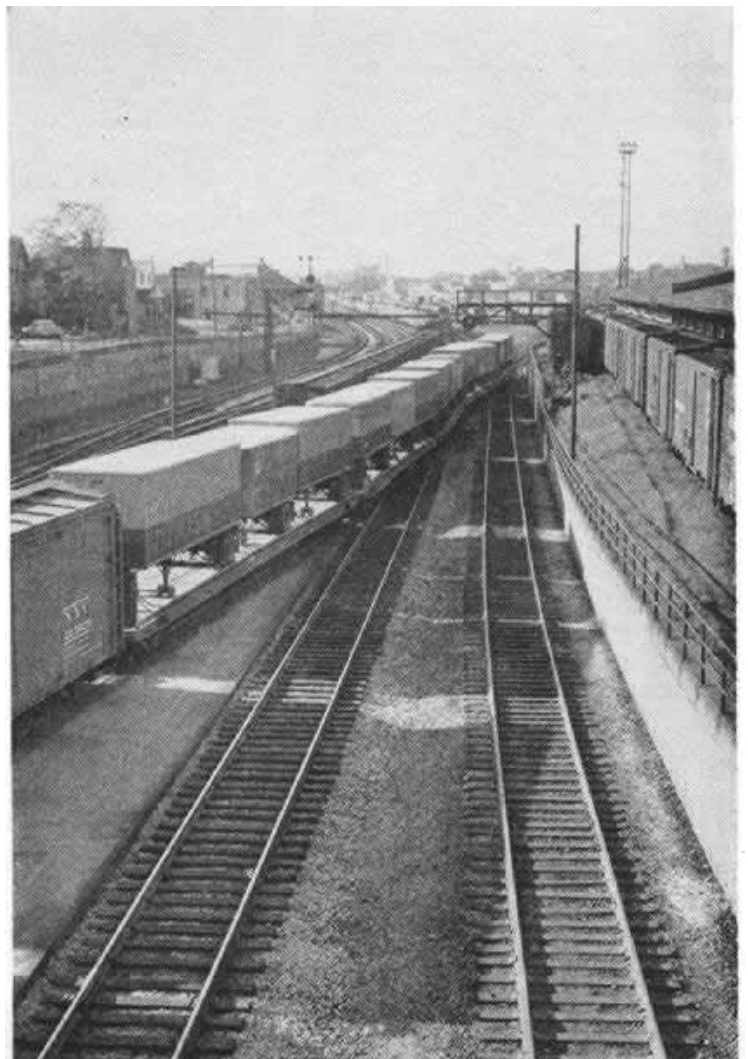
Then, if you were not prepared for the sight, your eyes would pop out of your head. Following the boxcars was a completely unfamiliar line-up of truck trailers, shorter than Erie's special trailers and three on a flatcar instead of only two.

The sight was not a mirage. You were looking at the Erie's brand new use for piggyback trailers for handling less-than-carload freight.

This new method was inaugurated by the Erie in September. Actually it is a substitute for handling LCL cars at our 14th St. Station in Chicago.

Akron is the hub of the new service. You might say that the Akron freight station has become Chicago's 14th St. Station because

The row of piggyback cars loaded with trailers which will be unloaded and then reloaded for delivery in Chicago is shoved back toward the piggyback track and the unloading ramp at Akron.



the, work that formerly was done at 14 th St. now is done at Akron.

How It Works

Here's how it works. Merchandise from the east bound for Chicago and to points west of Chicago is brought into Akron on various trains. There it is unloaded from the incoming freight cars, sorted according to delivery routes and loaded into trailers which have been backed up to the freight house platforms. The loaded trailers are driven onto the piggyback flatcars over the ramp at the west end of the station. The flatcars with trailers on them are then picked up by Train No. 77 and hauled west for the 375 mile trip to Chicago. There the trailers are unloaded at our 23rd St. team track.

Truck tractors pick up the trailers at the piggyback ramp at 23rd St. and deliver them directly to consignees, sub-stations and west-ern connections.

After making deliveries the trailers pick up freight for their return trips eastbound. These trailers are loaded on the piggyback flatcars which are then hauled by Train No. 100 to Akron--and we are back where we started. At Akron, of course, the transfer process is reversed. The loaded trailers from Chicago are backed up to the piggyback ramp, and a truck tractor hauls them to the freight house platforms where the freight is reloaded directly into the eastbound cars.

This innovation in Erie piggyback service is the result of an emergency and is a tribute to the initiative and resourcefulness of Eriemen.

Last summer, because of inadequate space at our 14th St. freight house for present business and for expansion to handle the growing volume of freight, it became necessary to find some way of meeting the situation.

The idea for the solution was originated by Joe Romanoff, supervisor of freight house operations, and was developed by the station service and freight claim prevention office. It was a novel plan, because it involved moving the operation 375 miles from Chicago to Akron. That sounds impractical, but it has proved workable and surprisingly satisfactory to date.

Use of Know-How

Thus the solution to the problem, though it still is considered to be temporary, is another compliment to Erie employees' trans-

November, 1956



The second phase of the new piggyback operation at Akron is shown here as the trailers from Chicago are hauled off the cars by truck tractor.

portation know-how and their skill in again coordinating highway traffic with the proved superiority of rail movement to provide better transportation service.

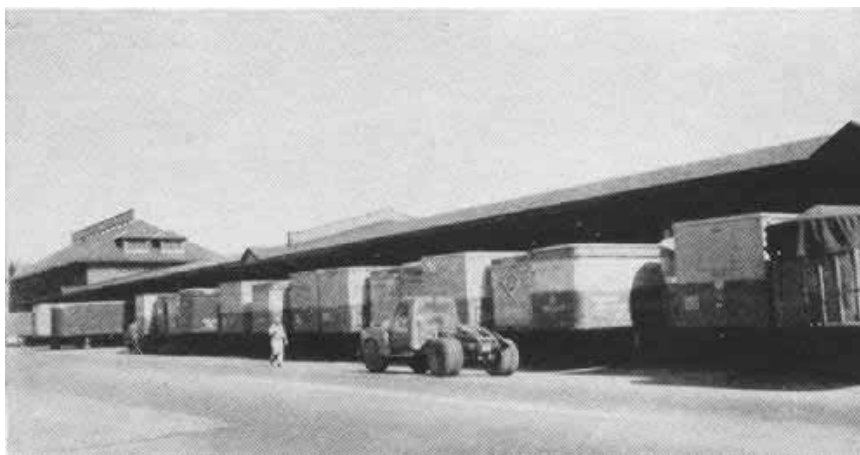
Ever since farmers tried to speed up movement of their produce to market by transporting their wagons on railroad cars, the railroads have been developing the idea in a variety of ways. Now the Erie is using the idea to solve a space problem as well as for our well-known regular piggyback.

The new Akron operation has been a pleasant surprise to Erie officials, and it also has received the approval of shippers. Since it still is new, it continues on an experimental basis and is being refined and improved daily. Ship-



Phil Finnerty, car inspector, loosens the tie-down equipment so the trailers can be pulled off the flatcars at Akron.

During the busiest part of the day at the Akron freight house the trailers are lined up hub-to-hub for the transfer operation.





The flexibility of the new piggyback transfer operation at Akron is demonstrated in this picture. At the left Steve Williams, trucker, is taking merchandise out of a trailer to a boxcar. At right in the same picture,



C. O. Ritter, trucker, transfers freight from a boxcar to a trailer. In the picture at the right, Trucker Ritter transfers another type of freight from a boxcar to a trailer.

pers in the Chicago area are especially pleased with it because they find deliveries improved and more dependable.

This service is available to almost all shippers in the Eastern half of the country. It is being offered to all shippers east of a line which would run approximately parallel to the Ohio-Indiana state line. However, only Erie stations in Indiana, and points in eastern Tennessee and Kentucky are served. Any shipments east of that line, including New England, and the southern and southeastern

states can be handled in this service.

Erie employees also like the new idea. Walter Slaughter, a foreman at 14th St., Chicago, who came to Akron to help set up the operation during its early weeks, believes the operation potentially is very promising. "We can give faster service from Akron, because there is more room here," he says. "We were too crowded in Chicago. In addition, this improves the situation at 14th St."

Eriemen Like It

C. D. Carnes, freight agent at

Akron, also is enthusiastic about it. "We know that this change has improved our westbound service, because some of our regular customers already have commented favorably on it," Mr. Carnes says, and adds, "Our employees like it, too, because work is steadier. We are in a better position in Akron to schedule work evenly."

The move from Chicago to Akron resulted in approximately 24 additional positions in the operation. All employees were retained. Employees involved in the work at Chicago were given their choice of staying there or moving to Akron,

There is a lot of activity at the Akron freight house these days since the new piggyback transfer operation was started as can be seen from the crowded station tracks in the picture at left below. At right below, Arlander

Jarmon, caller, hauls away a truck-load of merchandise as Hubert Van Cleave, checker, marks waybills at one of the platforms at the station. Of course, Akron continues to handle other freight as formerly.





OFF THE TRAIN AT 7:30 a.m., DELIVERED AT 8:30 a.m., that's the story of this trailer of freight moved via our new piggyback transfer service to Chicago. At left the trailer is shown being taken off the train at our

23rd St. team track, Chicago, and at right is being delivered to the Fairbanks-Morse Co., Chicago, an hour later at 1550 South State St.

but most of them stayed at 14th St. A small number did move to Akron to help in setting up the operation there.

The most gratifying result of the move to Akron has been the remarkably efficient transferring of freight from boxcars to trailers westbound and trailers to boxcars eastbound through the Akron freight house. Waiting time due to lack of space and manpower has been eliminated. The truck tractor which takes the trailers off the flatcars to the freight house for

unloading can return the re-loaded trailers back to the flatcars after placing the last eastbound trailer.

The busiest part of the day in the operation is from mid-morning to late afternoon. Train No. 100 arrives about 8:30 a.m., and after the trailers are switched over the high lead track to one of the Broadway St. team and piggyback tracks, the action begins. The westbound merchandise cars arrive at Akron on several trains through the day and night and are spotted at the

freight station doors on arrival.

So far this newest variation in hauling loaded truck trailers on the safer, faster and more dependable "highway" of steel rails has been successful. The ideal solution to the space problem at 14th St., Chicago, probably still is a larger, more modern freight house in that area. Therefore, the search for a satisfactory site for the new terminal will continue, but, meantime, our new service using piggyback cars will be watched closely for possible further developments.

MOVES UP continued

assistant vice president for operations in 1949 and was elected vice president for operations in 1951.

Started At 14

Succeeding Mr. VonWiller as vice president for traffic, Mr. Thompson, 56, is starting his 42nd year with the Erie. His first job was waybill clerk at the age of 15 in New York City. He advanced through various clerical positions in the traffic and operating departments until 1922 when he became a commercial agent in Kansas City, Mo. Subsequently, he was general export agent at New York, 1924; foreign freight agent, Chicago, 1927; general agent, Minneapolis, 1931; general eastern freight

agent, New York, 1936; assistant general freight agent, Pittsburgh, 1938, and freight traffic manager in Chicago, 1941. He has been assistant vice president for traffic at Cleveland since 1942. Mr. Thompson is a native of Paterson, N.J.

Mr. White, 49, the new vice president for operations, started as a stenographer in the superintendent's office, Jersey City, in 1925 and advanced through various clerical positions in the operating department at Youngstown, Salamanca, N. Y., and Huntington, Ind., until his appointment as inspector of operation at Cleveland in 1938.

He was promoted to trainmaster of branch lines in Jersey City the following year and went to Port Jervis, N. Y., 1940, and Marion, 1941, in that capacity. Later in

1941, he advanced to superintendent at Buffalo. He was commissioned a lieutenant colonel in 1944 and served in the European theater with the Army through 1945. On his return, he became superintendent of the New York division, moving up to assistant general manager at Jersey City in 1948 and general manager the next year. He was promoted to assistant vice president in the Erie's headquarters in Cleveland in 1951. Mr. White was born in Midland Park, N.J.

Of the 391,600 miles of track operated by the Class 1 railroads in the United States, approximately 60,000 miles, or nearly one out of every six miles, are required for yard switching operations.

Fireman With A Byline

After a day in the cab of a diesel locomotive, Jimmy O'Neill, fireman at Youngstown, Ohio, likes nothing better than getting behind his typewriter and knocking



Locomotive Fireman-Author Jimmy O'Neill beams his friendly Irish smile down at the photographer from his seat in a diesel cab.

out short stories.

Unusual as it might seem, writing and railroading seem to be an ideal combination of vocation and hobby for the smiling, friendly Irishman with the quiet grin.

Jimmy says that he loves his railroad work and wouldn't give it up for the world. The writing is a perfect spare time occupation, and it enables him to earn "pin" money, too.

The young author's pastime is not only an intellectual satisfaction. It is of practical value, too. Jimmy has sold 11 of 12 stories

he has submitted to one magazine. Although the financial rewards have not been sensational, they have been welcome indeed and have paid for a brand new typewriter.

The young fireman, now 37, took up writing while serving in the U. S. Navy. In his spare time in the Navy he wrote just because he liked it. He served for two years during World War II in the South Pacific on Green Island, New Caledonia and in Japan. He was a chief petty officer.

Immediately after he was released from military service after expiration of his period of enlistment, Jimmy entered the Radio Institute of Chicago where he studied commercial and dramatic script writing and voice.

Speaking of voice, Jimmy also is an Irish tenor of no mean ability. As a matter of fact, Jimmy emphasized the voice study in school. As you might guess, Jimmy is quite busy on St. Patrick's Day, entertaining his fellow Irishmen at their celebrations at banquets and clubs.

After coming to work for the Erie, Jimmy worked for a year and a half in our diesel shop at Youngstown. For the past five years he has been a diesel fireman on switchers and road engines.

In his stories, Jimmy uses many of the names of his fellow Eriemen. These have included Joe Franko, engine dispatcher; Bill Drummond, engineer; Bill Pierson,

engineer; Frank Osborne, shop foreman, and Bill Rhinehart, brakeman. All of the 11 stories he has sold to date have been mystery stories.

Jimmy says he spends about 12 hours a week writing. His ambition is to sell to national magazines like Collier's and the Saturday Evening Post. He also hopes some day to be in a position to have an agent who can help him place the material he writes.

The railroader-author seldom



misses an issue of Collier's and the Satevepost. He reads every story carefully and then breaks each story down into its various parts in studying it.

