

**ALL SET
FOR
HALLOWEEN**

OUR 51ST YEAR OF PUBLICATION

OCTOBER 1955

The President's Page

IT IS HOPED that Erie employes will again become active in carrying out the Community Chest Campaigns in their home towns.

The Erie Railroad Company will continue to give its financial support to the many communities along our line which are conducting Community Chest Campaigns. We hope that the Erie employes, too, will recognize their civic responsibility as they so willingly have done in the past by making contributions to their local Community Chests and by serving as volunteer workers wherever possible during the drives that are under way.

We believe that it is essential to continue support to health and welfare services in order to meet the needs of those in your communities who, because of conditions that are not of their own choice, require a helping hand in this great humanitarian job.

I am sure that the history of the Community Chest activities in your home town contains many pages which demonstrate the awareness of these agencies to your community needs.

I urge you to do the best that you can in lending support to your local Community Chests.

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



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



51 No. 8

October 1955

Our Objective

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

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

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

RAIL ENDS

The Federal Railways of West Germany are accommodating cyclists by providing special trailers to carry bicycles. Each trailer has racks for storing the bicycles and a compartment for luggage. There are about 250 of the trailers in use, mostly attached to diesel-powered passenger cars used on short runs.

If you got a headache figuring out your income tax return, you might try estimating how many headaches there are in 179 carloads of tax forms. The Internal Revenue Service sent out 143 standard railway carloads of the familiar No. 1040 form packets and 36 carloads of separate forms. Mail trains handled from six to 10 carloads per day until all were delivered.

Many birds lose their lives by flying in the path of speeding trains. This is particularly true of game birds, with pheasants being most numerous among the casualties. Two varieties generally held in low esteem by man, crows and magpies, demonstrate their sagacity by seldom or never disputing the right of way with a train. Doves, also, seem to be smart enough to keep clear of moving engines.



THE COVER—Not at all afraid of her spooky, leering companion, pretty Alice Stanek, clerk in the Legal Department in Cleveland, is all set to step out on Halloween Night to scare all the children in town. And how do you like that topper? It wasn't designed by Dior, but it is definitely in style with our magazine. Alice is all railroader.



At the top is our current diamond emblem with the shaded back. Shown also are examples of Erie emblems used in the past. The fancy ribbon with diamond was used between 1880 and 1892 and appeared on tickets, the shield on a June 1871 timetable and the diamond with slogan about 1930. The door-knob is from the private car of Jay Gould who was president of the Erie from 1868 to 1872.

Erie's Diamond Gets New Look

The Erie trademark has taken many forms over the years. It has been changed from time to time to keep it modern and up-to-date. When you look at some of

the emblems used in the past, they look pretty old-fashioned now. The one most readily recognized today, of course, is the familiar Erie diamond. But even that has been

modernized. The one now most widely used is shown at the top. It has a shaded block area on the left hand side of the diamond. This shaded area, which gives it a sort of third dimensional look, was designed to give it a more solid and substantial appearance. It adds strength to the diamond and makes it stand out more prominently.

This design is used mostly in Erie advertising where it is reaching the mass public and becoming identified as "The Mark of Progress in Railroading." Its use is gradually being extended to letter-heads, timetables, dining car menus, calling cards, printed forms and other stationery. More and more
(Please turn to Page 34)



President Paul W. Johnston poses with President Felix S. Hales of the Nickel Plate Road in the cab of the steam locomotive which was presented to Hammond, Ind.

stepped aside to escape being trampled by the mob of kids who swept down upon them.

President Paul W. Johnston was present at the dedication and in a brief talk said he hoped the citizens of Hammond would look upon "Old 624" as the symbol of an industry which was serving them as a good neighbor in their town.

Mayor Vernon C. Anderson of Hammond accepted the locomotive and land for his city and described Hammond as "basically a railroad community" and praised the "honest toil" of its railroaders.

The dedication was the climactic event of "Railroad Day" in Hammond.

\$800,000 Grindstone

A rail-grinding train, representing an investment of \$800,000, was recently put to work removing rough spots from the running surface of the rails of an Eastern railroad. The train consists of a generator car and eight cars under which are 96 10-inch grinding wheels. The grinding power is furnished by the generator car.

Foreman: How come you carry only one plank, and all the other men carry two?

Worker: I suppose they're too lazy to make two trips, the way I do.

HAMMOND ENSHRINES STEAM LOCOMOTIVE

Children (from five to 80 years old) were out by the hundreds at Hammond, Ind., Sept. 13 at ceremonies at which the railroads of the area formally presented a steam locomotive to the city as a monument to this railroad workhorse of yesterday which contributed so much to the growth and economy of Hammond and other American communities.

The locomotive, to be known as "Old 624," now stands on its own short "railroad" across from the Civic Center in Hammond. James M. Moonshower, Erie's assistant superintendent of the Marion Division, described the spur on which the locomotive stands in this way: "It may not be as long as most—but it's just as wide."

Moonshower is chairman of the Calumet District Railroad Community Committee which presented the locomotive to the people of Hammond on behalf of the railroads serving the city.

The locomotive was donated by the Nickel Plate Road, and the small plot of land on which it stands was donated by the Erie.

Despite unfavorable weather, hundreds of citizens were present for the unveiling, and the children (the wee variety) swarmed all over the big engine. One 11-year-old boy

summed up the youngsters' feelings when he burst out with: "This is the keenest thing I've ever seen!" Adults who tried to get into the cab

Have You Changed Your Residence Address?

On or about Jan. 31 each year the Accounting Department mails to the last address of which they have record, Withholding Tax Statement U. S. Treasury Department Form W-2, showing total wages paid you for the year and amount of Federal Income Tax withheld.

Because of the large number of forms returned by the Postal Authorities for better address, it is desired to emphasize the importance of the Accounting Department having your latest residence address on file.

If you have changed your residence since the first of the year, kindly clip the slip printed below, fill it in and mail promptly to C. H. Artman, District Accountant, Erie Railroad Co., Hornell, N. Y., by company mail.

CHANGE OF ADDRESS

Name
Street Address
or Rural Route
City or Village,
Postal Zone and State
Identification Number Shop or Div.

General office employees should notify their department head of any change in residence address.

Big Day



Pretty Sharon Boag, 13, practices with her red cocker spaniel, Maple Wynd Gypsy Chiel, who won first place in the novice class.

In A Dog's Life

Several Erie employees at Hornell, N. Y., much of whose spare time is spent in training and exhibiting dogs, were winners recently in one of the most remarkable dog shows conducted in the United States.

The show is that of the Southern Tier Kennel Club which was staged

Aug. 21 at Hornell.

It is the only dog event in the United States sponsored annually for the benefit of the Damon Runyon Memorial Fund for Cancer Research. The show is presented, as it was this year, at Hornell's Maple City Park. This is the oldest dog show site in the country still

in use.

Hornell, originally known as Hornellsville, was one of the first seven dog show centers in the United States. Souvenir catalogues describe three-day shows staged away back in 1886.

Some of the Erie employees and members of their families who competed in the 1955 edition of the show are Mr. and Mrs. Dick Boag and their 13-year-old daughter, Sharon; George Roberts; Mrs. John Muchler and Mr. and Mrs. Clifford A. Ormsby.

Mr. Boag is a machinist at our Hornell shops and also co-chairman of the dog show. Mr. Roberts also is a machinist at the shops. He is owner of the Wa-Han-Ka Kennels at Hornell and a breeder of beagles. He has won several grand prizes at dog shows at Madison Square Garden. Mrs. Muchler is the daughter of Dr. Milton Burch, former Erie doctor. Mr. Ormsby is a conductor on the Susquehanna Division. The Ormsbys are owners of a prize-winning Staffordshire terrier, X-Pert the Imp. One of the dogs which was bred by the Ormsbys, X-Pert Deep Onyx, was the winner



This is a general view of the judging rings at the 1955 Southern Tier Kennel Club dog show at Hornell, N. Y., with perfect sunny weather prevailing.

in the staf-terrier division or best of breed. Mrs. Ormsby is secretary of the Southern Tier Kennel Club.

Sharon Boag's red cocker spaniel, Maple Wynd Gypsy Chief, won first place in the novice class.

Show officials were gratified by the large number of entries. Of the 120 breeds recognized by the American Kennel Club, 70 were entered in the 1955 show.

The Hornell event represents the utmost in community shows, for its 485 special prizes, worth more



Looking over show prizes are, from the left, Dick Boag, co-chairman of the show; Francis Maher, show chairman, Hornell, and Joseph Spring, show superintendent, Philadelphia.



Mr. and Mrs. Dick Boag show the cocker spaniels they entered in the show. Mr. Boag is an Erie machinist at Hornell.



Mr. and Mrs. C. A. Ormsby with their prize-winning Staffordshire terrier, X-Pert the Imp. Mr. Ormsby is a conductor on the Susquehanna Division.



Mrs. John Muchler and G. H. Roberts with a beagle owned by Mrs. Muchler. Mr. Roberts is an Erie machinist at Hornell.

than \$3500, come nearly from every business, service and social organization in the city and adjacent areas.

Making sure that this community show for the cancer cause is a success, nothing else was scheduled for Hornell on the Sunday of the dog show, except of course for regular church services. Baby-sitters work on a premium rate on that day as entire families descend on the park

after lunch.

The Southern Tier Kennel Club also arranged tours through the Corning Glass Works, nearby at Corning, N. Y., through the many wineries in the vicinity and through our diesel shops and yards. It really was a big day in the city.

The festivities began the night before Dog Day with the famous Old Ranger party where exhibitors (Please turn to Page 34)



Above is a view of the new timber and steel trestle bridge at Parker's Glen, Pa., where the biggest washout occurred. Inset is how the same scene looked just a few days after the flood.

Flood Washouts To Get Permanent Structures

Plans have been completed for replacing the temporary structures at two points where Hurricane Diane washed out our Delaware Division main line in August. Work will start on the new instal-

lations this fall.

A new concrete arch and fill which will carry a double track will replace the present timber and steel trestle bridge at Parker's Glen, Pa.

Just west of Shohola, Pa., a 15-foot multi-plate pipe and fill will replace the present steel span over Panther Brook and also will carry a double track.

Later the present double track at Mast Hope, Pa., also will be replaced by a double-track installation, although the present span and fill carry two tracks. This, however, is considered temporary.

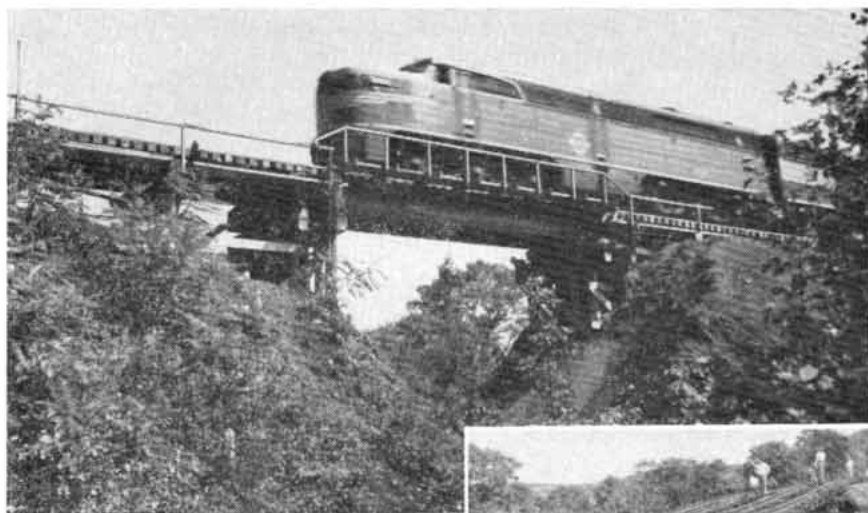
At the fourth major washout caused by Diane, at Shohola, the present girder bridge, with a single track, will remain. The railroad for about a mile east and west of this bridge will be single track. It will be controlled by automatic signals operated by the passing trains.

Meantime work is continuing at other points of the main line in this area where damage was less severe. This work consists mostly of installing rip-rap on the Delaware river side of the tracks to strengthen the road bed.

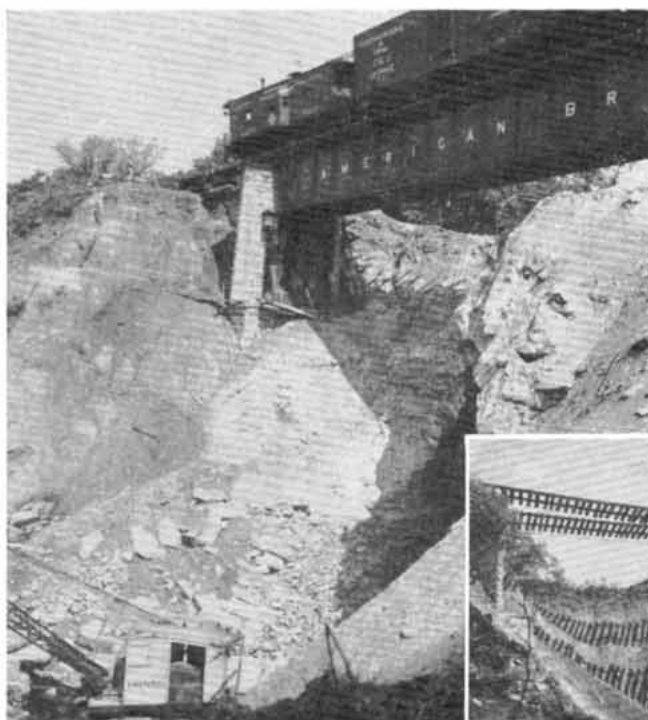
Below, grinning workmen give Hurricane Diane, the tempestuous young lady who caused all the damage, a little kidding as they wrestle the girders which bridged the gap over Shohola Creek at Shohola, Pa.



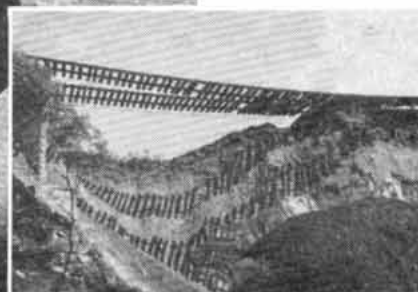
At right is the new bridge which spans Panther Brook just east of Shohola, Pa. Inset is a picture of the same location as it looked after Diane had blown over.



Above is the new bridge and fill which replaced the old installation which was washed away by Diane at Mast Hope, Pa. Here both tracks have been completed. Inset is a picture of the area as it looked just before Eriemen finished the new westbound track.



At right, the girders on Page 8 are shown installed over Shohola Creek at Shohola, Pa., which was the last of the four major wash-outs on the main line to be completed. Inset is the same spot as it looked before the new bridge was finished.



LETTERS FROM YOU

Sir:

... I disembarked from Erie train No. 165 in Waldwick, N. J., as was my usual daily custom. Upon arriving at my home I realized that I had left my purse on the train.

Immediately I called the Erie office at Jersey City and through various channels finally talked to your dispatcher. I believe his name is Mr. [C.] Beckwith. After relating my tale to him, he advised that he would see what he could do and would call me back. In what seemed a very short while the dispatcher returned my call and advised that Mr. [J.] Struck who was, I believe, the trainman on that train, would deliver my purse to me on his way home, which he did without accepting any sort of gratuity offered for his kind service. . . .

Patricia Longson
Waldwick, N. J.

Sir:

During the weekend of May 13 I made a rush trip to New York. As a passenger and a stockholder of the Erie Railroad, I thought I would drop you a line to state how much I appreciated the courtesy of the conductors on the train which leaves Jersey City around 2 p.m. for Ridge-wood.

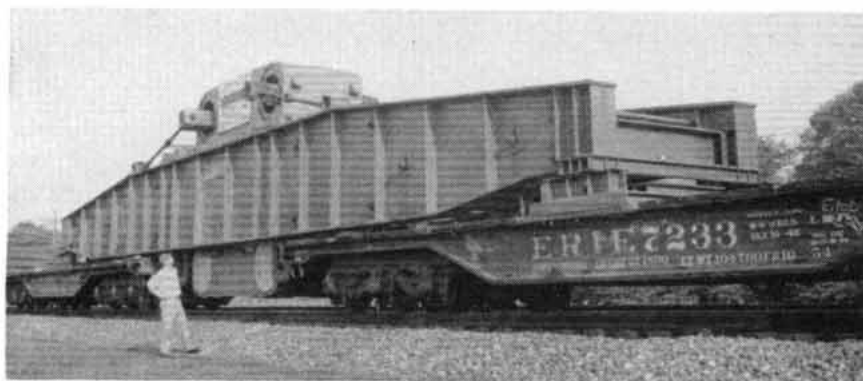
Many years ago I was a regular commuter on the Erie and it was wonderful to me to find that the personnel was still willing to be so helpful. One of the trainmen, it may have been the conductor, a short, stocky, middle-aged man, was very courteous and kind enough to take my bag and assist me off the train.

Mrs. A. Joseph Hoffmann
Fort Lauderdale, Fla.

Sir:

... In following up on this new account [Kramer coal] to find out if everything was satisfactory to the customer, I was told that the Kramer coal was performing especially well. I was also told something that I know you will be interested in, that is, they are particularly happy

Erie Carries Huge Army Press



This huge extrusion press for the U. S. Air Force was carried by the Erie from Youngstown, Ohio to Griffith, Ind. Destination was Torrance, Cal. The press was suspended between two flat cars. It weighs 671,810 pounds and is 15 feet five inches high and 10 feet wide.

with the good equipment and prompt service they are getting from the Erie Railroad. I understand they feel that your service has eliminated the trouble which led them to make a change in their source of coal.

I thought I should pass on to you this good report about the Erie service from one of our customers, and I can tell you I have also heard very complimentary things in the past about the Erie service from United Eastern sales people. I make it a point to stress the Erie service and equipment in talking to the salesmen and I know that they make the most of this in talking to customers, both when it comes to holding present customers as well as when it comes to getting new ones.

Good railroad service is a big factor in holding on to customers today

and keeping them satisfied.

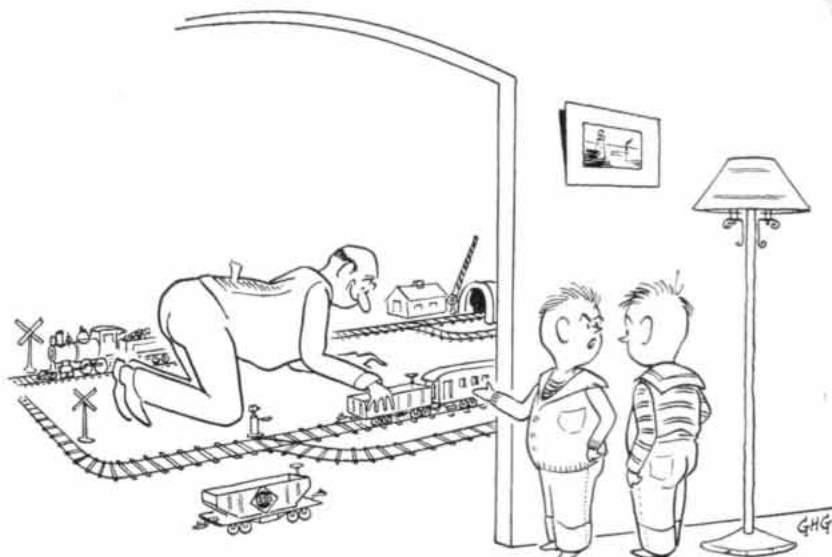
C. A. Peterson
Northwestern Mining & Exchange Co.
Stump Creek P. O., Pa.

Sir:

It seemed just like coming home to be back on the Erie on the Jamestown-New York run. It seemed that way because you, Douglas, who was the steward on the dining car, and all the rest of the crew made it so pleasant in every way.

I've been an Erie rooter all my life, but now after this trip I've added whistling to the roots. . .

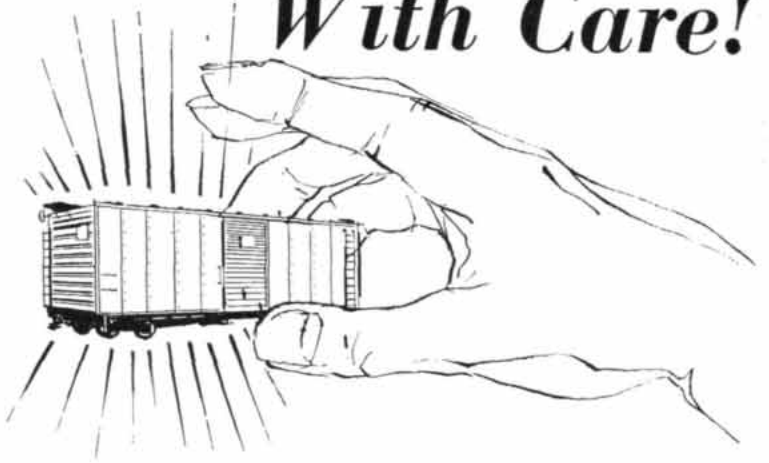
Charles Edison
Chairman of Board
Thomas A. Edison, Inc.
West Orange, N. J.