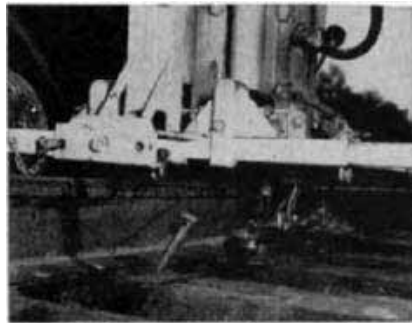
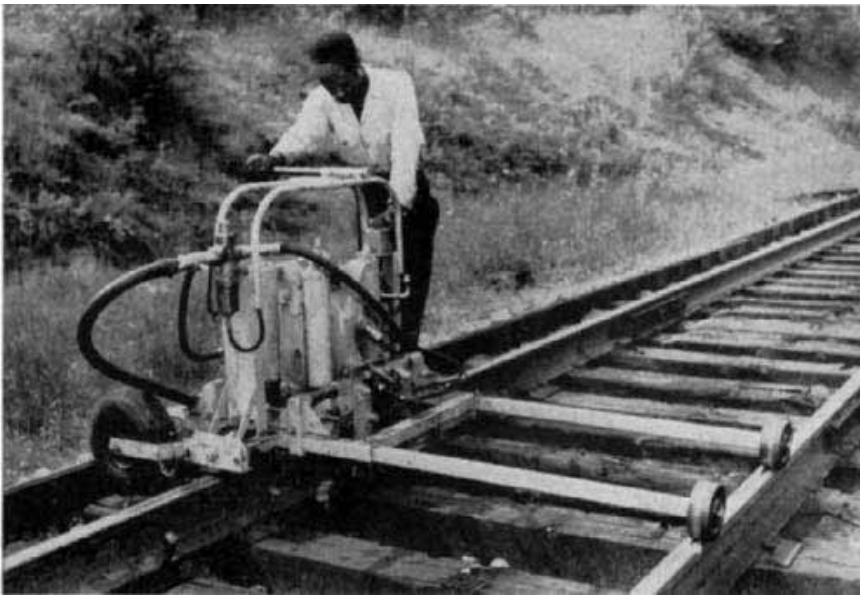
Fireman O'Neill likes the human interest story best and attempts to reach the emotions of his readers. He also has had two poems accepted. Right now Jimmy is working on several short stories.

A buddy, Jim Leslie (left), yard clerk at Youngstown, shows Jimmy O'Neill one of the magazines where he read one of the locomotive fireman's mystery stories.



Erie Railroad Magazine

More Tools



Above, G. W. Hill of Kent, Ohio, operates tim dual spike driver on the job. At left is a close-up of the business end of the driver.

Erie's already up-to-date mechanized track forces became even more modernized this summer with the addition of two more new units of equipment.

The two new units are an automatic spike driver and a tie sprayer. Both machines are small and light and operate along the rails.

The driver magnetically holds two spikes in position vertically and drives both of them simultaneously, while the tie sprayer applies a protective coating of creosote to tie surfaces where they have been adzed for placement of rails.

The spike driving machine saves time and costs and at the same time makes the job easier for employees. Operating the dual driver is almost as easy as operating a typewriter. At the same time the employee does not have the tiresome job of setting the spikes. The machine does it for him.

The driver can be handled easily off-track as well as on track. The unit is equipped with two wheels with rubber tires, and it can be moved about as simply as a wheelbarrow.

Beside cutting costs and doing

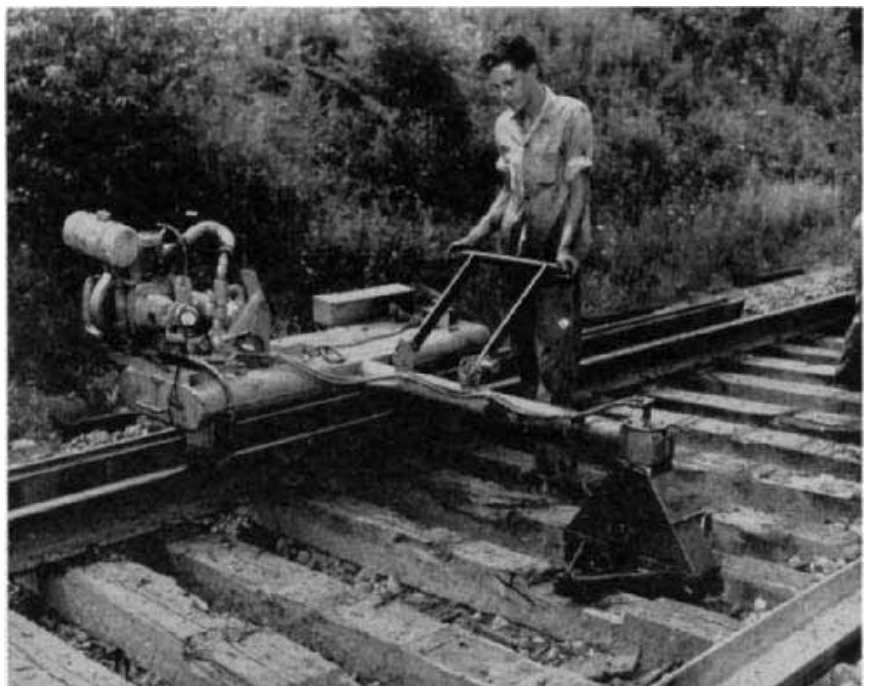
creosote, or other wood preservative of similar viscosity, is carried on one side of the machine in an oil drum and is piped to brushes which are hooded protectively and apply the preservative to the ties.

Another advantage of the mechanical sprayer is that it heats the preservative before it is applied. The preservative thus is more effective, because it penetrates the ties better, adding to the life of the tie.

Before the Erie began using the mechanical sprayer, the creosote was applied cold by employee wielding brushes. This method was both less effective and more inconvenient for the employee.

These two latest machines help to further increase the reputation of Erie track workers as being among the most skilled and efficient in the railroad industry. Members of our mechanized detour track gangs today have more know-how and need less muscle than their predecessors.

Below, Elmer Bradley of Sterling, Ohio, operates our new tie sprayer on a new rail laying job on the Kent Division this summer.



RAILROAD SAFETY



From National Safety News
Published by
The National Safety Council

Motor Car Safety

Although they are almost fool-proof, it still is possible to get into accidents with motor cars, so be sure you have your safety wits with you when you ride them.

You should be especially careful when rails are wet due to rain, snow, dew or other causes.

Recently the crews on two motor cars escaped what might have been serious injury just because of rails wet with early morning dew. One crew sighted the other when the two motor cars were about 600 feet apart, but the rails were wet with dew. The brakes wouldn't grip on the wet steel, and it looked as though everybody was headed for trouble. Luckily, everybody jumped clear without injury before the motor cars crashed, but the cars were badly damaged.

What was the cause? Too much speed for the wet rails.

High Voltage Job For Experts

Rubber gloves won't help you if you ever run into trouble with high voltage wires.

Your best bet is to leave these "hot" wires alone and get an electrical maintenance man to fix them. It seems that dozens of people every year try to handle high voltage with rubber gloves and never live to regret it.

Of course, rubber gloves are OK for handling the 110-volt wires around the house--if the floor isn't wet. However, gloves offer no insulation against the 4,400 to 10,000 volts in high tension wires.

Pass along your high tension wire problems to the experts. Don't try to be a dead hero.

Famous Last Words

"I know it by heart."

"Aw, it's always the same."

"That's for the new guys who don't know what's going on yet."

The guys who utter such words as these are taking a chance--the chance of their lives. Either they've

forgotten or they're just too dumb to realize that such things as extras and work trains appear on the lineup from time to time.

The lineup's not just eyewash. It's vital information for your protection. Always check it.

Frostbite Help

Not many railroaders ever suffer from frostbite, but that's no reason why you shouldn't know something about it.

Ears, nose, throat, hands and feet, of course, are most prone to frostbite. The best first aid for frostbite is to cover the affected area with a warm hand. If your hand is cold, warm it under your armpit.

Rubbing with or without snow is dangerous. Exposure to intense cold causes constriction of blood vessels and prevents proper circulation thus causing the tissues to freeze. Rubbing may aggravate the injury. Frozen parts should be gradually thawed by covering with the hand.

MAD DOG BITE

Contrary to popular opinion, it is not wise to immediately rush frantically to the nearest hospital if you suspect you have been bitten by a mad dog.

Such unnecessary panic or hysteria is a serious danger.

Keep cool in such a case. Rabies develops in dogs within 10 days but takes longer in humans. Therefore, you have a reasonable amount of time to be treated for rabies. Time is a crucial factor only when the bite is around the head or neck.



RAILROAD QUIZ

1. In train dispatching, what do the initials "SD" mean--slow down, stop displayed, or signal department?
2. Is the term trap car applied to a car used for carload or less-than-carload freight shipments?
3. Which is greater--the total investment in the railroads of the United States or the total par value of their stocks and bonds outstanding?
4. Does the weight of rail in Class I railroad track average more or less than 100 pounds per yard?
5. What is the horse power of the most powerful Diesel-electric locomotive units on the American railroads--1500, 2000, 2400 or 2800?
6. Is the long-and-short-haul clause contained in the Interstate Commerce Act, the Sherman Anti-Trust Act, or the Bankruptcy Act?
7. Is investment in railroads and railway equipment considered by the Interstate Commerce Commission in passing upon an application for changes in freight rates?
8. What is the diameter of the largest wheels of a standard Diesel-electric freight locomotive--36, 40 or 42 inches?
9. Does the Auditor of Disbursements report to the chief officer of the Treasury Department, the Accounting Department, or the Traffic Department?
10. Which department of the railroad employs section men--transportation, traffic, or maintenance of way?

(Answers on Page 34)

Operating Ratio

Operating ratio is the percentage which operating expenses represent with relation to operating revenues; therefore, the lower the ratio the more satisfactory the results from the point of view of the railroads. Since 1920 the highest operating ratio for the Class I railroads in the United States as a group was 83.35 per cent in 1946, and the lowest was 61.62 per cent in 1942. In 1955 the operating ratio of Class I railroads was 75.66 per cent.

November, 1956

What's Your Guess?

1. It is not a nightmare.

2. Couldn't get along without 'em.

3. Everybody uses these.

Here's a picture quiz which very likely will give your imagination a test. Can you guess what these three pictures show? For answers, please turn to Page 14.

Cash For GIs

If the railroads went on television and distributed many thousands of dollars in contest prizes every week to members of the armed services, their action would be discussed in every household in the land. The fact is that the railroads are pursuing a policy which is having the same effect except that the benefits are felt by nearly every serviceman and servicewoman in the country.

Soldiers, sailors, marines, air force personnel and other members of the armed services are literally saving millions of dollars a year in travel costs as a result of the railroads' policy of providing reduced round-trip furlough fares to all uniformed personnel traveling in railroad coaches at their own expense. This policy is reducing the cost of coach travel to 2.025 cents per mile or less. It means a saving up to 1 cent for each mile of travel.

The fare reductions also apply to several thousand foreign military students now on duty in the United States.

These reduced fares, which include regular stopover and baggage privileges, are good through January 31, 1957.

Passenger Facts

Passenger traffic statistics recently released by the Interstate Commerce Commission show that the number of coach passengers carried by the railroads in the first five months of 1956 increased 1.5 per cent in comparison with the corresponding period of 1955, and the number of parlor and sleeping car passengers carried increased 1/5 of 1 per cent in the same period. However, because the average journey was slightly less, the number of passenger-miles performed in the same period decreased 89 of 1 per cent in coach travel and 2.3 per cent in parlor and sleeping car travel.

On April 15, 1956, Class 1 railroads had 1,048,111 employees on their payrolls. This was an increase of 3.6 per cent above the same month last year.

Guess What Answers

1. Part of a wood drill.
2. Good old safety pin.
3. Nothing but a plain, ordinary lead pencil.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

A few years ago, I was in Hollywood helping to make a motion picture called "One Foot in Heaven." As the technical adviser for this film I had a fine opportunity to meet a good many Hollywood people. One of them was a famous old character actor. I came to know him well.

He said to me once, "You and I are in the same business. We both serve the public. And, sometimes, anyone who appears publicly will get into slumps. Do you know how to get out of a slump?"

"How?" I asked, for I have experienced the problem of the slump, and that isn't limited to those who appear publicly either.

"Well, first," he explained, "you must keep humble. Don't ever get to thinking you are too good, because the minute you get to thinking you are too good, you are no good. The minute you get to thinking too well of yourself, people will sense your lack of humility and they will stop thinking well of you. Besides you have to keep on learning, and only humble people learn.

"Now, take me," he continued. "I had a successful career. But I got to thinking so well of myself that, when I walked on stage, I was mentally congratulating people, because they had the privilege of seeing me. I felt they should be paying \$10.50 instead of \$4.50. I got so that I was looking them over coldly, indifferently, from an upper level of superiority, and I knew so much that no one could tell me anything.

"Then, presently, I began to notice that people weren't as interested in me as they had been. Producers noticed it too. They stopped offering me big parts. Things got tough and then I began hating my unenthusiastic audiences.

"Then it came to me that the fault might be in myself. I started praying, asking the Lord to tell me why things were going badly. And He did. It came to me that I was too self-centered, too interested in myself and without love for other people.

"But one night, on stage, I came to myself. My part that night didn't amount to much. I looked out at the audience from the wings as I waited to go on. There happened to be a dejected and tired looking fellow in a front row. He looked like a business man with a lot of worries who had come to the theater to get away from himself for an evening. Seated beside him was a woman with a lovely but unhappy face; I felt they both should have been happy, and I studied them. All of a sudden I realized that I was feeling interested in these people. Suddenly I wanted to help them. And all I could do was to put everything I had into the part I was playing. I saw the man laugh a happy laugh, and when he did that his wife brightened up. They were happy, and I was happy.

"That was how I was able to make my comeback, by forgetting myself and by liking people."

When I knew him, he had indeed made his comeback. He was a great actor and, more important, he was a great person because he loved people and had the spirit of humility.

You and I can learn from the experience of that actor. Anyone, in any line of work is likely to go into a slump. That condition can be caused by becoming tense. And a basic cause of tension is too much concern about how you are doing, or a hectic sense of competition with others. A calm effort to do the best you can and to compete primarily with yourself is the corrective. As a well known baseball player told me once, "When I get tense and self-conscious and go into a slump, I just pray to get my thinking straightened out. That is my cure for a slump."

And it's a good cure for any of us.

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Marion Golden Wedding Couple



Mr. and Mrs. E. E. Miller, Marion, Ohio, celebrated their golden wedding anniversary Sept. 30 with an open house at their home. Mr. Miller formerly was division clerk at Marion.

ERIE VETERANS

Jersey City

By G. C. Kalle

The chapter was most fortunate in having Maurice Wenz, district manager of the Jersey City office of the Railroad Retirement Board, and his able assistant, Daniel Kutzkow, at our September meeting. A very interesting and enlightening address on the retirement plan and its numerous amendments was well received by the members and their ladies. A question and answer period was of interest to annuitants as well as active employees. Refreshments were prepared by Vice Chairman George Sisco and his committee, ably assisted by the ladies auxiliary.

Brothers Frank P. Belling, I. S. Jersey, William Fisher, Joseph T. Bindwald, Henry E. Rutter and their wives attended the annual convention of the United Railroad Veterans Association at Pittsburgh, Pa., last month.

Vice Chairman Sisco and Mrs. Sisco are visiting family members in Florida.

Our treasurer, Frank Reichardt, is back at work again, fully recovered from recent illness.

This is my last chance through this medium to contact members regard-

November, 1956

ing 1956 dues. If you have not paid them, won't you please give this matter your prompt personal attention? We are counting on your cooperation.

Meadville

By R. C. Miller

The regular meeting of the veterans and the auxiliary was Sept. 27. A tureen dinner was at 6 p.m., and the committee in charge was Mrs. Frances Rynd, Mrs. Ray Miller, Mrs. Edna DeViller and Mrs. Goldie Yochum.

Mrs. Karl Smallenberger, Paul Natzold and Harry Knowblow were reported on the sick list.

Those who died since the last meeting were Mrs. Joseph Hornstein, Mrs. Fred Waid and Jacob Brunett.

Salamanca

Our fall season opened with a meeting and dinner at the Myers Hotel in Salamanca on Sept. 21.

The report was read and was followed by a discussion of the Conneaut Lake outing and our chapter family picnic. Plans were made for the annual election of chapter officers, with F. W. Haudenschild appointed as chairman of the election

Fellow Veterans:

As this is my last official communication to our membership on the system, I take this opportunity to express my sincere appreciation and give thanks to the system and chapter officers and the entire membership for the splendid support given me during my term of office. I sincerely hope that the same spirit of cooperation is manifest for our incoming president, W. W. Turner of Meadville.

To Vice-President L. E. Rodgers my heartiest congratulations for the successful campaign he directed on our membership drive. Financial Secretary Les Arold will compile the results of this drive by chapters and I shall consider it an honor to present the cash awards at our January executive meeting at Jamestown.

As we look back at the record of accomplishments during the year, we can well feel proud, not only of the increased social activities and membership by the various chapters but by the activities of our public relations department, which has been most informative to our membership.

In closing let me wish you and your loved ones my sincere best wishes for the coming holiday season and may the blessings of Heaven attend you.

Fraternally,
E. H. Stocker
President

• • •

committee and members of his committee also selected.

A report was given by S. G. Williams on our veterans' bowling league. Two matches had been rolled with only fair scores but lots of fun. The outlook is bright for a good season.

A Halloween dinner-dance was at the Holy Cross Athletic Club, Salamanca, on Oct. 27 with the following committees: Party chairman, C. R. Fralick; assistant chairman, Donald Baker, assisted by Harry Sloan, John Childs, C. T. Arend and Charles Stein; decorating committee, Mrs. Charles Stein, Mrs. Donald Baker, Mrs. C. R. Fralick and Mrs. A. J. Bailey.

A committee for the Christmas party was appointed, with the date for the party to be announced later, as follows: Party chairman, J. G. Ainey; assistant chairman, L. P. Johnson, assisted by Stanley Ambuski, L. B. Tullar, A. C. Burley, J. J. Malone, Nick Reach and D. S. Fordham; decorating committee, Mrs. L. P. Johnson, Mrs. R. B. Gardner, Mrs. John Kennedy, Mrs. Harold Campbell, Mrs. A. C. Burley and Mrs. J. J. Malone.

The sick committee reports the following members still are ailing, but all are improving, Hildred Caldwell, Walter Raecher, Harry McGinn and Harry Watkins.

Following the meeting, Lloyd Rodgers gave an excellent account of his vacation trip through the Midwest, illustrated with color slides.

Buffalo-Rochester

By Ruth Nise Munger

Our fall season started Sept. 22 with a meeting in the conference room at 1221 Clinton St., Buffalo. Twenty
(Please turn to Page 21)



Sir:

While to some our recent trip from Ridgewood, N. J., to Raton, N. M. (or the Philmont Scout Ranch as it is popularly known) is just a memory, I find it to be quite otherwise when I think of the part our railroads played on our trip. We are indebted to Donald Campbell [traveling passenger agent] for his thoughtful and complete planning. He provided us with a very useful and detailed route sheet which summarized the many details which we might have been tempted to forget. In addition, he rode with us for a short distance to fully acquaint our young men with the mysteries of rail travel. Representatives of all the roads on which we traveled were on the lookout for us wherever we were and their interest was favorably commented on by our young travelers.

It is interesting to note that upon our arrival at Dearborn Station on the return leg of our trip, we were also met by "Jerry [Hinch] waiter-in-charge No. 17," eight hours before we were to leave on the Erie Limited. He assured us that all would be taken care of for us in the dining car as soon as we were ready to depart. Certainly this was unusual and thoughtful on his part. However, this was just the beginning of a pleasant relationship for although our young men were "seasoned" travelers by now, it remained for Jerry and his associates to make the most favorable impression, and our young men called them forth so that they might personally express their appreciation for the friendly and understanding care they had been given.

Believe me, you may be proud of your railroaders everywhere, crews, representatives and especially your Don Campbell and Jerry [Hinch].

Frederick R. Stahl, Advisor
1956 Philmont Expedition
Boy Scouts of America
Hackensack, N. J.

Sir:

I just want to tell you how much we appreciate your friendly, accommodating agent, Tom Whelan, of 11



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Gene Amadus	Trackman	Kent, Ohio	8-31-56	50
Robert J. Bathrick	Machinist	Hornell, N.Y.	9-28-56	43
Rosar Battista	Carman	Susquehanna, Pa.	9-18-56	34
Joseph G. Brogan	Machinist	Avoca, Pa.	9-25-56	48
Edward A. Burger	Work Train Foreman	Mansfield, Ohio	9-30-56	35
Charles T. Carroll	Conductor	Meadville, Pa.	8-31-56	41
Charles H. Cordes	Bridgeman	Jersey City, N.J.	9-17-56	36
Charles L. Couch	Passenger Conductor	Huntington, Ind.	8-31-56	48
Ross G. Cratty	OS&D Clerk	Cleveland, Ohio	8-17-56	38
Gaetano DiMuro	Car Repairer	Susquehanna, Pa.	9-28-56	51
Joseph Donner	Road Conductor	Buffalo, N.Y.	8-31-56	53
Daniel B. Donovan	Boilermaker Helper	Hornell, N.Y.	9-30-56	27
Charles L. Doyle	Road Conductor	Ashland, Ohio	9-29-56	45
Henry S. Drury	Accounting Math. Opr.	Hornell, N.Y.	10-31-56	42
Harry Edwards	Road Hostler	Secaucus, N.J.	9-10-56	41
John J. Enright	Division Storekeeper	Susquehanna, Pa.	9- 7-56	39
George Fritts	Yard Conductor	Newark, N.J.	8-31-56	41
Carl F. Gaus	Engineer	Avoca, Pa.	9- 6-56	37
Ernest Gregorio	Sheet Metal Worker	Dunmore, Pa.	8-30-56	43
Otto Herzog	Yardmaster	Weehawken, N.J.	10-31-56	49
Andrew Hook	Leading Carpenter	Paterson, N.J.	8-31-56	37
John J. Kukis	Division Storekeeper	Meadville, Pa.	10-31-56	51
Franklin C. Kummerow	Locomotive Engineer	Rochester, N.Y.	8-31-56	49
Charles E. Lewis	Engineer	Deposit, N.Y.	8-28-50	34
William F. Love	Laborer	Port Jervis, N.Y.	9-24-56	30
Frank J. Macklin	Eastbound Yard Clerk	Jersey City, N.J.	8-31-56	37
Wladislaw Malkowski	Carpenter Helper	Jersey City, N. J.	9-27-56	35
Joseph A. Markey	Road Brakeman	Jersey City, N.J.	8- 2-56	47
Henry Markvart	Crossing Watchman	Middletown, N. Y.	9-17-56	22
Martin McMahon	Delivery Clerk	Endicott, N. Y.	8-31-56	46
George Mildenberger	Car Inspector	Jersey City, N.J.	9-27-65	41
Raymond C. Miller	Sheet Metal Worker	Meadville, Pa.	8-30-56	45
Marion C. Murphy	Chief Train Disp.	Marion, Ohio	10-31-56	40
Frank R. Okneski	Conductor	Salamanca, N.Y.	8-10-56	43
Joseph Palermo	Trackman	Newburgh, N.Y.	8-21-56	45
Joseph S. Papandrea	Track Foreman	Florida, N.Y.	10-31-56	45
Veronica C. Phillips	Balancing Clerk	Cleveland, Ohio	9-28-56	41
Eleanor F. Quinlan	Clerk	Youngstown, Ohio	8-31-56	39
Walter J. Reaser	Car Inspector	Avon, N.Y.	10-31-56	47
Harry F. Rhodes	Engineer	Jersey City, N.J.	7-31-56	41
Fred F. Roe	Agent	Akron, Ind.	9-14-56	51
Edgar E. Rutan	Interest Teller	New York, N.Y.	10-31-56	47
Patsy Santucci	Track Foreman	Central Valley, N.Y.	10-31-56	50
Edward Schaefer	Machinist	Port Jervis, N. Y.	9-25-56	39
John P. Senkyr	Machinist	Cleveland, Ohio	8-19-56	45
Guy W. Siverling	Machinist	Meadville, Pa.	9-28-56	48
George W. Smith	Trackman	Corry, Pa.	9- 4-56	22
Frank K. Smith	Tugboat Mate	Jersey City, N.J.	9- 4-56	30
Frederick Snodgrass	Engineer	Meadville, Pa.	9-20-56	41
Stanley Stone	Plumber Foreman	Hornell, IV, Y.	9-10-56	40
William P. Storm	Head Correction elk.	Jersey City, N.J.	10-31-56	34
John M. Thorn	Crossing Watchman	North Tonawanda, N. Y.	9-12-56	39
Joseph Trotta	Trackman	Port Jervis, N.Y.	9-18-56	34
John L. Vastola	Watchman	New York, N.Y.	9-13-56	30
Vincent Vihroski	Trackman	Dunmore, Pa.	8-20-56	30
Edward W. Wolff	Laborer	Dunmore, Pa.	8-9-56	38
Clare R. Yale	Electrician Helper	Hornell, N.Y.	9- 4-56	42

Rockefeller Plaza, New York.

We think he's a swell, grand man, and we hope he'll be there a long time to help other perplexed travelers like ourselves who have problems.

We were returning from England, Ireland and Scotland, tired out. Our return ticket . . . we wished to be changed so we could stop off a day with a sister-in-law in Pennsylvania who had just had a stroke . . . would do-nothing about it, we appealed to the Erie (Tom Whelan). He took care of it just in time [for us] to

catch a train on the Erie and stop off at a nearby station and later continue our journey to Chicago, then Marion, Kansas.

We feel like he's a good Samaritan and a real friend in need. We thanked him from the bottom of our hearts, but he just said laughingly, "It's just from one Irishman to another." We truly appreciate his interest above his line of real duty . . .

James Blackin
Marion, Kansas



Scholarship Application

Forms Due April 1

tee by April 1.

5th Group

This will be the fifth group to receive the scholarships. The first five recipients of the scholarships will be completing their fourth year of college next spring.

Obtaining the application forms for the scholarships is very easy. Postcards which you can mail to obtain the application forms were issued to all employees with their final October paychecks. These cards should be mailed promptly to request the forms. Then the filled out application forms must be in the hands of the Scholarship Committee by April 1. However, it may take some time to complete the forms, so it's better to have too much time than too little.

Some of the eligibility rules which apply are:

1. The applicant must be a son or daughter of an Erie employee whose earnings were not in excess of \$7,500 during the previous year.
2. Children of deceased or retired employees also are eligible if the parent was an Erie employee at the time of death or retirement.
3. Boys or girls now in their senior year of high school who plan to enter college in the fall of 1957 are eligible to apply.

Booklets Explain

Employees can obtain a booklet from their immediate supervisor which will explain the scholarship program in more detail.

Winners of the scholarships can 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.

Employees who fail to receive one of the postcards requesting application forms can obtain one by writing to: Chairman, Scholarship Committee, Erie Railroad Co., 1303 Midland Building, Cleveland 15, Ohio.



In the fall of 1957 five more sons or daughters of Erie employees will enter college on scholarships awarded by the Erie Railroad next spring.

If you have a son or daughter who is eligible, right now is the time to apply for one of these valuable scholarships which provides a grant of \$1,000 a year for a full four-year course in any accredited university or college which leads to a bachelor's degree in liberal arts or science.

If you have a son or daughter who is a senior in high school this year, it is time to start thinking about the scholarships. Now is a good time to obtain application forms for the 1957 scholarships.

In these days when the cost of a college education has risen tremendously along with all the other things and services we need to buy, the \$4,000 provided by one of the scholarships can be a welcome addition to the college budget of any family.

So, don't wait too long to obtain the applications if one of your children is a senior in high school at present. The completed application forms should be in the hands of the Scholarship Committee



GENE TREHARNE, communications engineer--"Mergers could speed up freight traffic by lessening delays at interchanges."



Kamera Kwiz

QUESTION: Do you think that railroad mergers might be the answer to some of our industry's problems? Why?

There has been talk of mergers among a number of railroads in addition to the one being studied now by the Erie, Lackawanna and the Delaware & Hudson, so it was decided this month to ask a group of Erie employees what they thought of railroad mergers in general.