"WE'LL JUST HAVE TO WAIT — HE'S THE CHIEF STOCKHOLDER."

OCTOBER, CAREFUL CAR HANDLING MONTH

Handle Me With Care!



October is again designated as CAREFUL CAR HANDLING MONTH.

The problem of rough car handling continues to be the number one problem still. Over 80 per cent of all claims paid are for causes which in one way or another can be traced to careless handling. Millions of dollars are wasted just because someone is careless.

Cases of damage like the one illustrated on this



Here is a glaring example of careLESS car handling. Somebody was not careFUL, and this boxcar had its face shoved in. It's alright for guys like Rocky Marciano to push in fighters' faces in a ring, but it doesn't look good on boxcars or loss and damage reports.

page need not happen. The forthcoming campaign provides a good opportunity for all of us to review our car handling practices. While the need for careful handling of cars is with us all of the time, this special campaign is a way of reminding all of us that the problem is still with us—that it is serious—that it is a source of great waste—that no one profits by careless handling of cars.

Rough handling is not an unavoidable hazard! Careful car handling is A MATTER OF SKILL—we can meet the demands of present-day operating conditions and handle cars carefully at the same time. Skill can be acquired and our men are equal to the job!

Booklet Available

The Freight Loss and Damage Prevention Section, Association of American Railroads, has summed up the "do's" and "don'ts" of careful car handling in a pamphlet with that title. Over 4,000 copies have been distributed to our employees. (Additional copies can be obtained. Address your requests to the Loss and Damage Prevention Department, Midland Building, Cleveland, Ohio.)

This pamphlet can be used as a basis in giving our everyday efforts toward this problem a new impetus, while giving further emphasis to specific on-the-ground programs which are now being carried out or to any new approach which may help us with the solution to this problem.

As the pamphlet states, "It takes GOOD JUDGMENT to be a GOOD SWITCHMAN—and, of course, 'teamwork'! That reminds us of the well-known poem on this subject (by an unknown author):

Two fool jackasses—Now! Get this dope—
Were tied together with a piece of rope.

Said one to the other: "You come this way
While I take a nibble from this new mown
hay."

"I won't," said the other: "You come with me
(Please turn to Page 34)

BOOK CORNER

THE RAILROAD POLICE, by H. S. Dewhurst. A monograph in the Police Science Series. Published by Charles C. Thomas, Springfield, Ill. 211 pages; indexed. \$5.50. A report of the development and present status of railroad police departments and of the Protective Section of the Association of American Railroads. Subject matter is covered in five chapters, as follows:

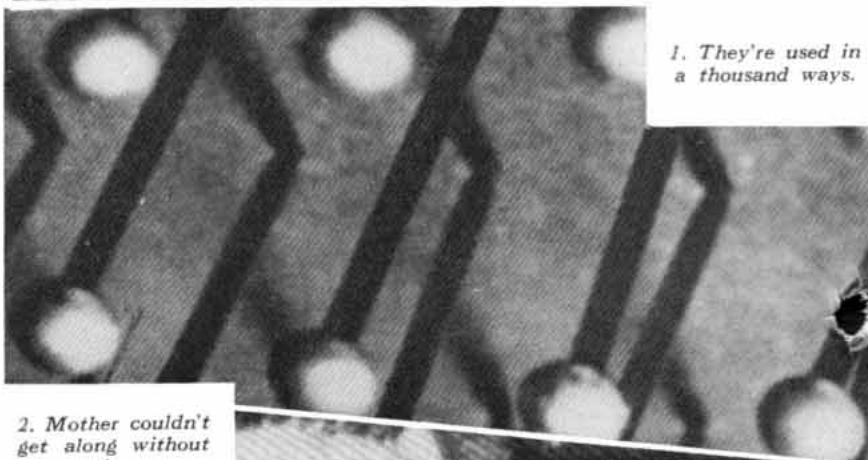
1. Background and developments which led to the establishment of police departments.
2. Organization of railroad police departments, including requirements for employment, selection of personnel, instruction and training of personnel, and equipment and its use.
3. Duties and activities of railroad police.
 - a. Protection.
 - b. Freight claim investigation.
 - c. Derailment investigation.
 - d. Patrolling.
 - e. Mail and express investigations.
4. Trespassing and juvenile problem.
5. Beginning, purpose and functions of the AAR's Protective Section.
6. Traffic and public relations value.
 - a. Cooperation with law enforcement agencies.
 - b. Railroad police associations.

Includes a historical survey of the commissioning procedure of railroad special agents by state and local governments, as well as data on the requirements and duration of commission, scope of jurisdiction, etc. Organizational structures of police departments of several railroads are outlined. Case studies of railroad depredations are cited. Activities to educate youngsters that trespassing is dangerous and vandalism is costly are described. Relates examples of railroad police departments' contribution to overall crime prevention and solution.

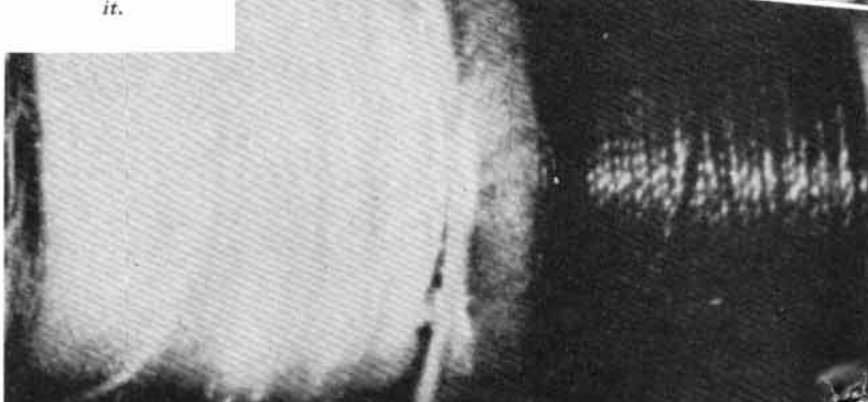
Temperamental Banana

One of the most sensitive fruits handled in railway refrigerator cars is the banana. To avoid chilling, the temperature of the banana car must not be lower than 56 degrees Fahrenheit. Under some conditions, the car may require ventilation. Each car is opened and the fruit is inspected one or more times enroute, depending upon weather conditions and the distance covered. Temperatures are regulated by icing or ventilating, as circumstances require.

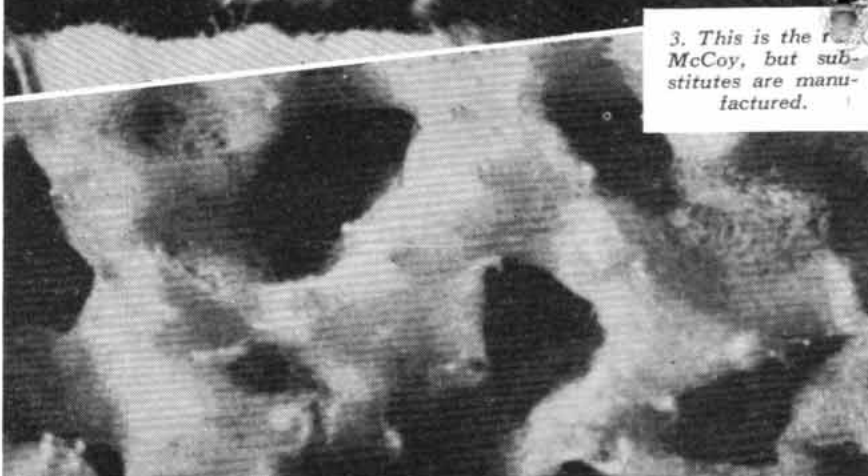
What's Your Guess?



1. They're used in a thousand ways.



2. Mother couldn't get along without it.



3. This is the real McCoy, but substitutes are manufactured.

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

Public Relations

EVERY RAILROADER'S OTHER JOB



(The following is from an address by Albert R. Beatty, assistant vice president, Public Relations Department, Association of American Railroads.)

All of us railroad people, whether we realize it or not, have two jobs—a full-time job and a part-time job. Obviously, the full-time job is the one for which we are directly employed, and the part-time job is the part we play in the general relationship of the railroads with the public. It is of the utmost importance that we do both jobs well, not only because of their bearing on the present and future success of the railroads but also because of the effect they may have on the livelihood of everyone who is a part of the railroad industry.

Public relations is an integral and inseparable part of every business. We have no choice as to whether we shall have relations with the public. Our only choice is as to what sort of relations we shall have. They may be good public relations; they may be bad public relations; they may be indifferent public relations. But no business can escape relations with the public, nor should it want to do so even if it could.

What is thus true of every business is particularly true of the transportation business, and especially the railroads. It is particularly true of the railroads because from the earliest days public transportation has been rightly looked upon as being affected with the public interest. For this reason, railroads need to have good public relations, and their problem is how to achieve and improve them.

The most effective way of accomplishing good railroad public relations is when every railroad man is a public relations man. That is the part-time job to which I referred. Every railroad man is responsible for some part of the relationship, not only of his own company but also of the entire industry, with the great public whom we serve and upon whose patronage and suffrage we depend. He may be a very good public relations man in that in the daily performance of his duties and in his contacts with friends, neighbors and business associates, he helps to bring about a better public understanding of railroads, a better public appreciation of railroads, and a better public knowledge of what railroads really are, what they do, and what they mean to the economic and social

life of the United States, as well as the very security of this nation.

Better Public Understanding Is Needed

This same man may be a very poor public relations man and may go about his duties in a narrow way. He may say to himself, "I know this job of mine, and if I do this job satisfactorily, nothing else should be expected of me. Why should I be concerned about what people know about the railroads or what they think about the railroads or how they feel toward them? It won't affect me particularly one way or the other." If that is his attitude, he is a very poor public relations man, because he is not helping to create a better understanding between the industry upon which he depends for a living and those who use that industry or can influence its very future. . . .

The railroad industry today needs public understanding more than ever before, and unless the industry has it and this support is translated into constructive action, the future of the industry is uncertain.

No man had a greater need for and more fully recognized the importance of favorable public opinion than Abraham Lincoln. It was Lincoln who said: "Public sentiment is everything. With public sentiment, nothing can fail; without it, nothing can succeed." And Lincoln added this pertinent observation: "He who molds public sentiment goes deeper than he who enacts statutes or pronounces decisions. He makes statutes and decisions possible or impossible to be executed."

It is generally recognized that the most effective way of making a good impression on the public and telling others about railroads is through the acts and words of the railroad men with whom the public comes in contact, on duty or off. . . .

The First Essential

However, before any railroad man can hope to make a contribution toward better public appreciation and understanding of railroads, he must first be informed himself. He must have some knowledge of what his industry is doing and how it is doing it. He must also know something about the problems of the railroads and how they can be solved not only for the good of the industry but

(Please turn to Page 34)

RAILROAD QUIZ

1. From noon Oct. 1 to noon Oct. 2, Railroad A has on its line two freight cars—one loaded, one empty—belonging to Railroad B. Does A pay B per diem for the loaded car only, the empty car only, or both cars?
2. Does interline traffic move over one railroad only or over two or more railroads?
3. Does piggy-back service relate to express, mail, passenger, or freight service?
4. Are freight rates on coal usually based on short tons (2,000 lbs.) or long tons (2,240 lbs.)?
5. In the construction of a mile of railroad, which of these two elements of cost would be greater—rails or crossties?
6. Does the Rueping process relate to the manufacture of steel rails, the treatment of wood, or the cleaning of ballast?
7. Which organization issues forecasts for carload traffic—Interstate Commerce Commission, Regional Shippers Advisory Boards, or the Association of American Railroads?
8. How far does a ton of freight move, on the average, on the railroads of the United States—333, 433, or 533 miles?
9. Which takes precedence in determining the superiority of trains—class, direction, or right by train order?
10. What is the term used to designate freight separated from the waybill while in transit?

(Answers on Page 34)

500 More Boxcars Ordered By Erie

The Erie Railroad has placed orders for 500 additional box cars at a cost in excess of \$3,500,000. General American Transportation Corp. was awarded the contract for the 40 foot-6 inch steel cars to be built at their East Chicago, Ind., plant. Delivery is expected in the second quarter of 1956.

So far this year, Erie has placed orders for 1550 freight cars costing over \$15,000,000. Previous orders were for 850 50 foot-6 inch box cars from Greenville Steel Car Co. and 200 50 foot-6 inch cars from General American Transportation Corp.

The Buffalo Creek Railroad, owned jointly by the Erie and Lehigh Valley, also has placed orders for 1,000 40 foot-6 inch box cars, 500 with ACF

CONFIDENT LIVING

By Dr. Norman Vincent Peale

I was talking with a man who came from a family of nine boys. His father, a butcher, had raised that family on 30 dollars a week. Yet every one of those nine boys is now a leader in his community.

"You would be considered underprivileged children today, wouldn't you?" I commented.

"Well," he answered, "we didn't think so then and I don't think so now. How were we underprivileged? Why, we didn't even know that word. True, we were poor financially, but consider our assets. We had a wonderful father and mother. We had an inspiring church and pastor, fine schools and lived in a good town in a beautiful section of the country. We were healthy and had ideals. We knew that if we put ourselves in God's hands and worked and believed, we could make something of ourselves. What's underprivileged about a set-up like that?"

Those nine boys, you see, were not thinking negatively. But all too many people today are accepting a soft and easy doctrine that there are more opportunities given to some than to others. I think this is a false doctrine. Too many of us like to blame the things that are against us. But, in a country where Andrew Jackson, Abraham Lincoln, Harry Truman and Dwight Eisenhower became presidents, "I was born on the wrong side of the tracks" or "I came from a poor family" are not good excuses.

A Negro boy said to me glumly, "I can never amount to much in this country."

"Why not?" I asked.

"You ought to know," he answered.

"You're healthy, aren't you?" I asked. "And smart?"

He grinned and agreed.

"You have a good mother? A good father?"

He nodded.

"Let me feel your muscle."

He rolled up his sleeves and

grinned again when I congratulated him on his well developed muscles.

"And you have a wonderful smile." I added another item to his assets.

"But I'm colored," he objected.

"So is Ralph Bunche, who used to be a janitor," I reminded him. "So is Jackie Robinson. So is the president of the Borough of Manhattan, Hulan Jack." And I went on to mention other names. "You are thinking 25 years behind the times. It was really much harder then than it is now for Negro men and women but, even so, some of them did mighty well all the same."

Then I told him a story about a small colored boy at a county fair. A man was blowing up balloons and letting them float up into the sky to the delight of a crowd of children. The balloons were of all colors. "Do you suppose that black one will go as high as the rest?" the Negro boy asked.

"Watch," the man said, "and I'll show you." He blew up the black balloon and it went just as high as the others. "You see, sonny," he told the boy, "it isn't the color that determines how high they go, it's the stuff inside them that counts."

After this story, I added for my young friend, "If you will get a doubt out of your mind and rid yourself of the inferiority complex you're nursing, if you believe that God will help you and if you will give everything you have to whatever you do, you'll get along all right."

I realize fully that many people have difficult problems. But when you stop thinking of your problems and the obstacles you face and throw yourself into your task, you will come through. The help of God, positive thinking, a desire to serve others and the willingness to work are all you need. If you believe you can do it—you can.

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Industries at Berwick, Pa., and 500 with Pullman Standard Car Manufacturing Co., Michigan City, Ind., at a total cost of over \$7,000,000.

Howard: What becomes of all those love triangles?

Bruce: Most of them turn into wreck-tangles.

Erie Railroad Magazine

5180 Ex-Eriemen Receive Annuities

About 5,180 men and women whose last railroad service was with the Erie Railroad were receiving employee annuities from the Railroad Retirement Board at the end of 1954, the board recently reported. Their annuities averaged \$105 a month. About one-third of these employees had wives who were also receiving monthly benefits.

In addition, the board was still paying an average of \$80 a month to 32 of the pensioners who were taken over from the company's own pension rolls in 1937.

During 1954, 697 former Erie employees were added to the board's retirement rolls, and 408 were terminated, mainly because of death. This resulted in a net increase of 289 during the year. The average annuity paid to those added to the rolls was \$113 a month.

The Railroad Retirement Board points out that overall in 1954 some 35,800 employees of the nation's railroads retired on annuities averaging \$106 a month. Of this number, 74 per cent retired because of old age and 26 per cent because of disability. At the end of the year, the board was paying an average of \$100 a month to 296,000 retired railroaders; 102,000 of them had wives receiving wives' annuities averaging \$37 a month.



NAME	OCCUPATION	LOCATION	DATE OF DEATH
Babula, Thomas	Car Repairer	Jersey City Shop	7- 9-55
Beyer, Otto Peter	Hostler Helper	Jersey City Shop	7-24-55
*Brady, Thomas Joseph	Road Conductor	New York Division	5-30-55
Bruce, Herbert Glen	Checker	Kent Division	8-15-55
*Callahan, Harry James	Yard Brakeman	Mahoning Division	7-15-55
Cochrane, George Arthur	Car Repairer	Hornell Car Shop	7-31-55
Cozad, Brice Everett	Asst. Sect. Foreman	Marion Division	8- 2-55
*Crooks, Lyman C.	Boilermaker	Hornell Back Shops	6-29-55
*Dougherty, Mary Ellen	File Clerk	New York (Fght. Traf.)	8- 6-55
*Eick, Frank John	Crane Operator	Hornell Backshops	7- 7-55
Fornadel, Peter Paul	Ticket Clerk	Buffalo Division	7-11-55
Gettig, Robert Solomon	Boilermaker	Youngstown, Ohio	7-25-55
*Grillo, Andrew	Boilermaker	Hornell Roundhouse	7-25-55
*Heller, Adolph Charles	Upholsterer	Susquehanna Coach Shop	4-22-55
*Herterich, Louis	Asst. Agent	Fairview, N. J.	5-19-55
*Hiatt, Herman P.	Division Storekeeper	Huntington, Ind.	8-22-55
*Jensen, Alland Christian	Deckhand	Marine Department	7-25-55
Kearns, Joseph Michael	Car Inspector	Jersey City, N. J.	8-17-55
*Kellp, John Anthony	Sand Dryer	Secaucus, N. J.	8- 9-55
*Kennedy, Albert	Section Foreman	Marion Division	7-14-55
Kiernan, William Francis	Car Inspector	Port Jervis, N. Y.	5-12-55
*Kimmel, Ona Jacob	Plumber	Marion Division	7- 7-55
*Kilwee, William Frederick	Ticket Clerk	New York Division	8-10-55
Kribbs, James Richard	Trainman	Mahoning Division	5- 7-55
*Large, Emory Vernise	Section Foreman	Marion Division	7-13-55
*Lichwiarz, Frank Joseph	Boilermaker Helper	Marine Department	7- 7-55
*McIntire, Franklin Lawrence	Yard Conductor	New York Division	6-24-55
Messaro, Frank	Trackman	Wyoming Division	7- 8-55
Nowicki, Stanley Joseph	Car Inspector	Hammond, Ind.	8- 7-55
*O'Malley, James Aloysius	Conductor	Delaware Division	7-25-55
*Perry, William Cloice	Conductor	Kent Division	6-24-55
Radom, Marko	Painter	Marine Department	7- 7-55
Swartwout, Margaret Veronica	Chief Clerk	Port Jervis, N. Y.	7-14-55
*Tantullo, Joseph	Shop Hostler	Jersey City, N. J.	7-10-55
*Taylor, Walter Edward	Signalman	New York Division	6-20-55
Tenhagen, Roy William	Rlf. Cross, Watchman	Meadville Division	6-30-55
*Thomson, Albert	Brakeman	Susquehanna Division	7-21-55
Timbo, Robert Vincent	Machinist	Jersey City Shop	7-24-55
*Walsh, John Patrick	Bridgeman	Marine Department	7-15-55
*Wendelken, Frederick	Tugboat Captain	Marine Department	7- 9-55
*Wormuth, Charles Raymond	Road Conductor	New York Division	
*Yates, Ida May	Station Attendant	Marion Division	
*Retired Employees			

Hourly Statistics Reveal Scope Of Railroading

So widespread are the activities of the American railroads that it is difficult for any of us to comprehend their extent. Perhaps it will help us to understand the magnitude of railway operations in this country if we consider what the railroads do in a single hour.

In every 60-minute period, on the average, day and night, in 1954, the railroads originated 3,866 carloads of freight and delivered 3,866 carloads of freight to their destinations.

Every hour in 1954 these railroads performed the equivalent of transporting 62,699,000 tons of freight one mile. In other words, they performed the equivalent of transporting 777 pounds of freight one mile for every person in the United States.

For each hour, on the average, the

railroads performed the equivalent of transporting 3,344,000 passengers one mile.

Every hour, on the average, the railroads received and handled about 15,000 express shipments and about 1,000,000 pounds of United States mail.

For every hour of the day and night of 1954 the railroads paid out, on the average, \$98,300 for federal,

state and local taxes; \$163,000 for fuel, materials and supplies, and \$554,000 in wages.

BIKINI

"My wife's a wonder," says a friend of ours. "Last winter she knitted me socks out of an old bathing suit of mine, and this summer she knitted herself a bathing suit out of one of my old socks."