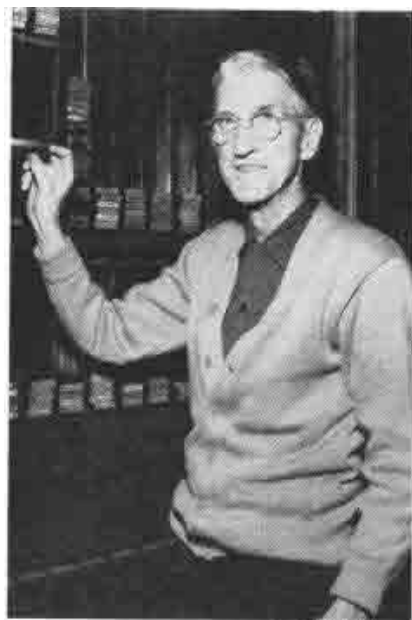
These answers were furnished by employees at our passenger station at Meadville, Pa.

H. T. McCUE, crew caller -- "Good mergers might help the , railroads to regain the business which they have been losing in recent years."

ARCHIE HIGLEY, janitor-mail handler--"I think mergers would help railroads, because they would eliminate duplications, like stations, tracks and shops."



MIKE CZAPLESKI, general yardmaster--"I think mergers would eliminate many costly and time-eating interchanges."



PAUL LOGUE, operator--"I think eventually mergers would hurt the railroads. We can accomplish more if everyone will work to minimize delays to our fast freight trains in terminals."



ESTHER DEISSLER, clerk-stenographer - "The railroad formed by the merger probably would have more money to buy new equipment."



PHIL SHERROD (left), relief ticket clerk-agent-"Sound mergers should help railroads to give better freight and passenger service." BOB BLAKE, operator-"Employees working for a larger railroad resulting from a merger would have more opportunity for advancement."



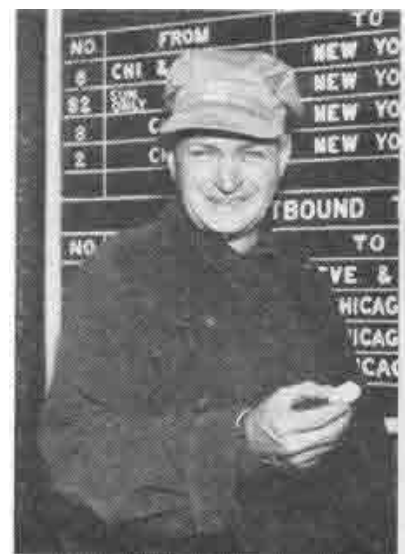
LOU McCLEERY, chief clerk-"I believe mergers would result in fewer, more efficient railroads which could work together better for the general good of the industry."

JOHN BLEASDALE, crew caller --"I believe mergers are a good way to cut expenses and to promote better business."



BOB O'GRADY, ticket agent -- "I believe in many cases mergers of certain railroads would eventually place the merged railroads in a better position to compete with other forms of transportation."

DON MAYNARD, janitor-mail handler-"There would be savings in maintenance costs, because there would be only one right-of-way where tracks of the merged railroads had been parallel."



Atlantic City 'Honorary Lifeguard'



The young lady in this photo is the latest "honorary lifeguard" at Atlantic City, IV. J., and perhaps you recognize her. She is Mary Jane McNulty, daughter of Joe McNulty, conductor at Huntington, Ind. Perhaps Mary Jane is better known as "Miss Indiana." If you remember, her story was in the September issue of the *ERIE MAGAZINE*. While Mary Jane was competing at Atlantic City in the "Miss America" contest, she was the only one of the girls in the pageant to be named an honorary lifeguard. That's Commissioner Richard S. Jackson of Atlantic City presenting the citation to Mary Jane.

BOOK CORNER

BOOKS:

Freight Car Distribution and Car Handling in the United States, by E. W. Coughlin, Manager, Railroad Relations, Car Service Division, Association of American Railroads. Published in 1956 by the Car Service Division, AAR, Transportation Building, Washington 6, D. C. 338 pages, with appendix and index. \$2.40. A valuable reference manual for railway employees and traffic managers and a textbook for students and new employees on the use and efficient handling of freight cars--including rules, regulations, reports, and forms involved in freight car handling and distribution, as well as descriptive data on the functions of personnel involved. Contains historical data on the evolutionary development of Car Service Rules and Regulations.

Modern Transport Policy. Documents relating to the report of the Presidential Advisory Committee on Transport Policy and Organization

and Implementing Legislation. Published by the U. S. Department of Commerce in June, 1956. 118 pages. \$1.25.

Transport Statistics in the United States for the Year Ended Dec. 31, 1955. Published in 1956 by Bureau of Transport Economics and Statistics, Interstate Commerce Commission. For sale on subscription basis @ \$3.25 by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

The American Railroad Network, 1861-1890, by George Rogers Taylor and Irene D. Neu. Published in 1956 by Harvard University Press, Cambridge, Mass. 121 pages; maps. \$3.75.

The Railroad Station, by Carroll L. V. Meeks. Yale University Press, New Haven, Conn. \$7.50. A well-illustrated story of the great railroad stations of the world from the first days of railroading to the present time.

BOOKLETS :

CLEAR THE TRACK! This new color cartoon booklet tells the story of how the railroads meet emergencies caused by flood, snow, fire and other disasters. 16 pages. Free. Apply,

Association of American Railroads, Transportation Bldg., Washington 6, D.C.

List of Principal Railroads in the United States. New edition of the address list, including those companies which have officially been designated as Class I railroads by the Interstate Commerce Commission under its recent reclassification. 16 pages. Free. Apply, Association of American Railroads, Transportation Bldg., Washington 6, D. C.

Price Competition in Transportation. Issued by Railway Progress Institute, 28 S. Dearborn St., Chicago 3, Ill. 36 pages. Free. Statements on the "Revision of Federal Transport Policy," made by Edward O. Boshell and Dr. Dudley F. Pegrum on behalf of railroad suppliers of equipment and materials, before Subcommittee on Transportation and Communications of the Committee on Interstate and Foreign Commerce, House of Representatives.

The Railroad Passenger Deficit Problem. Published by National Association of Railroad and Utilities Commissioners, 5310 I.C.C. Bldg., P.O. Box 684, Washington 4, D. C. 14 pages. Free. The 1956 report of the Special Committee for the study of the unprofitability of railroad passenger service.

REPRINT:

John F. Stevens: Basic Architect of the Panama Canal. Extension of remarks of Hon. Daniel J. Flood, of Pennsylvania, in the House of Representatives, May 29, 1956 (84th Congress, Second Session). A biographical sketch of John F. Stevens, who was actively engaged in railroading from 1876 until June 1905, when President Theodore Roosevelt appointed him chief engineer of the Panama Canal Commission.

FORTHCOMING :

Loco Locomotive, by Marilyn and Varujan Boghosian. Houghton Mifflin Co., 2 Park St., Boston 7, Mass. \$2. Accordion-folded pages of the book open up to reveal a most extraordinary train, with a rhyming verse for each car. Publication scheduled for Fall, 1956.

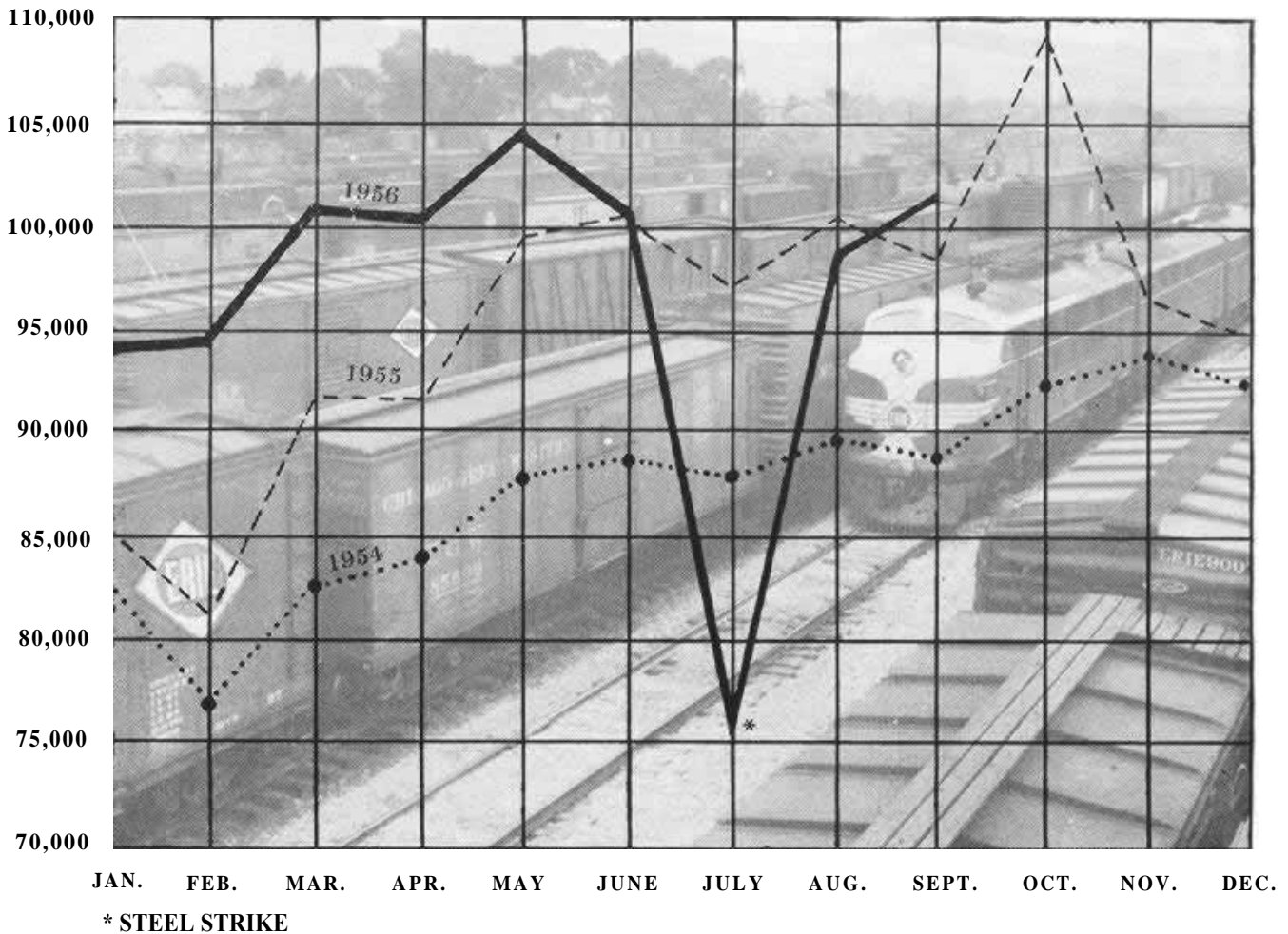
I Want To Be A Train Engineer, by Carla Greene. Children's Press, Jackson & Racine, Chicago 7, Ill. \$2. A book containing illustrations and factual material for children at the primary - grade level. Publication scheduled for Fall, 1956.

Little Copper Top, by Robert Hunt. Coward-McCann, Inc., 210 Madison Ave., New York 16, N. Y. Scheduled for publication in February, 1957.

The Big Ivy, by James McCague. Reprinted as an Ace Book in October, 1956. 35 cents.

BUSINESS INDICATOR

Freight Cars Loaded On The Erie and Received
From Connecting Railroads.



VETERANS continued

members responded to the roll call.

Congratulations were extended to Mr. and Mrs. H. J. Schultz on their 34th wedding anniversary and to Frank and Mrs. Halbleib on their 33rd anniversary.

Pvt. Cornelius O'Leary, son of the general yardmaster, spent two weeks at home with his parents and returned to Fort Sill, Okla.

Sympathy is extended to the family of Joe Dollner, retired conductor, on his death Aug. 7, and to Anthony Flick (retired) whose wife died Aug. 30.

Get-well wishes to Frank Kummerow. Walter Kemp is back at work after an illness.

A new member enrolled recently is Edward Bethmann. We urge all employees with 20 years or more of service to come and join us.

George E. Adams of Hamburg, division car foreman, who retired last month after 48 years' service, was honor guest at a testimonial dinner in the Hotel Markeen, Buffalo. Morris H. Pose was dinner chairman.

FIRST OUT OF HOBOKEN!



Just for the record here is the first Erie train to leave the Delaware, Lackawanna & Western passenger station at Hoboken, N. J., since the Erie began transferring its passenger operations there on Oct. 13 from Jersey City. This is Train No. 1, "The Erie Limited."



Under a plan proposed by P. W. Johnston, a regional public authority would contract with the railroads for operation of commuter service. Any deficits over and above commuter fares would be absorbed by the authority and apportioned to the communities benefiting.

P. W. JOHNSTON OFFERS PLAN FOR COMMUTERS

Creation of a metropolitan New York public authority which would contract with commuter railroads to provide rush-hour transportation in that highly congested area was suggested Oct. 8 by President Paul W. Johnston in a speech before the Bergen County Chamber of Commerce.

Mr. Johnston explained that the authority could collect all the revenue, pay all the expenses and compensate the railroads for their out-of-pocket costs with no profit to the railroads.

Under such a plan, Mr. Johnston said, part of the deficits resulting from commuter service would be charged to the communities benefiting from the service. He pointed out that the idea of communities bearing the cost of such services has ample precedent.

"Most urban communities," he said, "purchase electric power from a private company to provide street lighting, and water for fire protection. Both services benefit all segments of the community by making it a better place in which to live. Yet nobody expects the private electric or water company to furnish its service at a loss."

Mr. Johnston pointed out that recent studies have forecast tremendous increases in vehicular traffic in the next two decades. "This region," he said, "might keep up with vehicular traffic by building 20 four-lane highways, however the same number of persons could be handled over two railroad tracks." He added that even if the highways were built, it would only aggravate the traffic congestion

and parking problems in New York City.

Attention also was called to recent statements by local traffic authorities who stated that mass rail transportation is the only answer to auto traffic congestion and that the deficits caused by this rail service should be shared by the city and out-

lying communities.

"The costs of such measures would be small indeed compared with the costs of tunnels or expressways which only result in additional vehicular strangulation of commerce," Mr. Johnston declared.

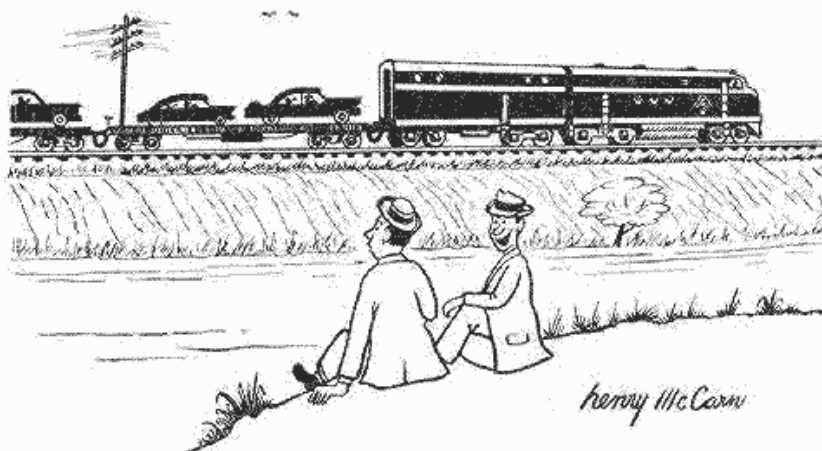
Making it clear that he was not urging more railroad commutation service which would place an added financial burden on the railroads, Mr. Johnston asked, "Isn't the time here for recognition of the fact that the burden of providing necessary commutation service cannot appropriately be placed alone upon the privately owned railroad companies?"

Under his plan, Mr. Johnston further explained, users of the service would continue to buy tickets as now. However, since this does not pay the full cost of the service, the deficits would be absorbed by the authority. Thus the communities benefiting from the service would be sharing costs according to the amount of benefit. In some instances other government aid might be necessary.

"Under the concept which I have laid before you here tonight for your consideration the railroads furnishing needed commuter service which is of benefit to the communities served, as well as to the patrons who use it, would no longer be required to provide commutation service at a heavy financial loss," he said.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
John C. Dillon	Toronto, Canada	Commercial Agent	9-15-38
C. H. Zimmerman	Susquehanna, Pa.	Trainmaster	7-25-29
W. E. Godfrey	Hornell, N.Y.	Trainmaster	12-29-36
C. W. Rossa	Buffalo, N.Y.	Road Fore. of Engs.	11-11-22
L. E. Isham	Kent, Ohio	Road Fore. of Engs.	9-30-26



"It's something new the railroads dreamed up for people who are sick and tired of Sunday traffic."

Collins Heads Consolidated Diner Service

John M. Collins, former superintendent of the Erie dining car department, which has been consolidated with the same department of the Delaware, Lackawanna and Western Railroad, has been appointed manager of the coordinated operation.

Russell H. Lloyd, who headed the department for the Lackawanna, now is superintendent of dining car service.

The diner service on the Erie and Lackawanna has been operated on a coordinated basis since Oct. 13. This is the result of the transfer of our main line and non-rush hour passenger train operations to the Lackawanna station at Hoboken, N. J., from Jersey City. By about the first of the year all other Erie passenger trains except Northern Branch will also transfer to Hoboken.

Mr. Collins started in food service as an Erie dining car steward in 1930. During the depression years he worked in various departments and became assistant superintendent of the dining car department in 1943, then became superintendent in 1944.

Born in Chicago, Mr. Collins was active in sports and was a referee in the old American Football League. His father, John F. Collins, a former Erie marine department superintendent, was with the Erie 42 years before he retired. A brother, W. F. Collins, is diesel shop foreman at Cleveland.

Mr. Lloyd is a native of Scranton, Pa., and has spent most of his Lackawanna career in the stores department.

Skimmed Cream

The most extensive and most widespread competition confronting the railroads is that of commercial intercity carriers of freight on the highways.

In 1954 regulated motor carriers of intercity freight performed 13 per cent as many ton-miles as were performed by the railroads, and their freight revenues represented 53 per cent of railroad freight revenues.

Thus, for performing approximately one-eighth as many ton-miles of

November, 1956



With only minutes in which to accomplish his heroic rescue as another train bore down on them, James Maher, locomotive fireman, Youngstown, acting swiftly and at the risk of injury to himself, succeeded in pulling to safety a housewife and small girl from their auto-



Fireman Maher

mobile which had been hit by his engine in Youngstown Sept. 7.

The approaching 100-car freight train was coming from the opposite direction, and there was no time to warn its crew of the accident.

When Mr. Maher saw the train approaching on the op-

posite track, he leaped from his engine and pulled Mrs. Caroline Morrison and three-year old Deborah Ann Levinsky to safety through the only usable door in the two-door sedan. The other door was jammed up against the locomotive. The rescue was completed with only seconds to spare before the smashed car was struck again by the train from the other direction.

Mr. Maher received praise from a number of witnesses for his remarkably courageous and alert act and a letter of commendation from J. P. Allison, general manager of the Western District.

Mary Ann Morrison, 12-year old daughter of Mrs. Morrison, also was in the car, but her foot was pinned under the dashboard, and Mr. Maher could not help her before the second train struck the car. Fortunately Mary Ann escaped injury in the second accident.

Rescue workers had to use torches and bars to free the brave young girl who inspired them with her tearless courage. Offering consolation to Mary Ann was James Snyder, conductor on another crew, who held her hand while standing on the hot radiator of the car.

freight traffic as the railroads performed, the regulated intercity motor carriers of freight received more than one-half as much freight revenue.

The fact that the average ton-mile revenue of highway carriers is approximately four times that of the railroads indicates the extent to which these carriers seek the higher rate type of traffic between important terminal points. Motor carriers

pick and choose high-rated traffic, while railroads take all traffic offered regardless of the freight rate it carries.

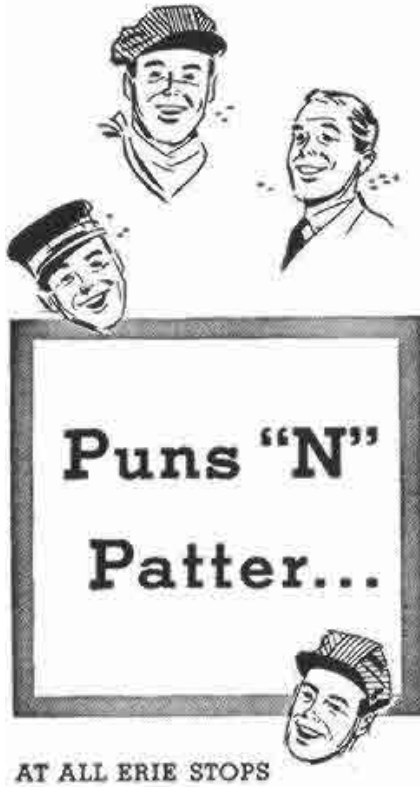
Operating revenues of Class I railroads in the first half of 1956 were up 8.4 per cent compared with the first half of 1955, but operating expenses and taxes were each up 10.6 per cent. As a result, net railway operating income and net income were each down 9.6 per cent.

ACCOUNTING

AUDITOR OF REVENUES

By Jimmy Murphy

Vera Phillips received a big send-off Sept. 28 when she retired after 40 years' service. She received a purse of money from her associates. We hope Vera has many years to enjoy the things she always wanted to do... We don't wonder now why Charlie Kraft is so crazy over his little granddaughter. We all saw her on a visit to the office and agree she is a beautiful baby. We were paid a surprise visit by Ben Weinberg who was here renewing old friendships. . . Alberta Lawler, our top flight keglerette, is looking for new fields to conquer. She toppled the maples for a blistering 495 series recently which tops the young ladies' bowling league... The waybill bureau has added two charming faces to its personnel, Mary McNamara and Nancy Kasson. Not to be overlooked is the new supervisor, Helene Toth,



AT ALL ERIE STOPS

who stepped up the ladder, replacing Ed Manning. . . Dan Cupid scored a double killing in the machine room, and best wishes are extended to Joan Young who was married to Edward Basar Sept. 29 in Our Lady of Perpetual Help Church; two weeks later in the same church, Dolores Caputo and Joseph Wagner exchanged vows. . . Lots of luck to Bill Jacoby who has left us and accepted another position... Our office has been saddened by the sudden illness of Ed Arns who is hospitalized. We hope he will soon be feeling much better and back on the job. . . The office sent best wishes to Frank Lafferty for an early release from Fairview Hospital in good health and strength. . . Congratulations to Paul Jurcisin whose romance with Ursula Di Liberto had a happy ending. They were married Sept. 22 in St. Gregory's Church and honeymooned in Florida... Connie Chojna has received a beautiful sparkler from Ken Hagedorn. . . A very hearty welcome to the lovely babies who arrived at the homes of Pat Monhart, Rosemary Ross and Joan Kasner. . . Jeanette Runchey, Pat's sister, is the new K.P.O. in the machine room... And Joan Hennessy is the new charmer who has been added to correction bureau personnel. . . Sam Bergson can't kick. He's recovering from a painful foot ailment, but the condition is pretty well cleared up now... We extend a cordial welcome to Kevin Kelly and Dine Tonti who recently joined the waybill sorting unit. We hope their stay with us will be long and pleasant. . . On the debit side we lost Bob Burdenski and Jim Carlin. We wish them luck... Bertha Torok, looking like a picture out of Vogue, visited us recently. She was wearing shoes this time. . . Mina Van Saun has been working hand-in-

hand with Lady Luck recently. First she won the check pool and then a portable T.V. set, . . . Jean Overin has just returned from a wonderful Florida vacation... The wedding of Sue Callaghan and Don Witwer was a must on the list of those who follow social activities outside the office. The nuptials were performed in St. Charles Church Oct. 6. Following the reception, the couple motored to Florida. . . Barbara Klanac who has been shopping for a bassinet, left Sept. 30 to await a visit from the stork. . . Our community has added some new names to its list since our last epistle, Marie Hajma, Dorothy Thornton, Ann Brown and Faye Nagy. . . Jane Klamert is contacting Lloyds to insure the ring she is displaying on her left hand. Tom Ostrom is the lucky fellow. . . Congratulations to Chuck Walsh on his promotion to special assistant to Mr. Manning. He has a host of friends here and on the line who wish him well.

AUDITOR OF DISBURSEMENTS

By Don Keister & Dorothy Buday

This column now is flavored by news, views and occasional sage comments from Dorothy Buday, who has just become our new co-correspondent.

Mr. and Mrs. William Kane drove to Quebec City on their vacation with a stop at New York City on their return. In Quebec, Mr. Kane had quite a tussle with French menus. . . until he read the other side in English.

Genevieve Omert spent a week in Williamsburg, Va., sampling southern cooking. Rose O'Giordano visited Montreal, Canada, and returned with a French accent. Rita and Dick Talbert visited Niagara Falls and vicinity. . . on their second honeymoon!

Earle Smith took off a week to visit friends in Clifton, Atlantic City and Jersey City, N. J. Lucille Arth and her family are soaking up Florida sunshine to see them through a Cleveland winter. Kathryn Gulton spent

New Coed



Pretty Carol Nutt is the daughter of C. B. Nutt, engineer on the Mahoning Division. A high school graduate last June, Carol entered Grove City College this fall

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her vacation in the land of sunshine (New Jersey). Marilyn Haely made her first visit to New York City recently.

Mary Jacubic and Dorothy Buday made their annual trip to New York City to see some plays and find exotic restaurants.

Coletta Rauschert is our star lady bowler with a 473 series.

Rita Mazur has turned horticulturist, growing plants from bird seed with surprising success.

Should anyone be thinking of buying a new De Soto, ask Nelson Case about his new 1956 black and white model and they'll be sold on it for sure!

Since our welcome mat never wears out, we have used it again for Marilyn Haely, stenographer; Edward Joniak, collection voucher clerk, and Jim Hough, messenger.

A message from Dave Murg informs us that he has started his basic training at Camp Chaffee, Ark.

OFFICE OF COMPTROLLER

By Ed Herdmann

Fall seems to be an ideal time for a vacation. Helen Eyerma spent hers in New York, bidding bon voyage to her nephew and his family who are off to Tripoli, Libya. Byron Webster and Bill Harter decided to spend theirs at home catching up on those many jobs they had been putting off.

Those who have seen the movie taken of Bill Hawley running across Warren Road to catch a ride one early a.m., think he's Olympic material.

Marge Kitzerow's son, Norman, chose an ideal location for his college

training--Miami University.

We welcome two newcomers, Dorothy Symes, stenographer, and Ruth Neville, office girl. And our best wishes to the departing Bill Harter in his new accounting position.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Ruth Hunt and Barbara Sheridan visited in Buffalo... George Hussong and wife, Peg, went to Albany where George was a delegate to the Democratic state convention. . . Wonder how Jane Moore got the nickname of "Nutmeg". . . Clay Ordway is behind the wheel of a new Dodge...

Jack Meehan and family picnicked at Long Point on Conesus Lake... led Gillette's neck was a little stiff after attending the Grand Prix at Watkins Glen.. Lillian Karl visited her cousin in New York... Nell Singleton visited in Susquehanna and Utica.

. . . Harry Vanderhoof has come down to fighting weight since going on a diet... Delores Lindeman got her violin out to have it repaired.

This would be an excellent time to form a violin trio composed of Delores, Goldie Loghry and Henry Drury. . . Pauline Bore and Dick Schieder took the train to Quebec

where they visited the shrine of St. Anne de Bdaupre. . . Frank Krider visited his sister in Virginia. . .

Karen Sue is the latest addition to the Fritz Petersen family... Theresa Stack Lane, of Elmira, former employee, visited Mary Pollinger...

Bill and Florence Geary saw the sights along the Great White Way... Lillian Karl found out that even her new Dodge will run out of gas.

Coast Guard Academy Cadet



This young man is Harold E. Fallon, Jr., son of Conductor and Mrs. Harold E. Fallon, Sr., New York Division. The younger Fallon is a cadet at the U. S. Coast Guard Academy, New London, Conn. Young Fallon is shown during a recent Coast Guard cruise. The cadets at the academy are carefully selected in a nationwide competitive examination involving mathematics, English, science, aptitude and adaptability.