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
Gilbert S. Bull	Horseheads, N. Y.	Timber & Treatment Inspector (M. of W.)	9-12-22
John S. Moore	Dunmore, Pa.	Actg. Div. Teleph. Supv.	10-27-47
William E. Godfrey	Jersey City, N. J.	Insp. of Operation Eastern District	12-29-36
Robert L. Downing	Youngstown, Ohio	Insp. of Operation Western District	8- 1-46

ERIE VETERANS

Jersey City Chapter At Picnic



Everybody seems to be having fun in this picture which shows part of the crowd which attended the picnic of the Jersey City chapter at Werner Grove, Haledon, N. J.

Fellow Veterans:

In behalf of the Erie Railroad Veterans' Association we wish to express our sincere sympathy to our brother members and families and others suffering as a result of the flood disaster, which damaged their property and the railroad property on the east end of our railroad.

At this time it behooves all of us to abide by the request of President Eisenhower and do our part in helping to restore homes and property by our donation to the Red Cross. This I know we can and will do.

The Jersey City Chapter extended an invitation to **Mrs. McCue** and me to attend their outing on July 24. We accepted and enjoyed the outing and the hospitality.

The harvest moon will be shining soon. Then it will be cornroast and clambake time and every chapter should get together for an outing before the winter season begins.

The latest report on the standing of our association is one of which we can be proud. I wish to congratulate the officers of the association and officers of the local chapters for making this report possible.

I request that for the last quarter, beginning Oct. 1, each chapter start a membership drive. By January 1956 our association should increase its membership not less than 50 per cent.

Fraternally
Edward McCue
President

Jersey City

By **A. I. Raywood**

Our program of summer activities is about concluded and we can give some thought to other events. The biggest undertaking will be the annual instal-

lation of system officers and banquet, to be held next January at the Hotel Governor Clinton in New York. We have 20 enthusiastic members acting as a committee on arrangements and we expect that the affair will draw veterans from every part of the railroad. At the Conneaut Lake outing, our chapter wore badges inviting veterans from the system to be with us in January. Starting next month, we will try to give more details about our program.

Our membership drive, which has been underway three months, has resulted in an increase of about 50 new members. We hope for twice that number before the end of the year. If you know of an employee with 20 years or more of continuous service, or a former member, invite him to get on our rolls.

Arrangements are well under way for the installation of system officers at the Hotel Governor Clinton in New York on Jan. 21. A committee is raising funds to help defray expenses through an ad program, part of which will be set aside for our members who desire to have their names listed. **J. F. Hazzard** is committee chairman, **Antoinette Geerinck**, treasurer. Other members are **Mary Quinn**, **E. H. Stocker**, **J. J. Callahan**, **J. McCoy**, **W. Turner**, **F. Reichardt**, **B. S. Reed**, **F. P. Belling**, **A. B. Cohen**, **J. Herzig**, **W. Brazel**, **George Sisco**, **Fred Smith**, **A. I. Raywood**, or **G. C. Kalle**.

We are nearing the end of another year's activities for the benefit of those with whom we have spent better than 20 years of our working lives. We are proud of our record. Next month we nominate officers for 1956 and we feel that each member should attend the November meeting and help select those he thinks will do the best job for the association. Our meetings are the second Wednesday

of the month at I. U. C. Hall, 38 Park Avenue, Paterson. We extend a cordial invitation to members of the veterans' association to sit in with us.

Buffalo-Rochester

By **Ruth Nise Munger**

July vacationists: **Henry** and **Mrs. Schultz** to Detroit for a visit with his brother. **Larry** and **Mrs. Soule** to Panama City, Fla., to see their son at the Tyndall Air Force Base. **Clarence Smith**, clerk, North Tonawanda, fishing. The **Frank Halbleibs** stay around Buffalo. The **Schreff** journeyed to Yellowstone National Park. **Herb** and **Mrs. Moyer** went to the mountains and to Utica for a visit with **Herb's** 86-year-old father. Shortly after their return home, the father suffered a heart attack and died July 28. We extend sympathy to the family.

Sympathy also is extended to the family of **Peter Fornadel**, chief clerk at Niagara Falls, on his sudden death July 11, and to the family of **Fred Zimmerman**, retired engineer, who also died recently.

Henry Rathman, yard brakeman,

Weatherman, Take Note

The Erie Railroad Veterans Association has selected Saturday, July 21, 1956, as the date for its annual outing next summer at Conneaut Lake Park, Pa.

It might be a good idea for the vets to send the weatherman a carbon of their announcement in view of what he has done to them in previous years.

who retired recently, now is living in Florida.

Our best wishes to **L. E. Newman** on his transfer to Chicago. We will miss the **Newmans**. Greetings to his successor, **Frank Corlett**.

Get-well wishes to our sick, including the **Leuthes** and **Mrs. Felix Droit**. Birthday greetings to **Mrs. C. S. Kinback** and **Mrs. Art Duffee**.

We sympathize with **Mrs. William Binkert** whose sister died recently.

The chapter and auxiliary held a basket picnic July 31 at Island Park. **Bob Symington** and **Mrs. Bill Stretton** were in charge of arrangements and a country store.

Wedding anniversary congratulations to **Mr. and Mrs. George Adams**, their 50th, and to **Mr. and Mrs. George Cunio**, their 34th.

Seventy members and families traveled to Conneaut Lake Park, Pa., Aug. 13, for the annual system outing.

One of our members, **George Southworth**, Buffalo, 86, was the oldest veteran present and was awarded a medal. The veteran traveling the longest distance was **M. O. Hildebrand**, who lives in California.

Allen Peabody, Suspension Bridge, and wife stopped in Vancouver, Wash., and other western points on vacation. Agents **Felix Droit** and **Martin Gannon** kept close to Buffalo. The **Eddie Eavins** went to New Jersey; Operator **Cartwright**, to the Pennsylvania hills; **C. F. Henry**, retired agent, to Montreal, Quebec and New England.

The Ladies Auxiliary held a board meeting at the home of **Mrs. C. J. O'Leary** and made plans for the fall. A membership tea was given Sunday, Sept. 18, at **Mrs. William Stretton's** home.

Birthday greetings (September) to **Mrs. John Fagan**.

Our sympathy is with Chairman **Bob Symington** and nephew, **William**, the death of **Bob's** sister.

Salamanca

By Hilde

The annual family picnic was July 24 at the Bee Hunter Picnic Grounds in Allegany State Park with 217 present. The weather was perfect and the committee is to be complimented for a well planned picnic with fine food and excellent service.

Winners of afternoon events and prizes: Rolling pin throwing contest, **Mary Zaproksi**; bean carrying race, girls, **Mary Zaproksi**, boys, **Leon Bierfeldt**; back to back race, **Antonette Minneci** and **Ruby Blivens**; one- and three-legged races, **Carolyn** and **Sharon Lauser**.

The softball game was called after three innings of play. It was a high scoring, no contest game with fielding gems by **Sam Minneci**.

Charles Marsh and **Ferrell Hoover** are on the sick list. **Laura Belle Lindahl** suffered a broken arm recently.

Best wishes to **Merle Baker**, division telephone supervisor, on his retirement July 31 after more than a half century with the Erie.

Congratulations to **Ronnie Fralick** who has replaced **Merle** as division telephone supervisor.

Best wishes also to **Sam Cucchiara**, track foreman at Olean, who has retired after 50 years' service.

Congratulations to our chairman, **L. E. Rodgers**, who was voted to be the next second vice-president of the veterans' association.

A. J. Sullivan (retired) was a recent visitor in Bradford, Salamanca and Hornell.

Congratulations to **Mr. and Mrs. Homer P. Hall** of Sheridan on their 50th wedding anniversary Aug. 14.

Sorry to report the death of **Harry Moss**, retired operator and Bradford Division dispatcher, at the age of 91.

Meadville

By R. C. Miller

Mrs. Fred Ott was dinner chairman

October, 1955

Telephone Supervisor Retires



Merle F. Baker (second from left), division telephone supervisor, Salamanca, N. Y., receives a gift presented by George D. Poole, assistant superintendent of communications, on behalf of friends and fellow employees, during a recent retirement dinner for Mr. Baker in Salamanca. In the picture, from the left, are C. K. Scott, retired engineer, maintenance of way; Mr. Baker, Mr. Poole, Mrs. Baker and D. A. Logan, superintendent, Salamanca.

at the regular meeting of the veterans and the auxiliary on July 28. Assistants were **Mrs. Charles King**, **Mrs. Henry Fredericks**, **Mrs. Lyle Houghtling** and **Mrs. Lena Stenger**.

Mr. and Mrs. A. J. Werley vacationed at Eau Claire, Wis., **Mr. and Mrs. Lloyd Rynd** in Chicago, Rockford, Ill., and Rochester, N. Y.

Mr. and Mrs. Frank Mason, who celebrated their 63rd wedding anniversary June 27, were honored at dinner at the home of their daughter, **Mrs. Fred Devore**.

Mrs. Robbins was dinner chairman for the Aug. 25 meeting of the veterans and the auxiliary. Assistants were **Mrs. George Staples**, **Mrs. Genevieve Lawyer** and **Mrs. Mildred Hood**.

Two new applications for membership were approved by the veterans.

Bert Mohlman, **James Urquhart** and **George Lund** were reported ill.

Mrs. Henry Fredericks and daughter motored to Rome, Ga., for a visit with the **Fredericks'** son.

Mrs. Helen Stenger, who suffered a broken arm recently, is convalescing slowly.

Youngstown

By R. P. Reeber

We deeply regret the death of Veteran **R. S. Gettig**, ticket agent, who passed away July 27 after a heart attack. Heartfelt sympathy is extended to **Mrs. Gettig** and family.

Our sympathy is extended to the family of **Tobia Musati**, retired section foreman, Cortland, Ohio, who died at Crile Veterans' Hospital Aug. 8 after a long illness.

A fine time was had at our 13th annual stag picnic Aug. 21 in spite of a few showers. As usual, things lasted until far, far into the night.

Sky-Rocket

In 1912 a Western railroad purchased its first all-steel dining car at a cost of \$19,000. Recently the same railroad placed an order for several dome-dining cars at a unit cost of about 16 times \$19,000, or \$300,000 each.

Penny Pincher

Patrick O'Toole had received a job as a brakeman on a railroad in a mountainous section of Pennsylvania, and was paid on the basis of miles run.

On one of the first trips, the engineer lost control of his train and at a dangerous rate it went speeding down the steep grades.

Suddenly the conductor saw his Irish companion, who had been clinging to the running board for dear life, make a move as though to rise, and, fearful that he intended to jump, the conductor yelled: "Don't jump! You'll be killed!"