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GMH-8

Don and Martin Kendall had a real rough time trying to farm it this year... Zip Zannieri sure set a high target for other bowlers when he bowled a 198, 256, 258 for a grand total of 712. Understand this is the highest total in the history of the Erie League. The Bureau again has three teams in the League. Team No. 1 with Harry Lemen as captain is made up of Tom Hogan, Leo Harkins, Tom Piacenti, Fran Crook and Bill Moore. Team No. 2 has Tom and

Dick Halloran, Angie Petrillo, Neil Crandall and Paul Halloran with Fritz Petersen as captain. Bob Argentieri, Jack Meehan, Zip Zannieri, Bill Barnett, Dick Sayles and Captain Bob Hillman make up team No. 3. Dick Miller, Jack Burlingame and Tom Terry are bowling with the clerks' team... Jerry Curran and Bob Pebbles took a sightseeing trip to Bolivar with a guide, Don Clark, in charge. Frank Condon will not tell the third floor fellows where he is getting all the new neckties. Cyril Hilyard has returned after spending considerable time at Bethesda Hospital... Ralph Porter took a little trip to Florida. Harvey Schneegas traveled via the thruway to vacation in Jersey... After bowling for three years, Dick Tyson hit his first 200 game. Angello Petrillo went to Black Lake for a little fishing... Stan and Carrie Walter drove to work one morning in a snazzy new Cadillac. Roscoe Dressier, bowling with Avoca Auto Parts, came up with a 256... President Bill Leonard of the Bureau Golf Association already is making big plans for the annual outing next year. Sir Stork left a sister for little Tommy Donavon to play with. Francis Cassidy really had a hot time when his warm pipe set some matches afire in his pocket. Lyle Marvin painted his house... Walt and Jeanne Whitman shopped in Buffalo... Walt Coston's gift of gab really paid off when he was stopped by a member of the sheriff's department.

New Wanaque Residents



The pretty bride here is Arlene who is the daughter of Arne Anderson, chief caller, last trick, at Jersey City, N. J. Arlene now is Mrs. Donald Smith, since her marriage on Aug. 18, and the newlyweds are living in Wanaque, N. J.

People 60 to 80

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KENT DIVISION

MARION, OHIO

Ann Shepherd, daughter of Commercial Agent L. L. Shepherd, recently was married to R. T. Mason, Jr., promotion director, WMRN, and assistant treasurer, Marion Broadcasting Co.

E. E. Miller and wife celebrated their golden wedding anniversary at Marion Sept. 30. Open house was from 2 to 4 p.m. and from 7 to 9 p.m. Mr. Miller was division clerk before his retirement.

Clyde Herriot, clerk to signal supervisor-master carpenter, spent his vacation in Chicago.

Sympathy is extended to the family of D. C. Deibert, former chief clerk to the division freight agent at Marion, whose death occurred in California, with burial here in Marion Cemetery.

C. W. Sidenstricker, clerk in the division storekeeper's office, and wife, Geneva, file clerk in the superintendent's office, attended the Jaycee state meeting in Cincinnati Sept. 22.

A. H. Specker, trainmaster, and wife have returned from vacation.

MARION MECHANICAL

By Ruth D. Hanning

Birthday congratulations to V. S. Baker, S. B. Britz, T. H. Clark, J. A. Cornely, S. E. Craft, E. E. Crampton, W. W. Crizer, J. H. Cross, H. O. Carnell, I. W. Dodds, T. Euliano, E. Garrison, I. S. Graham, G. E. Holloway, D. C. Jacobs, J. H. Kline, E. C. Klingel, J. P. Lusch, E. Mallory, I. T. McGinniss, T. Nolfi, A. J. Paetzold, N. Partipilo, C. A. Perry, J. Perry, L. C. Pfeiffer, C. J. Purdy, P. J. Seaman, P. R. Shuster, J. Steele, H. D. Thompson, J. W.

Erie Railroad Magazine



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Just Married



Ann Shepherd, daughter of Commercial Agent L. L. Shepherd, Marion, Ohio, was recently married to R. T. Mason, Jr., Marion.

Turner, D. A. Twigg, M. R. Walker and R. D. Winkle.

New members of the Erie family in the diesel shop are Alfred Ford and Clayton Simpson, machinist helpers. Alfred came to Marion from Brookville, Pa., and had only worked one day when a motorist ran into his car while it was parked in front of the home where he rooms. Very extensive damage was done. It must be a poor opinion he has of the automobile drivers in Marion.

Our congratulations to Mr. and Mrs. Charles F. Emmons on the arrival of a son. Charles is a machinist apprentice.

Our good wishes go with Larry Davis, machinist apprentice, who has transferred to the transportation department; also to T. E. Delaney, transferred to Hornell, N. Y.

Best wishes for an early recovery go to Kenneth Emmons, machinist; Clifford McClare, pipefitter; W. W. Crizer, machinist; Frank Conn, laborer, and John T. Engle, machinist helper. They will be out of service for some time due to illnesses or surgery.

GALION, OHIO

Sympathy is extended to the family of Donald Kline, chief clerk, whose death occurred Oct. 5 following surgery for a brain tumor.

DAYTON, OHIO

Mrs. Earl Vest, widow of the chief clerk to the general yardmaster-agent, has departed for Japan to join her daughter and son-in-law.

MARION CAR

By H. M. Robbins

William S. Hanning, former car inspector, died Aug. 17 at the age of

November, 1956

90. He had retired after 19 years' service.

Sympathy is extended to Raymond Phillians whose wife died recently of polio. A son and daughter also survive.

MARION DIVISION MAINTENANCE OF WAY

By Maralene Trainer

It seems that good things come in bunches. Following his retirement party, former Foreman of Maintainers Theodore Jacobson of Lima, Ohio, went to Puerto Rico. While there his son and daughter-in-law presented him with an 8-pound 9 1/2-ounce namesake, Theodore Jacobson II.

Our congratulations to Maintainer W. T. Weinley on his recent marriage

to Mrs. June Sell at Huntington.

We welcome H. W. Klein as foreman of maintainers at Lima and extend best wishes to Assistant Signal Supervisor J. J. Mahoney who has been transferred to Youngstown.

A *Queen Elizabeth* greeting card has been received from Carpenter Hugh Straw. He admits to being a little sea sick even though traveling on this large and beautiful passenger ship.

We hope it is a short stay for T&M Clerk O. D. Young who is confined at the Huntington County Hospital for a rest due to a heart condition.

Our deep sympathy is extended to the family of Master Carpenter E. J. Holmes on the recent death of Mrs. Holmes' mother at Paterson, N. J.



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TRANSPORTATION

By C. R. Swank

W. M. Bumgardner, agent, Decatur, Ind., spent his vacation at International Falls, Minn.

Assistant Chief Dispatcher and Mrs. W. E. Coffman now are grandparents. John Maurice was born to their daughter, Patricia, and John W. Gibson.

Best wishes go to Charles L. Couch, passenger conductor, who has retired after 47 years' service.

A. H. Klepper, general foreman, and wife spent their vacation touring through the West.

J. C. McCauley, car distributor at Huntington, is temporarily at the Huntington County Hospital after an emergency appendectomy. Understand Mac is coming along nicely.

Trainmaster W. J. Donnelly and family spent their vacation in Sharon, Pa., and vicinity, visiting friends and relatives.

14TH STREET, CHICAGO

By Chris Hardt

Virginia Lundy, our former switchboard operator, who commutes on the Erie's Nos. 1 and 2 each day from Crown Point, Ind., to Chicago, is being doubly congratulated these days, first, on her recent engagement to Eddie Stone, and her promotion to a new position, stenotypist.

F. T. Lindquist, cashier, is going to make one of his hobbies pay off. He enjoyed his art course at the American Floral Art School, an intensive three-week study in artistic arrangement of floral bouquets in modern floral design.

Joseph V. Baron, check clerk, and Genevieve Jarosz were married recently and honeymooned at Miami Beach, Fla.

Howard Von Posch, timekeeper, and

Jersey Twins



These young guys are the twin sons of Furie Amatrano, carman at our Penhorn, N. J., shops. They were born Aug. 18 at Hackensack, N. J., Hospital.

wife, Helen, enjoyed a vacation out West, stopping at San Francisco, Los Angeles and the Grand Canyon. While in Los Angeles, Howie looked unexpectedly in the telephone directory under Von Posch, having heard his father tell long ago of a brother who went to California. The Von Posch turned out to be Howie's cousin, Jack, a chiropractor.

Arthur Lemke, clerk, and family honored John Novotny, chief, tracing desk, and E. C. Wise, O.S.&D. clerk, and their families at a housewarming and garden party at the Lemkes' new Melrose Park, Ill., home.

Jim Fazzari, check clerk, and family are enjoying the West with Stockton, Cal., as their goal. Grover Barlow, check clerk, is vacationing in Oakland, Cal.

Marvin Smith, nephew of June Rossnagel, rate desk, is studying for a law degree at Valparaiso University.

John E. Brynda, 22, son of J. J. Brynda, general foreman, now is with the Army at Fort Huachuca, Ariz., where he is studying electronics.

We are happy to report the marriage of Frank Novacek, able interline switching clerk, and Irene Baran on Sept. 30. Our own Dannie Blake, rate desk, was best man. The newlyweds made their honeymoon trip on the Erie to New York City.

Morton Fox is our new clerk-messenger. Mort has many hobbies, one of which is helping his brother in the costume jewelry business.

HAMMOND CONSOLIDATED

By Grace Connoles

Eric Bystrom, relief mail handler, and wife have returned from a vacation trip to the shores of Lake Michigan from Gary, Ind., to Mackinaw City, Mich., where they boarded a ferry and crossed to St. Ignace and then continued to Sault Ste. Marie. At this point they got aboard the steamer Bide-a-Wee and crossed to the Canadian side. After numerous sight-seeing excursions in Canada they returned home, stopping at places of interest in Michigan and Wisconsin.

Relief Foreman Bart Paoletto, car department, and family traveled east to Little Valley, N. Y., for their va-



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cation this year, stopping at Mr. Paoletto's brother's cottage at Lynlyce Lake.

It was a real pleasure to see the smiling face of Bob Settlemaier, fur-loughed yard clerk, when he dropped by the office recently while on fur-lough from Fort Ord, Cal., where he had been stationed for training. He is being sent to Germany.

Jack O'Connor, general yardmaster, proudly announced the birth of another granddaughter to his daughter and son-in-law, Mr. and Mrs. David Brown. The Brown family now consists of five girls and two boys, making seven adorable grandchildren for Mr. and Mrs. O'Connor.

Chief Yard Clerk Wilbur Bobst recently flew to Fresno, Cal., where he took advantage of the newly installed swimming pool at the ranch home of friends.

Allen Kindt, wife and son drove to Marcellis, Mich., on vacation where they visited friends and then continued on to Canada and back through New York, Pennsylvania, West Virginia, Ohio, Indiana and southern Illinois. At Carlinville, Ill., they visited Blackburn College where Al formerly was a student.

Speaking of college students, Kenneth, son of Ray Cutler, bill clerk, is enrolled at Wabash College, Crawfordsville, Ind.

Greetings to Donna Myers, general clerk, who has returned to Hammond after working at 14th St., Chicago, the past year or so.

Bass, blue gill and crappies constituted the catch of Paul Marshall, roundhouse foreman, and party who motored to Reel Foot Lake, Tenn.

Congratulations to Fireman and Mrs. Larry Southard and Operator and Mrs. Jack C. Schug. The Southards became the parents of their first child, Larry Lind, born Sept. 28, and the Jack Schugs were happy to wel-

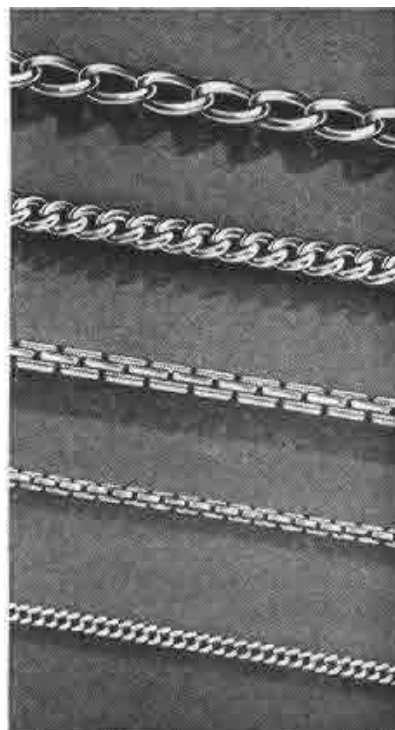
Belgium Visitors



This somewhat unique mode of transportation apparently is popular on the beach at Ostende, Belgium, since that's where this picture was taken. The two donkey riders are Katherine Fleishbein Barry (left) and Antoinette Geerinck. Mrs. Barry formerly was a stenographer in the superintendent's office Jersey City, and Miss Geerinck is employed there now. The two visited Europe last summer.

come to their family circle of two daughters and a son, another son. Randall Lee, weighing 6 pounds, 14 ounces. He arrived on Sept. 25.

Mrs. Emma Keen, relief clerk, announced the birth of her first grandchild, Roy Allen, Jr., Sept. 25, to her daughter and son-in-law, Mr. and Mrs. Roy Caul.



With railroad personnel, Simmons Quality Gold Filled Watch Chains are strong favorites. And for good reasons.

Since 1873, Simmons has specialized in making the right type of watch chains that railroad men need ... strong, durable chains... chains that are both beautiful and practical.

See the latest popular styles at your favorite jewelry store.



KROMER TRIPLE DUTY NECKERCHIEF



Keep the neck side and all collars protected from sweat and wear. Put on last. Move back flap up. If perfects your mackinaw and cap from wearing hair bristles. Twist bottom loops then fasten under button.

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

No C.O.D.'s

KROMER CAP CO.

1027 No. 7th St.. Milwaukee 3. Wis.

STORES

MEADVILLE SCRAP & RECLAM.

By George Smith

Belated birthday greetings to Ralph Farzalo, Ralph Foster, Ralph Hansen, George Lewandowski, Al Spearhouse, Carl Stadler, Roosevelt McClure, Robert Wade, W. C. Carter, Dezzie Faulk, Verlin Greathouse, Alton Hills, Joseph Homoki, Marion Krolikowski, William E. Longstreth, Tony Pero, Ed Zelasako, Thomas R. Carr, Albert Gaglione, Rodney Besanson, Nick Galle, Ralph Galle, Francis Ketcham, Ed Ruby, Ralph McEwen, F. L. Nashett, Walter Smith, Richard Maust, Paul Walls and D. D. Leggett (retired).

November birthdays: Theodore Burton, Adam Czpleski, Frank Kamien-ski, Stanley Lawhead, Clarence Proudfoot, John Olosky, Ermie Catalano, Marlin Anthony and the correspondent.