Pat shouted back: "Do you think I'm fool enough to jump when I'm makin' money as fast as I am now?"

More than two miles of electric wiring go into the building of a 2,000-HP diesel-electric locomotive.



BEN MANGHISI, clerk-typist—
"Pick-up and delivery service
should be better. Maybe we
should buy our own trucks."



Kamera Kwiz

QUESTION: What can the railroads do to improve themselves further?

The Kamera Kwiz question for this issue was answered by employees in the Perishables Traffic office on Pier 28 on the Hudson River in New York.

The office was recently moved from Pier 20 at Duane St. The office is responsible for paper-work involved in handling the vast volume of fruits and vegetables brought into the great metropolitan area by the Erie's swift perishables freight trains.



JOHN KIERNAN, clerk at
fruit desk—"Although our
freight service is quite good
now, I think it will have to
become even better."



GEORGE SCHOPMEIR (left), eastbound clerk—"The railroads should continue to improve service with new ideas and equipment and by better relations with shippers and consignees." **RAY KING**, float clerk—"The railroads should concentrate on modernizing the country's antiquated transportation legislation to give railroads equal opportunity with competitors."

DICK MATSON, general clerk—"The railroads should modernize their passenger stations and brighten the atmosphere around them."



DOMINIK MANISCALCO, clerk—"The railroads can improve by modernizing passenger stations and by more and snappier advertising and sales promotion."





MARIE HAYES, comptometer operator—"I would like to see the railroads advertise more, especially on television. We should get movie and entertainment stars to plug the railroads."



ARTHUR KEEFE, clerk-typist—"Together with our shippers we should try even harder to cut down on loss and damage."



MARY MOLLOY, chief claim clerk—"We should strive for prompt handling and settlement of claims for better relations with customers and shippers, and we should improve handling of records."



JOHN ATTANASIO, (left), export and diversion clerk — "Employees should do their share to expedite shipments, and railroads should schedule faster delivery door-to-door." JAMES SHEW, A-line clerk—"Railroads should do more advertising and sales promotion, and the advertising should be more lively and timely."

JOHN SWEENEY, clerk-stenographer — "The railroads should improve their commuter service, then, maybe, they would regain some of the business they have lost to the buses and private autos."



EARL MOORE, assistant clerk at fruit desk—"Railroads can be more efficient by cutting out some of the paper work and red tape. We need more modern office procedure."



Amazing Railroad

The Iranian State Railroad—called "the world's most sensational railroad" — has more tunnels, more bridges and more grades per mile than any other major railroad in the world, according to a press release recently issued by the Foreign Operations Administration of the United States Government.

The main line runs from the Persian Gulf to Tehran, the capital of



Uncle Sam Collects

Federal taxes on the sale of passenger tickets, Pullman tickets, and freight and express shipments yielded the United States government \$624 million during the calendar year 1954.

From the time these transportation taxes were first imposed on passenger and Pullman fares in October 1941, and on freight and express shipments in December 1942, to the end of December 1954, all agencies of transportation have collected and paid to the federal government a total of \$6,612,000,000, of which \$2,841,000,000 was from passengers and \$3,772,000,000 was from freight and express. A large percentage of the total was collected on railway transportation.

The transportation taxes mentioned above are not a part of the regular taxes paid by the railroads to federal, state and local governments. In the 159 months from October 1941 to December 1954, inclusive, the railroads paid federal, state and local governments more than \$14,844,000,000 in regular taxes—almost \$100,000,000 a month.

Iran, and then on to the Caspian Sea, a distance of about 850 miles. It winds up from the Gulf through a succession of tunnels and bridges, reaching an elevation of well over a mile above sea level in the first 100 miles from the Gulf. It then crosses two other mountain ranges before it starts across the great Iranian plateau to Tehran.

Tehran's station is 4,500 feet above sea level, and on the 100-mile route from there to the Caspian coast, the road climbs to an elevation of 9,000 feet and then drops down to 85 feet below sea level at the sea-coast.

At one point the railroad can be

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Fred W. Akom	Trackman	Ohio City, Ohio	8-20-55	40
James B. Armstrong	Engineer	Jersey City, N. J.	7-28-55	44
Luther G. Axford	Engineer	Jersey City, N. J.	7-31-55	50
Charles W. Blackinton	Painter	Susquehanna, Pa.	7-22-55	44
Jason C. Boyd	Engineer	Hornell, N. Y.	7-29-55	44
David J. Boyle	Statistical Clerk	New York, N. Y.	9-30-55	44
Oliver Bulmer	Asst. Sect. Foreman	Avon, N. Y.	8-22-55	34
George J. Burt	Operator	Hackensack Bridge, N. J.	6-10-55	27
Harrison O. Bush	Tie & Timber Agt.	Hornell, N. Y.	8-31-55	37
Perry B. Carrier	Special Inspector	Brier Hill, Ohio	9-30-55	44
Arthur H. Casterline	Trackman	Waverly, N. Y.	6-30-55	29
John Cipolla	Section Foreman	Solon, Ohio	7-8-55	40
Vednor C. Clark	Section Foreman	Mill Village, Pa.	9-24-55	38
Charles L. Cox	General Agent	Omaha, Nebr.	9-30-55	40
Lawrence H. Creighton	Shop Superintendent	Susquehanna, Pa.	10-31-55	44
Daniel F. Dailey	Passenger Engineer	Hornell, N. Y.	7-23-55	51
Earl W. Davenport	Rd. Freight Conductor	Port Jervis, N. Y.	8-31-55	50
Donato Deramo	Burner-Welder	Brier Hill, Ohio	8-31-55	36
Harvey M. Dieterich	Telegraph Operator	Youngstown, Ohio	8-11-55	48
Albert C. Fryer	Engineer	Huntington, Ind.	7-8-55	43
Francis S. Fuller	Carman	Susquehanna, Pa.	8-16-55	22
Michael Garguilo	Barge Captain	Jersey City, N. J.	7-31-55	38
Marcus D. Gates	Asst. Str. Steel Fore.	Cleveland, Ohio	8-12-55	29
Leo D. Gifford	Machinist	Salamanca, N. Y.	7-14-55	38
Harry L. Gillis	Machinist	Hammond, Ind.	7-29-55	51
Arthur N. Griggs	Car Inspector	Susquehanna, Pa.	7-8-55	33
Claude V. Hall	Laborer	Hornell, N. Y.	8-8-55	44
Carl P. Harmon	Pipefitter	Meadville, Pa.	7-29-55	39
Ora O. Harter	Conductor	Huntington, Ind.	7-26-55	32
Elbert W. Haushalter	Yard Conductor	Jersey City, N. J.	5-23-55	30
Isadore Havaic	Crossing Watchman	Youngstown, Ohio	7-31-55	32
Lawrence S. Horn	Engineer	Huntington, Ind.	7-20-55	43
Ralen Hummel	Trackman	Port Jervis, N. Y.	6-28-55	30
Carl F. Junker	Engineer	Hornell, N. Y.	8-17-55	40
George E. Keckler	Engineer	Marion, Ohio	7-31-55	39
Stanley J. Kierney	Car Repairer	Jersey City, N. J.	7-28-55	36
Thomas G. Kraus	Machinist	Marion, Ohio	7-31-55	38
Anthony B. Kreinberg	Blacksmith Helper	Dunmore, Pa.	7-29-55	37
John L. Kroll	Crossing Watchman	Depew, N. Y.	7-18-55	21
Robert L. Lamb	Engineer	Jersey City, N. J.	6-30-55	46
Roscoe R. Lewis	Engineer	Huntington, Ind.	6-30-55	49
Edwin O. Mattocks	Road Conductor	Meadville, Pa.	6-20-55	26
Elmer S. Moore	Yard Conductor	Marion, Ohio	8-2-55	41
Joseph Mroczek	Coach Cleaner	Jersey City, N. J.	8-2-55	26
Leon E. Ostrander	Road Conductor	Hornell, N. Y.	7-11-55	42
Earl J. Ott	Machinist Helper	Meadville, Pa.	8-31-55	39
John Pawlawski	Carman	Susquehanna, Pa.	8-2-55	41
John Pfeiffer	Asst. Engineer Acct.	Cleveland, Ohio	9-30-55	48
Kathryn D. Phelan	Head Waybill Abstr.	Cleveland, Ohio	7-28-55	46
Pietro Pietrosanti	Blacksmith	Susquehanna, Pa.	8-5-55	42
Louis Richardson	Conductor	Meadville, Pa.	7-21-55	35
William S. Ridinger	Engineer	Youngstown, Ohio	7-31-55	52
John W. Ries	Car Inspector	East Buffalo, N. Y.	1-31-55	44
John L. Ross	Engineer	Hornell, N. Y.	6-21-55	44
George A. Sanders	Barge Captain	Jersey City, N. J.	8-16-55	29
James T. Scanlon	Machinist	Meadville, Pa.	3-16-55	34
Einar E. Schonning	Lighter Captain	Jersey City, N. J.	8-19-55	30
Charles J. Smith	Dock Clerk	Weehawken, N. J.	8-5-55	43
George S. Stinnard	Section Foreman	Dunmore, Pa.	7-31-55	50
John Thygesen	Lighter Captain	Jersey City, N. J.	7-29-55	42
George H. Tegtmeier	Eastbound Clerk	New York, N. Y.	8-10-55	61
Leo Timm	Machinist	Jersey City, N. J.	7-15-55	40
Harry G. Tuthill	Div. Teleph. Supv.	Dunmore, Pa.	8-31-55	40
Warner H. Tyler	Operator	Callicoon, N. Y.	8-10-55	47
Harry Van Dawson	Yard Conductor	Akron, Ohio	7-11-55	37
Henry Van Houten	Conductor	Jersey City, N. J.	6-30-55	49
August Van Strat	Engineer	Jersey City, N. J.	7-15-55	48
Clark O. Williams	Conductor	Meadville, Pa.	8-29-55	43
James D. Wood	Barge Captain	Jersey City, N. J.	7-31-55	33
David Young	Stower	New York, N. Y.	4-27-55	21
Francis A. Zaph	Boilermaker	Hornell, N. Y.	7-18-55	30
Claude H. Ziegler	Operator	Uniondale, Pa.	8-22-55	45
Edward Zwiredowski	Carman Helper	Jersey City, N. J.	7-21-55	45

seen at five levels on the side of the same mountain, through which it passes twice by tunnel.

This is a standard gauge railroad, which opened for traffic in 1938. About 40 per cent of its freight reve-

nues are from the transportation of oil.

Teacher: "Give me an example of an imaginary spheroid."

Pupil: "A rooster's egg."

RAILROAD SAFETY

Safety Personality of the Month

Not long ago, Frank T. Patrick, checker at 14th St. freight house in Chicago, received an award for safety in supervising his gang on a job where accidents might be quite frequent, and we wondered what his formula was for his gang's outstanding safety record.

Frank said, "A minute of precaution saves days of pain. Alertness and know-how in use of proper tools will prevent accidents." Following this philosophy, Frank's gang has avoided accidents for 11 years.

Frank started with the Erie at 14th St. on Oct. 19, 1936, as a freight house trucker and has worked on



Mr. Patrick

various jobs there since then, except for a period of military service.

Married, Frank has two sons, James, 14, and Ronald, 10.

Don't Fall For It

Thousands of railroaders are killed or injured every year as a result of falls. They slip, trip and stumble over rails, boxes, tools and switches.

Why? The answer's simple. They just didn't look where they were going or where they were stepping. Avoiding such mishaps isn't complicated. It's just a simple matter of staying alert, keeping your eyes open and watching where you're going and where you're stepping.

Lens Broke—Eye Saved



Leo Slawinski, boilermaker-welder, Jersey City, has a reason for this big smile. The index finger of his left hand is poked through the goggle which is minus a lens which was smashed by a flying piece of metal while Mr. Slawinski was wearing the safety goggles on the job. As a result the lens, easily replaced, is destroyed, but Mr. Slawinski still has uninjured eyes—which are irreplaceable. He is holding the roughing tool which caused the damage. As the result of avoiding serious injury by observing safety rules, Mr. Slawinski has been installed as full-fledged member of the Erie Safety Boosters Club, a very exclusive club made up of Erie employees who have avoided serious injury to themselves or others by practicing safety.

To Avoid Injury, Think, Help Others

Each one of us has to think about our jobs if we're going to stay free from accidents—and help the other guy too. Everyone of us is an important link in the chain of thinking that goes into accident prevention.

These are the important points on accident prevention to think about:

1. View every operation on your job from the standpoint of how it can be done without injury to yourself and others.

2. Be on the alert. No job is so routine that something might not come up that will cause an accident.

3. Take advantage of the best thinking of men who have studied your job. Follow plant procedures. Use guards, safety devices, and protective equipment, specified for your job. Use them always. Use them properly.

4. Develop the safety habit, the safety outlook on things. If you think about safety and practice it,

it becomes a habit—almost like breathing.

5. Finally, because you know your job best, you're in the best position to know if it's being done in the safest way or whether it can be made safer. If you can think up a safer way of doing it, talk it over with your supervisor.

Shortcut To Injury

Everything's being speeded up these days. Everybody's in a hurry and everybody's looking for a shortcut.

If you get the urge to save time by jumping or stepping across a pit in the roundhouse, shop or yard—forget it. Sure it's a time-saving shortcut, but the risk isn't worth taking.

Always detour around pits, or use authorized crossovers.

Boy (returning from school):
Maw, I larned to write today.

Maw: What have you larned to write, son?

Son: Don't know yet. I ain't larned to read.

Eriemen at Safety Conference



Inspecting safety goggles at the Ohio State Safety Conference Sept. 13 at Cleveland are, from the left, D. E. Kimball, president, Kimball Safety Products Co.; J. F. Duffy, manager of purchases and stores; Harold Shaughnessy, safety agent, and M. G. McInnes, vice president for operations and maintenance. Mr. McInnes was chairman of the panel on railroad safety, and Mr. Shaughnessy was chairman of the railroad section of the conference.

Meadville Picked As Site For New Car Repair Shop

The Erie Railroad's new freight car repair shop will be built at Meadville, Pa. The new facility will replace the shop which was damaged at Dunmore, Pa., by flood waters resulting from Hurricane Diane.

Costing about \$2,000,000, the new shop will employ about 250 men with a payroll of over \$1,000,000 annually.

Meadville and Hornell, N. Y., had been considered for location of the new shop. Studies, however, pointed to Meadville as the more favorable location, President Paul W. Johnston said.

"From the standpoint of long-range operating costs, all factors favor Meadville," Mr. Johnston announced. "Studies by each of our interested departments indicated that Meadville would be the most logical place for the greatest efficiency and economy in their particular operations. In view of this, we could come to no other conclusion."

All shopmen and clerical employees at the Dunmore shop had been notified of the plans to locate the new shop at a point on our main line, and they all will be given the opportunity to transfer to the new lo-

cation when the new shop is completed. The Erie will pay employees'

moving expenses and will assist in helping them to relocate and settle in Meadville if they decide to move there. It is expected the new facility will be ready by the fall of 1956.

The shop at Dunmore had been built before 1880 and is located at the end of a branch line 60 miles from our main line. It has cost our railroad \$75,000 a year to move empty cars and materials between the shop and the main line.

The shop at first was used mainly to repair cars used in the famous coal fields nearby. With the reduced use of coal, fewer hopper cars were needed, so it was decided to repair all types of Erie freight cars in the shop. Since most of our cars are used at main line points, it was an inefficient operation. For these reasons it was decided to build the new shop on the main line when the flood made it necessary to build a new shop.

Reasons for selecting Meadville are:

1. The new shop can be located adjacent to the Meadville reclamation plant, thus eliminating the cost of hauling salvage and reconditioned repair parts for cars.

2. A wheel shop is located at Meadville.

3. Meadville is centrally located between New York and Chicago on our main line and is near a source of supply of steel and parts.

4. Car distribution problems and empty car mileage will be reduced as Meadville is near the Erie's heavy traffic territory.

Susquehanna Superintendent Retires



Lawrence H. Creighton (left), shop superintendent at Susquehanna, Pa., who will retire Oct. 31, chats with L. S. Kurless, assistant superintendent of the Car Department. Mr. Creighton has been with the Erie since March 21, 1912, starting as a car record clerk. He has been shop superintendent at Susquehanna since May 1, 1950.



Puns "N" Patter...

AT ALL ERIE STOPS

MARION DIVISION

TRANSPORTATION

By C. R. Swank

Best of luck to **Hersel Welker**, junior clerk in the superintendent's office, who has been transferred to Huntington Traffic.

Thurman Poe and family spent a week at their lake cottage.

Our deep sympathy is with the family of **Herman Hiatt**, storekeeper, Huntington, who died recently.

Best wishes to **Elaine Safford**, senior clerk, on her marriage Aug. 22. **J. C. McCauley**, car distributor, spent a week's vacation working around the house.

Wade Brodbeck and family spent a week fishing in Minnesota.

MAINTENANCE OF WAY

By Maralene Trainer

We wish many happy retirement years to Trackman **F. W. Akom** of Ohio City.

Sorry to learn of the sudden death of **B. E. Cozad**, assistant section foreman at Lima; also, **C. E. Griffith**, retired crossing watchman, and **H. V. Jones**, retired carpenter, Huntington. We extend sympathy to their families.

Recent callers were **G. Y. Knight**, retired locomotive crane engineer, and **A. C. Szellis**, retired carpenter.

Track Supervisor **E. M. Wilt** and wife, of Hammond, attended the Chicago Festival of Music.

Clerk-Stenographer **Lois Snover** and husband motored to the Wisconsin Dells on vacation.

Congratulations to Levelman **H. J. Wesell** and Mrs. on the arrival of a

son as head of the family (**Mark Lawrence**).

Section Foreman **R. S. Overholt** and Work Equipment Repairman **H. L. McIntire** have returned from vacations. Track Supervisor **Schneck** and family vacationed in New York in company with the flood.

The division was well represented at the veterans' outing at Conneaut Lake Park by **R. H. Jordan**, division engineer; **A. C. Smith**, assistant chief clerk, and wife; **T. & M. Clerk O. D. Young** and wife; Foreman of Maintainers **T. Jacobson**; Section Foreman **E. R. Overholt** and son; Section Foreman (Ret.) **Willis Foraker**; Locomotive Crane Engineer (Ret.) **G. Y. Knight** and wife, and Master Carpenter (Ret.) **A. W. Harlow** and wife.

HAMMOND CONSOLIDATED

By Grace Connoles

Little **George Grubbs**, son of **Calvin Grubbs**, yard brakeman, and wife, was one of three local youngsters to serve as acrobatic demonstrators at the National Association of Dancing Masters' convention in the Hotel Sherman, Chicago. Dancing teachers from all parts of the globe attend and it is considered an honor to be invited to participate as only the most promising students are chosen.

Relief Clerk **Doug Smith** took advantage of a shift in his rest days to spend some time with friends at Rider College, Trenton, N. J. He attended a Delta Sigma Pi fraternity party and also went swimming in the Atlantic, cheerfully reporting to us poor heat sufferers that the water temperature was 51 degrees.

At a special business meeting of the Calumet District Railroad Community Committee July 26, **J. M. Moonshower**, assistant superintendent, was elected permanent chairman. He had been secretary. Upon accepting

the chairmanship, he resigned the secretaryship and announced that he would like to have his chief clerk as secretary. The membership sanctioned the request and **E. G. Lukow** was appointed.

Lee Gillis, roundhouse machinist, retired July 29. He has 51 years' service and we wish him a long and happy retirement.

Heartfelt sympathy is extended to the family of **David Whitted**, Huntington-Chicago Terminal engineer, who died suddenly Aug. 2 while on vacation. Hammond Transfer Conductor **Elmer King** attended funeral services which were held at Huntington.

Best wishes were extended to **Evelyn Goble**, roundhouse clerk, on her marriage to **John Powers** Aug. 2 in the First Church of the Nazarene, Winamac, Ind. Dinner for the immediate family was at the Winamac Cafe. The honeymoon destination was Saugatuck, Mich. Roundhouse employees, train and enginemen presented the bride with a cash gift.

John J. O'Connor, general yardmaster, and Mrs. welcomed their sixth grandchild Aug. 17. The infant, **Mary Ellen**, is the daughter of Mr. and Mrs. **David Brown** of Calumet City, Ill., the O'Connors' son-in-law and daughter.

Office personnel reported some interesting vacation trips. **Helen Liesenfelt**, report clerk, and husband rode on "The Silverton," America's last regularly scheduled narrow-gauge passenger train operated by the Rio Grande Railroad at Durango, Colo., and visited with friends at Kansas City, Kan. Mrs. **Emma Keen** and children (except daughter **Nancy** who visited with her aunt in Los Angeles) spent two weeks at a summer cottage at Buckeye Lake, near Columbus, Ohio. The **J. J. O'Connors** visited their son-in-law and daughter, Mr. and Mrs. **William Harper**, in San Diego, Calif. **Eric Bystrom**, mail handler, and wife stopped at scenic Wisconsin Dells and with friends at Green

Scranton Rail Fans Ride Erie



This is part of the group of approximately 100 members of the Scranton, Pa., Rail Fan Club which took a ride on one of Erie's rail fan trains this summer. The fans rode from Scranton to Maplewood, Pa., through one of the most scenic areas in the East and enjoyed a clam bake at Maplewood.