Geraldine Davies Perry, chief clerk, had a narrow escape from injury when the car she was driving lost a wheel. The wheel continued up the road and the car stopped suddenly.

Our sympathy is extended to Stock-keeper Stanley Lawhead and family on the death of his father, aged 80 years.

We heartily welcome Richard Maust back after a two-year hitch in the

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, PREAKNESS, RINGWOOD, BOROUGH of TOTOWA, WANAUKE BOROUGH and WEST MILFORD New Jersey
Member Federal Deposit Institute Corporation

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

Quarry at *Huntington, Ind.*, on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

STILL GREATER PROTECTION--For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical and lateral forces

Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.

THE ERIE DOCK COMPANY CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel.
Storage Capacity at Randall, O., of 1,000,000 Tons.

Hornell Accounting Bureau Picnic



Whoever managed to persuade so many lively youngsters to sit still long enough for this picture must have been a magician. The picture was taken at the Hornell, N. Y., accounting bureau Lodge No. 486 family picnic in Hornell. Richard Wheeler and Francis Condon were in charge of the affair.

Navy.

Welder Richard (Arthur Murray) Mowris has showed us how good a dancer he is. He's one of the best.

Patricia Ann, wife of Welder Marvin Spencer, has presented him with a bouncing baby girl.

Best wishes to Hosefitter Helper Joseph Homoki who retired recently.

Mr. and Mrs. Duane Brahm (Marlene Dietsch, stenographer) are proud owners of a new 1956 Ford. They have also bought a new home.

Congratulations and best wishes go to L. G. Perry and Geraldine Davies, chief clerk, on their recent marriage. They also have bought a new home.

The plant supervision and office force had their annual ham and cabbage dinner at Arboretum Park with 42 present. General Foreman Thomas Carr and wife, Marjorie, as usual did a wonderful cooking job. Guests were George J. House, general storekeeper, and C. G. Gilkison, M. of W. supervisor of materials. After the full course dinner Bessie McCartney showed slides of her vacation trip to the Poconos. Norman Smith brought along his tape recorder, loud speaker and guitar and there was plenty of music and entertainment until a late hour.

It was noticed in the newspaper that Frank L. Hale, former employee,

and wife, Gertrude, celebrated their 60th year of marriage Sept. 30 with open house. They remarked, "We've had some little spats, but not a single major quarrel, and we don't expect to start at this late date." Mrs. Hale is 82 and Frank is 81. They live in Linesville, Pa.

MAHONING DIVISION YOUNGSTOWN FREIGHT

By Dorothy Danks

A hearty welcome is extended to Dorothy Gettig and Melvin Callingswood, both newcomers.

On Aug. 30, the girls from the office held a dinner honoring Mary Kay Stanton who became Mrs. Edward Bell Sept. 1 in a beautiful church wedding. She was presented with a gift by Mr. England on behalf of the office personnel.

Ralph Fero and his wife have returned from a vacation in North Dakota.

Mr. and Mrs. Paul Moldovan have returned from their vacation. Paul is looking happy and rested after a sightseeing tour and also a fishing trip to Libertyville, Ill. Paul surprised us all when he showed up at work in a 1956 Buick hard top.

Mr. and Mrs. Swagger, Sr., had a wonderful vacation on a scenic tour in New York and Canada.

Arthur Hopwood had a pleasant vacation at home.

Carl Briggs played in the golf tournament at Hornell.

CLEVELAND POLICE

By David Downie

One of Patrolman Andrew Herrick's hunting dogs was struck by an automobile, but should be fully recovered in time for the hunting season.

Patrolman Robert E. Hamilton's son, Robert L., 11, is going to try for quarterback on the Edison School football team in Ashland, Ohio.

We welcome Patrolman John M. Buda to the department.

ALLEGANY DIVISION SALAMANCA, N. Y.

By S. Minneci

Sympathy is extended to the family of Charles M. Ballard, retired conductor, who died Sept. 29 in St. Francis Hospital, Olean.

Elbert M. (Burt) Thompson, retired trainman, was a visitor in Salamanca

Erie Railroad Magazine

Dinner Honors 50th Anniversary



Mr. and Mrs. E. G. Keyes, Daytona Beach, Fla., celebrated their 50th wedding anniversary at a family dinner and a reception later given by their children at the home of their daughter, Mrs. Melvin Fry, Salamanca, N. Y. Fifteen were at the dinner and about 75 persons called during the evening. Guests signed their names in the original wedding book. Before retiring in 1952, Mr. Keyes had worked for the Erie for 51 years, thus achieving a glittering record as both an outstanding railroader as well as family man.

Oct. 1. He is enjoying his retirement at his home in Smyrna, Del.

L. M. Moore, car distributor, and wife vacationed in New York and Buffalo the last two weeks in September.

James Martorell, son of the assistant division engineer, and Thomas Lockwood, son of Frank Lockwood, Salamanca, were presented with Eagle Scout awards Sept. 12, highest rank in scouting, by George Dimming, field scout executive.

CAR ACCOUNTANT

By Ella Carpenter

At beautiful St. John's Cathedral on Sept. 8, Mr. and Mrs. Charles Halusker were seated on the side reserved for "parents of the groom" as their son, Richard, was united in marriage with Barbara Jane Petruzzi. After the reception at the Banater Casino, the new Mr. and Mrs. Halusker left for a wedding trip to New York.

Ellen Cunningham and daughter, Carol, went to Washington, D. C., for their vacation and relatives showed them around the nation's capital. Carol is in her senior year at St. John Cantius High School and has been elected vice-president of her class.

Sandra Boso enjoyed visits to Cook Forest, Pc., the Blue Hole at Castalia and Seneca Caverns while on her vacation.

Carolyn Gacom visited her brother in Columbus, Ga., the first time she has been that far south.

Annie Craney was another southern traveler, going as far as Memphis, Tenn., and didn't even come back with a drawl, you-all.

Karl Stoufer enjoyed driving through southern Ohio and part of Pennsylvania with his dad.

Margaret Kutina and her husband toured New England, high-lighting the trip with a visit to Bar Harbor.

Helen Trojahn took her woolies along on a fall motor trip in New England, beautiful but chilly this time

of year.

Tilly and George Prell drove south with New Orleans as their destination in addition to a drive along the Gulf Coast to Biloxi. They stopped at many intermediate points.

Lynn Priest spent a week end with friends in Johnstown, Pc.

Dora and Bob Alves are planning to visit relatives in Lake Mohawk, N. J.

Lula and Elgin Featherston drove to Canada and then on to New Jersey where they spent some time visiting relatives.

Carol Kilbane had an interesting week-end in Chicago.

Mary Martin (retired) made her many friends in the office happy with gifts of hand painted miniatures, a very thoughtful gesture.

Chet Haughn is a very lucky and happy fellow--he got his car back in good shape after it had been missing

nine days. It was stolen from the parking lot at W. 117th and Madison.

H. G. Post has been confined to his home following a fall which resulted in a painful shoulder dislocation.

Anne Muntean's mother has been quite ill and we do hope she is much improved by this time.

Our sincere sympathy to Lynn Priest whose father passed away at Mobile,

For Railroad Men



- Overalls
- Matched shirt and pants
- Dungarees
- Denim jackets
- Caps and gloves

N&W Work Clothes are tough as a nail and neat as a pin. They save you money, fit well and look good. Sanforized, guaranteed by Good Housekeeping, certified by American Institute of Laundering. Used by railroad men for more than 60 years. Sold by 25,000 dealers.

N & W INDUSTRIES, Inc.
Lynchburg, Va. 9 Jackson, Miss.

OPPORTUNITY KNOCKS TWICE

... for the man who knows the railroader; for the man who soon must retire from his regular job; for the man looking for a permanent and remunerative future in his home territory with an aggressive, sales minded team. This is a full or part time opportunity to build up life-time annuities for later years. This attached coupon will bring you all the facts. Send it in.

Railroad Division- Continental Casualty Company
310 South Michigan Avenue, Chicago, Illinois

THE COMPANY OF THE RAILROADER for 50 YEARS

Ala.

We were delighted to have Margaret (Masterson) Smith visit us and bring a picture of her four darling youngsters.

Vivian Ploe, Davidson, Lawrence Crowe and David Myers are the newest additions who are helping us to keep 'era rolling.

Donna Von Duhn is on sick leave, but we hope she will be feeling well enough to rejoin us soon.

FREIGHT CLAIM

CLEVELAND, OHIO

Wedding bells rang for Josephine Cancelliere and Jimmy Green in Epiphany Church. . . George Dooley, supervisor of loss and damage claims, is at Lowman Pavilion, City Hospital, for an indefinite stay. A cheerful line or card can shorten the time. . . Joanne Pease has become secretary to Chief Clerk C. B. Duma. . . Ann Gusdanovic still thinks the White Sox should have won. . . Walter House is putting his idle time to good use as an advisor in the Junior Achievement program.

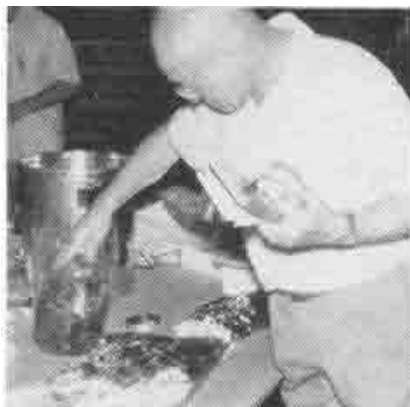
OPERATING

VICE PRESIDENT'S OFFICE

John Tanis is smiling these days. His son and daughter-in-law presented him with a grandson.

Walter Haire flew to New York for the series. We wonder whether the scalpers took him (or he took them)

PICKLE SNATCHER



Since it's his own party, this hungry fellow with one fistful of sandwich and another apparently trapped in the pickle jar probably wasn't too embarrassed at being caught in the act by the camera. He is Ted Jacobson, foreman of maintainers at Lima, Ohio, who retired this summer. The picture was taken at a party for him in Huntington, Ind., at which he also received gifts from fellow workers and friends.

to crash the gates.

We hear Alice Cunningham is enjoying her retirement, visiting friends and relatives in Binghamton and Mid-

dletown, N. Y.

Junior Clerk Hugh Goldie spent his vacation sight-seeing in New York City. Some of the old-timers gave him cautious instructions.

Congratulations again are extended to Warren Speer and wife, Mary. Their ninth child is a girl (8 lb.).

Congratulations also to Herm Violand who has a new grandson, his tenth grandchild.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

Sympathy is extended to the families of Otis Quick, boilermaker, and Newton J. Whitaker, retired machinist, who passed away Sept. 8 and 17 respectively.

Robert J. Bathrick, machinist, and Clare R. Yale, electrician helper, retired in September. Daniel B. Donovan, boilermaker helper, retired Oct. 1.

Frank Young, first trick laborer, doesn't think it pays to go to the city to shop. Frank parked in a restricted area and the Rochester police had his car towed in. When he finally found it he had to pay towing and storage charges. The garage would not release the car as Frank had no registration papers. The car belonged to his father-in-law, Machinist Glen Flansburg, and the papers were in Canisteo. After much delay, telephoning, etc., matters were straightened out and Frank got the car.

On Sept. 22, 900 Boy Scouts from



Fibre Renewal Parts

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

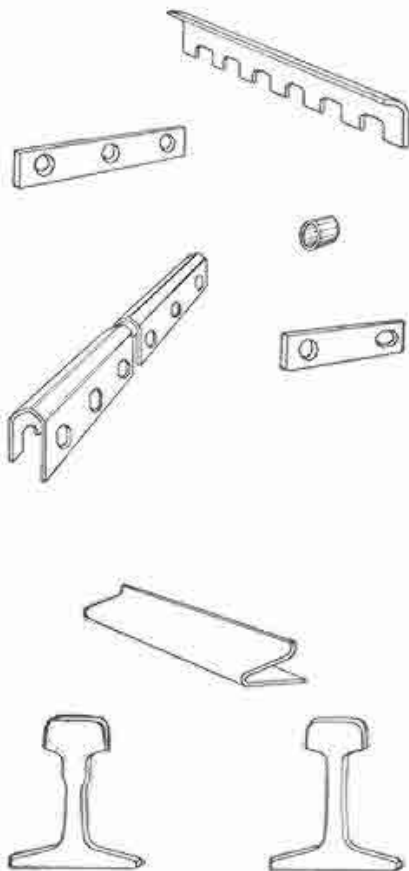
-Buy the BEST

-Buy RAJO

THE RAIL JOINT COMPANY, Inc.

50 CHURCH ST.

NEW YORK 7, N. Y.



the Salamanca area toured the diesel shop and facilities.

On Sept. 5, the mechanical department supervision held a dinner at Jack Smith's restaurant in honor of George W. Dewey, air brake foreman, and George A. Knead, machinist, who retired recently. Mr. Dewey worked 48 years and Mr. Kneale 39 years for the Erie. M. G. Dean, special inspector, acted as toastmaster. Remarks were made by Paul White, New York Air Brake Co.; George H. Higley, retired air brake supervisor; C. E. Maahs, master mechanic; Earl Branning, general master mechanic, and C. K. James, superintendent of motive power. Mr. James presented Mr. Dewey with his retirement certificate and Mr. Branning presented gifts to Mr. Dewey and Mr. Kneale. Out of town guests were: Cleveland, Mr. James; Frank White, secretary to the superintendent of motive power; R. J. Lares, chief clerk to the superintendent of motive power; L. S. Kurlless, assistant superintendent of the car department; H. B. Trace, welding supervisor. Jersey City, F. D. Dunton, master mechanic; Thomas Maloney, general foreman, and A. J. Dillon, chief clerk to the general master mechanic. Midvale, N. J., George Busted, foreman; Port Jervis, R. T. Noblit, general foreman; Elmira, J. A. Richardson, general foreman; Corning, N. C. Stanton, foreman. Also present were the retired air brake supervisors from Youngstown and Susquehanna, G. H. Higley and D. W. Fisher.

Leon Cleveland, general foreman, has bought a new 1956 Buick.

after 48 years with the Erie. A dinner was given in his honor at the Hotel Markeen, Buffalo, Oct. 4, many guests and friends attending.

MARINE

By Jesse E. Baker

George Warner, who was the engineer on the ferryboat Youngstown, dropped in to say hello to all of the

oldtimers. George now is engineer on the Steel Navigator of the Isthmian Steamship Co.

Cards have been received from Fred Gerbes and family who are on vacation in Florida; also from Florida a card from Anthony E. Benvenuto, retired deckhand. Ben writes, "Anna and I have built a new house in Fort Pierce, Fla."

Captain John Hermansen of the tug Cleveland and his wife have sailed



Advertisement

BUFFALO DIVISION

BUFFALO TERMINAL

By F. J. Rombkowski, Jr.

Assistant Agent J. B. Graney spent his vacation touring in New England. Genevieve Tracy, chief demurrage clerk, motored to Washington, D. C. and Virginia. . . Cliff Cannon and wife spent their 32nd wedding anniversary in New York. . . Bill Heather, operator, drove to Black Hills, S. D., to visit his family. . . Joe Kennedy of the rate revision bureau and wife vacationed in San Francisco. John Flynn, day chief clerk at QX, drove 6,000 miles in three weeks on his vacation to California and Mexico. . . New car drivers at East Buffalo are Chief Rate Clerk Joe Karg (Plymouth) and Transit Clerk Carl Croley (Oldsmobile). . . Ed Zgoda, night chief clerk at QX, has returned to work after a long illness. . . We are sorry to hear of the illness of Pierce Cournan, chief clerk at SK. . . Sympathy is extended to N. J. Yacobucci on the sudden death of his mother on Sept. 24. . . Jimmy O'Hearn, former clerk, remembers his buddies, sending cards and goodies now and then. . . Birthday congratulations (September) to R. E. Symington, Edward Wilds (also his third wedding anniversary) and Richard Bell. . . Florence Reilly, secretary to F. K. Corlett, assistant general freight agent, retired Sept. 22 and has taken on the duties of a housewife. Co-workers gave her a farewell party and presented a gift. . . G. E. Adams, division car foreman, retired Oct. 1

PROGRESSIN TRANSPORTATION- AND BRAKES

Modern Trains, both freight and passenger, demand wider performance range in brakes. Precision to the highest degree, in all parts of the braking systems, is vital. Such precision is embodied in the braking systems built in our Plant.

Use "AB" for today's freight trains.

Use "HSC" for Conventional High-Speed, Light-Weight Passenger Trains.

The New York Air Brake Company

230 Park Avenue. New York 17, N.Y.

Plant: Watertown, N. Y.

for. Europe and will be gone three months. John said he expected to be back by Christmas.

Do you know that the Indian name for Governors Island was "Pagga-nack"? Translated: "The land where the nut tree grows."

NEW YORK DIVISION SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Vacations: Mr. and Mrs. R. Smith,

RUST- OLEUM

**COLLINS OIL & MFG.
COMPANY, INC.**

**90 WEST STREET
NEW YORK 6, N. Y.**

THE FLEISHEL LUMBER COMPANY

**SAINT LOUIS,
MISSOURI**

Lock Nuts Brake Beam Safety Supports

GRIP NUT CO.
SOUTH WHITLEY, INDIANA

Fort Lauderdale, Hollywood and Miami Beach, Fla.; Mr. and Mrs. H. A. Rhoads, Mill Rift, Pa.; Mr. and Mrs. George DePuy, Lake George and Asbury Park; T. C. Rooney, local trips, and J. Creelin, local trips and the shore.

Mr. and Mrs. Harry Close entertained 31 guests at a barbecue at their home in Fairlawn over Labor Day. Naomi Dicker visited Otisville, the Teehans went to the shore, and Mr. and Mrs. Harry Coleman, to Port Jervis.

Mrs. Daniel Crowley, wife of the car distributor, is convalescing at home after being hospitalized due to an accident.

Office changes: Emma Csirip, ediphone operator-steno; Naomi Dicker, steno-clerk in place of Mrs. Frank Stephen, resigned; Carol Nemeth, transferred to the general eastern freight agent's office in New York; Margaret Straut, steno-clerk, station supervisor's office, temporarily replacing Barbara Coan who went to Newburgh, N. Y.; Hertha Karpinski, steno in place of Dick Young; Dick now is in the chief dispatcher's office; Muriel Kitzner is junior clerk.

Sympathy is extended to Mr. and Mrs. Pete Tabia on the passing of her mother and their aunt. Also to the Daniel Crowleys on the passing of his brother, and to Mrs. Peter Geraud and family on the sudden death of her husband, formerly a car record clerk here.

PASSAIC, N. J.

Sympathy is extended to Mrs. James J. Parkinson whose husband, the former assistant agent at Garfield, died Sept. 7.

Baggageman John Lucas spent his vacation in Washington, D. C. Winnie Wagner spent his vacation in the mountains.

Al Stoebe was with the American Legion at its state convention.

Charles Dalzell, genial rate clerk, enjoyed the remainder of his vacation on the Delaware Division, his old stamping ground. Harry Flanagan spent his time at chores around home and at his usual fishing haunts.

Michael Bashaw finished his vacation doing a little fishing. Marion Kaiser enjoyed the seashore.

WEEHAWKEN LOCAL

By Violet Schmitt

Junior Clerk-Messenger Joe Gallagher took that walk down the aisle recently. The lucky girl is the former Rose Combs of Jersey City.

Our bowling team started off in the usual manner--three down. But they shouldn't get discouraged. It's not the

start but the finish that counts.

We had the pleasure of seeing two former employes, Frank Bell, retired dock foreman, and Joe Steinhauser, retired checker. Watchman Joseph Piegari brought his son in for a brief visit. He is a former employe, now with the armed forces.

Sympathy is extended to John O'Brien, foreman, and family on the death of his brother; to Rose Marotta, telephone operator, on the death of her aunt, and to Frank Caporino, trucker, whose mother died.

Helen Minogue, timekeeper, celebrated another birthday recently with cake, candles and all the trimmings. Others to whom we extend birthday wishes are Ed Ringle, cashier, and Frank Smith, dock clerk.

The daughter of Gene Dully, checker, recently was released from the Sister Kenny Institute, and the daughter of Foreman John Dugan was at Christ Hospital a few days due to an accident. It's good to see the husband of Marie Hayes, employment clerk, back at Weehawken after an illness.

Those back on their jobs after vacations are Gene Duffy (California); William Cunningham, foreman at Croton, and family (Florida); Al Hennigan, foreman, and John Chrzanoski, branch clerk (fishing); James Barry, general clerk, worked on his house--between ball games probably. Ed Ringle was on vacation at this writing.

The John McGowans (tally clerk) and the Robert Colvilles (relief clerk) spent a week-end at Barryville, N. Y., at a summer-end reunion party. Adding to the festivities was the celebration of the McGowans' ninth wedding anniversary.

Barbara Gaherin, daughter of the chief clerk, was scheduled to take a midnight flight out of Newark Airport for Florida to spend her vacation.

Enjoying the food, drink, etc., at the veterans' picnic at Werner's Grove recently were Assistant Agent G. C. Kalle, Bud Reed, demurrage clerk; Ralph Maccia, engineer, and Vincent Penny of the yard office. The weatherman was most cooperative.

Quiz Answers

1. Stop displayed.
2. Less-than-carload freight shipments.
3. Total amount invested in railroad property.
4. More than 100 pounds per yard (104.1 pounds in 1954).
5. 2400 h. p.
6. Interstate Commerce Act.
7. Yes.
8. 42 inches (many locomotives are equipped with 36- or 40-inch wheels).
9. To the chief officer of the Accounting Department.
10. Maintenance of way.

Last year (1955) the Class I railroads originated 3,000,237 cars of LCL merchandise freight.

Erie Railroad Magazine

THE FACTS OF LIFE ABOUT CANCER!

alive today!

...like 400,000 other Americans



... who have had cancer and are well and happy today because of the progress that has been made in cancer control. In their faces you will find the message of hope that is the American Cancer Society's perennial inspiration and challenge.

your best cancer insurance

lifetime policy:

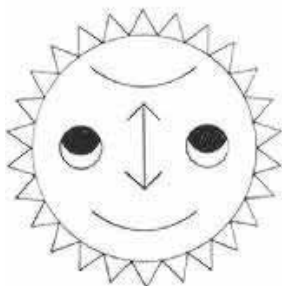
See your doctor *every year* for a thorough checkup, no matter how well you may feel.

day-to-day policy:

See your doctor *immediately* at the first sign of any of the seven danger signals that may mean cancer.



About 1 in 4 of us living today will develop cancer at some time in our lives.



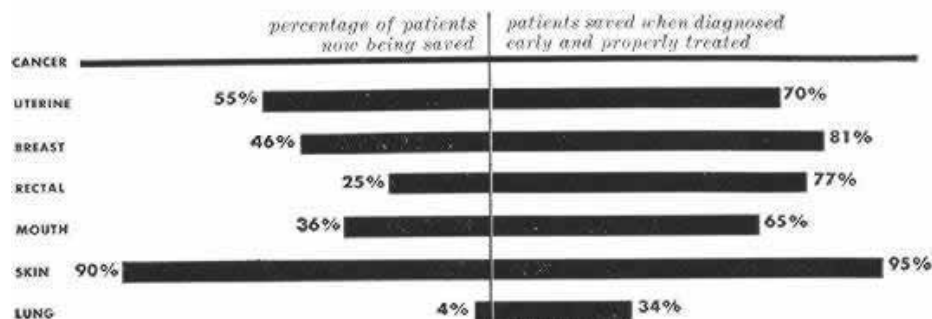
LET'S LOOK

AT THE BRIGHTER SIDE

Cancer is much more curable than it was even 10 years ago. Approximately 150,000 Americans are being saved every year.

More and more people are going to their doctors *in time*. In fact, today one out of every three cancer patients is being saved annually. Formerly only one out of four was saved. This amounts to an additional 30,000 lives saved every year.

MANY MORE THOUSANDS COULD BE SAVED



(Estimates based on reports to the Third National Cancer Conference that included comprehensive data from the Connecticut State Department of Health, as well as the records of many hospitals, clinics, and other medical sources. The figures are believed to be sound estimates for most of the United States).

7 "LIFE-SAVING" SIGNALS

These seven so-called "danger" signals of cancer have, in reality, been seven *life-saving* signals to hundreds of thousands of Americans who have gone to their doctors at the first sign of any one of these:

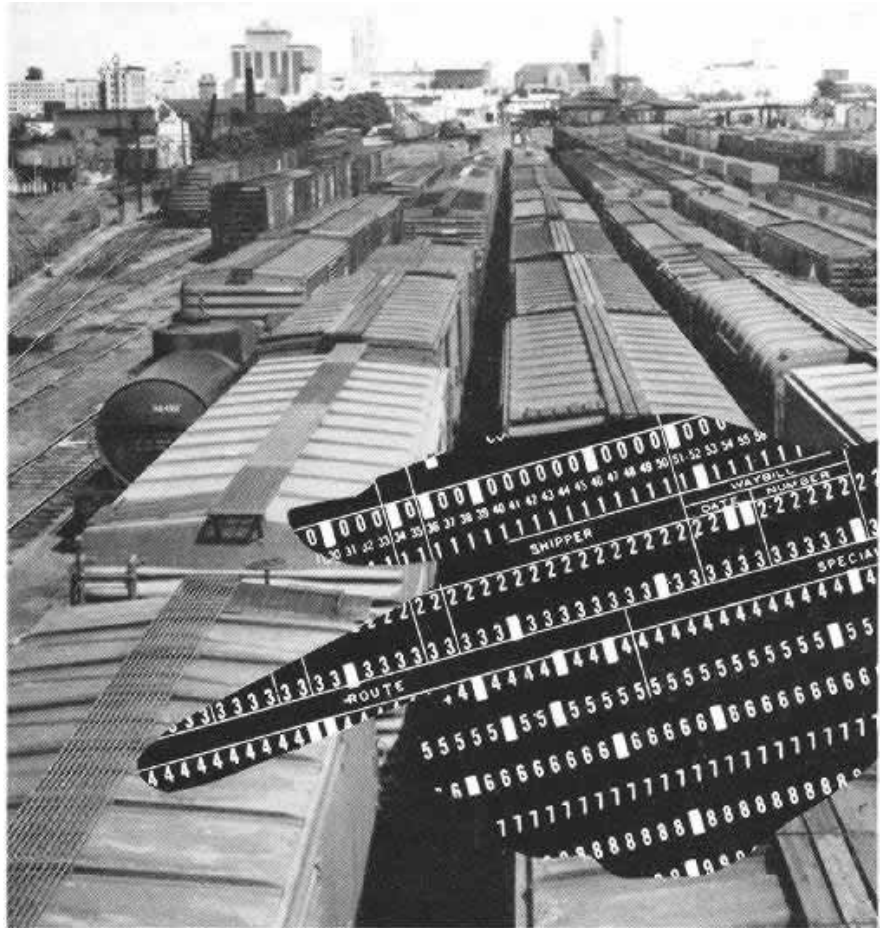
- 1 ANY SORE THAT DOES NOT HEAL
- 2 A LUMP OR THICKENING IN THE BREAST OR ELSEWHERE
- 3 UNUSUAL BLEEDING OR DISCHARGE
- 4 ANY CHANGE IN A WART OR MOLE
- 5 PERSISTENT INDIGESTION OR DIFFICULTY IN SWALLOWING
- 6 PERSISTENT HOARSENESS OR COUGH
- 7 ANY CHANGE IN NORMAL BOWEL HABITS

None is a *sure* sign of cancer, but only a doctor can tell.



FOR MORE LIFE-SAVING FACTS ABOUT CANCER CALL THE AMERICAN CANCER SOCIETY OR WRITE TO "CANCER" IN CARE OF YOUR LOCAL POST OFFICE.

WE PUT THE FINGER ON 25,000 FREIGHT CARS EVERY DAY



Knowing the whereabouts of the 25,000 freight cars traveling on the Erie on any average day might seem like an impossible task.

But it is daily routine on our railroad.

Every afternoon in our Cleveland offices, electronic machines process thousands of punched cards, produce

lists showing trains, car numbers, contents, consignees, shippers and other important details. Quickly, this information is sped to Erie's 47 offices--coast-to-coast. From it, the Erie man can tell a shipper where his car is, when it will arrive or anything else he may want to know --and usually while he holds the

phone.

Unusual? Not at all. Erie recognizes industry's need for fast, accurate, dependable information in today's "bus" world. This "Q.A." (quick action) car locator service is one way we provide it. It is another reason why more and more shippers are saying, "Route it Erie."



Erie Railroad

Serving the Heart of Industrial America