Gold Pass Recipient



Trainmaster Ward F. Wilson (left), Buffalo, presents a gold pass for 50 years of service with the Erie to C. E. Heinaman, agent at Kanona, N. Y., as Mrs. Heinaman watches.

Bay, Wis. **Raymond Cutler**, wife and son, **Kenneth**, spent three weeks at the Isle of Pines, Tower, Minn. **Ray** tells us that to get to the Isle it is necessary to pass over a 100-ft. private bridge surrounded by beautiful scenery and summer cottages. The **Cutlers** caught and ate some delicious walleyes.

51ST STREET, CHICAGO

By S. B. Thorsen

Henry H. Schafer and **Robert J. Guedel**, car repairers, are back on their jobs after being released from military service. Incidentally, **Henry** was in time to welcome a baby son.

Fred J. Foster, clerk, who spent a month in Mercy Hospital, Chicago, is feeling well and fit again.

Gabor Jacob, retired car inspector, reports that he is doing light farm work on his farm at Barrington, Ill.

Train Yard Foreman **R. H. Beadleston** and wife spent a vacation in Florida.

CHICAGO POLICE

By J. S. Steen

Patrolman **R. A. Davis** visited with relatives in Converse, Ind., on vacation. Patrolman **J. E. Kane** did some traveling in and around Chicago. Capt. **E. W. Hardin** fished in Colorado.

Congratulations to Patrolman **F. J. Vondrak** and wife on the arrival of a baby girl Aug. 17.

We welcome new patrolmen, **R. H. Day** and **J. P. Bromley**.

14TH STREET, CHICAGO

By Chris Hardt

Francis Aldendorf and family stopped at Denver and Pikes Peak on vacation. Son **Francis** is a senior at Leyden Township High School.

Frank Savage, check clerk, and wife, **Lena**, comptometer operator, rate desk, also went to Denver and Pikes Peak. Both families traveled via the C. B. & Q. Railroad.

Leo Gonyea, rate clerk, and family motored in Wisconsin and Michigan, stopping at Crystal Falls, Mich. Homeward bound, they stayed a few days at Lincoln, Mich., **Leo's** birthplace, where an uncle and cousin still maintain a large farm.

Dannie Pacella, rate desk, was godfather at the baptism of his niece, **Mary Ellyn Setlak**, Aug. 14, in Santa Maria Church.

George Staf, yard clerk at 51st Street, and wife were injured in an automobile accident near Hartford, Wis., recently. Fortunately the injuries were not too severe.

A bus ride to Milwaukee was sponsored by **Blase Zera**, of the Zera 14th Street Lunch Canteen, which included employes of the Canteen and some from our freight house. They watched the Chicago Cubs play the Milwaukee Braves and then toured the Schlitz beer gardens.

Thomas Cochran, check clerk, spent a few weeks at Eagle River, Wis.

Clarence Serafiniak, rate desk, is a proud new papa (daughter, **Lynn Marie**).

Mr. and Mrs. George Kidd, par-

ents of **Grace Kidd**, clerk, observed the 60th anniversary of their marriage recently and repeated marriage vows with the Rev. **William Lathan** of the Metropolitan Community Church, where they have been members for 58 years.

CHICAGO GENERAL OFFICE

By Denise J. Alkim

Nancy and **Herb Fox** know for sure now whether to buy pants or dresses. **Kathleen Nancy** arrived Aug. 16.

On Aug. 8, **H. T. Harlow**, former assistant general passenger agent; **Steve De Witt**, former statistician, and **H. E. Klinker**, former chief clerk visited us.

New additions to the ancestry of the Erie tree, **Donna Henning** and **Jim Sanders**.

Adventures of the whirl and swirl set. **George Lange** vacationed in Lake Geneva, Wis., where he whacked on the links, jumped in the lake and almost drowned in town during the rain. . . . **Frank De Giorgi** went to Ludington, Mich. . . . **Ellsworth Breland** bundled off in a truck to Florida. . . . **Art Haase** journeyed to Cleveland and **Curt Pinnell** glided to Missouri where his familiar phrase "show me" was apropos.

Resting upon their oars at home were **Bill O'Dea**, **Alice Sikorsky**, **Fred Drews** and **Nedra Troll**.

Bob Randall shows signs of domesticity while speaking of his new apartment, and **Barbara Roess** already has her future hubby scrubbing floors in their new abode.

We'll miss the smiling faces of **Art Cervinka**, **Joyce Evans**, **Tom Hynes** and **Jerry Neason**.

Birthday congratulations to **Marge Ellis**, **C. C. Mitchell**, **Myron Keel**, **Grace** and **Toni Battaglino**, **Barbara Roess**, **W. N. Stenfelt**, **Dick Taylor**, **Alice Sikorsky** and **Warner Holcombe**.

MAHONING DIVISION

YOUNGSTOWN FREIGHT

By Maureen Pierson

We welcome three new clerks, **Dorothy Danks**, **Mary Kay Stanton** and **Antonina Cancilla**. Also, **Carl Briggs**, who was a clerk here in 1947 and has returned as assistant cashier.

Among recent vacationists are **Jack Ias**, **Arthur Hopwood**, **Jack Carney**, **F. T. England** and the correspondent.

Belated congratulations to **Mr. and Mrs. J. R. Fero** who celebrated their 25th wedding anniversary June 18. They spent the memorable day in Almont, N. D., where their wedding took place, and were presented with "silver" dollars from friends and relatives.

MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR REPAIR SHOP

By R. C. Miller

Wedding anniversary congratulations to **Mr. and Mrs. Archie Rouchie** who observed their 45th Aug. 17.

Our sympathy is with **Frank Geiger** on the death of his wife.

Mrs. Thomas Newcomb had the

Erie Railroad Magazine

misfortune to fall and break an arm.

Sam Aquaviva is on the sick list.

Earl Ott, machinist helper, retired Aug. 31 after 38 years with the Erie.

Steve Helme and family went sight-seeing in California on vacation. **Russ Craig** and wife attended a Moose convention in Philadelphia.

Sam Browder has invented and made a tool for a radar saw which moves timber. It is a time saver and safety device.

It's a boy for the **Kenneth Sherreds**. Grandpa **Ben Johnson** is all smiles, this being his first grandchild.

Earl Emler and wife went to New York City on vacation, saw a few ball games, then spent a second honeymoon at Niagara Falls.

Rodney Graham, of the signal repair shop, also is beaming these days. Grandpa **Graham** has two new granddaughters, born Aug. 1 and 24. They are the children of his sons, **Thomas** and **Paul**. Son **James** has been mustered out of military service after three years as a paratrooper.

M. OF W., YOUNGSTOWN

By Catherine Holzback

Sympathy is extended to **E. T. Mulhall**, time and material clerk, on the recent death of his wife who became ill while they were on vacation in Canada.

Congratulations to **T. R. Switalla**, head of engineering corps, on the arrival of a son.

We extend sympathy to the family of **Tobia Musati**, retired section foreman, Cortland, Ohio, who died Aug. 4.

CLEVELAND FREIGHT

By R. M. O'Connor

The interior of Typist **Joe Smrekar's** new Del Ray Chevrolet was set afire while parked on the team track, ap-

Canadian Tourist



As a graduation present, **Carmella Pullano**, daughter of **Leonard Pullano**, 14th St. freight station office, Chicago, toured Canada with a group of Girl Scouts in July. The trip included a stop at Niagara Falls. Carmella graduated in June from St. Jerome School, Chicago.

parently from a cigarette lighter.

Hurricane Diane forced Rate Clerk **J. M. Tischler** to fly home from Boston where he was on vacation. It was his first flight.

Dorothy Feighan, comptometer operator, is happy to learn that her nephew, **Robert E. Feighan**, passed the Ohio State Bar examination.

Switching Clerk **Rose Corcoran** and sister **Mary** spent a few days' vacation at Cambridge Springs, Pa., while Chief Clerk **Carl Grunwald** and wife, **Tillie**, spent a week at Geneva-on-the-Lake.

Bob Hildebrand, general clerk, again had the misfortune to break a bone in his right foot.

Foreman **J. W. Fogarty's** mother had to wear a cast on her broken right arm and his father was rushed to the hospital recently.

CLEVELAND POLICE

By David Downie

Capt. **John O. Sheets** and wife spent a week in Washington, D. C., visiting their new grandson.

Patrolman **Andrew Herrick** and seven-year-old son **Robert** spent a weekend fishing at Fairport Harbor, Ohio. **Robert** caught the most fish.

Birthday greetings to Patrolman **Robert E. Hamilton**.

Mrs. **Michael Melnyk**, wife of the patrolman, spent a vacation in Big Springs, Texas.

The correspondent and wife spent the last week of his vacation in New York City.

KENT DIVISION

MARION, OHIO

Operator **Bert Dial** and wife welcomed a daughter, and **Kenneth Gasmire**, outside caller, and wife, a son.

Jesse Lott, operator at GN office, vacationed in Cheboygan, Mich., **M. C. Murphy**, chief dispatcher, at Asheville, N. C., **L. L. Shepherd** fished in Michigan.

Denny Murphy, retired section line-man, is recuperating at home after an illness.

We welcome **A. E. Blair** as supervisor of stations and car service, and **A. T. Johnson** as ticket agent at Akron.

John Wynn now is clerk-stenographer to the car distributor.

Jackie Huff and husband are occupying a newly purchased home on Clover Avenue.

MARION POLICE

By George Colflesh

Capt. **H. C. Smith** spent a vacation in Chicago and Mattoon, Ill.

Patrolman **V. A. Gillis** stopped in New York City and other eastern points.

Patrolman **A. Ottaviano** attended the county fairs during his vacation.

MARION MECHANICAL

By Susan Baker

Best wishes accompanied **Tom Kraus**, machinist, on his retirement Aug. 1. His future plans include a lot of fishing. **Tom** has 38 years' serv-

Student Nurse



Having graduated from high school in June, **Mary Lou Lancaster**, daughter of **James Lancaster**, 14th St. freight office, Chicago, has embarked on a nursing career. She is attending Little Company of Mary Nursing School and will attend Loyola University, Chicago, this fall.

Let practical railroad men move you up!

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Explain fully about your course marked X:

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| <input type="checkbox"/> Mechanical Engineering | | |

Name _____ Age _____
Home Address _____
Occupation _____
Erie employees will receive a Special Discount

PROOF



Frank Lawler, retired diesel instructor, shows off one that didn't get away. He caught it while visiting at the cottage of George Rinker, retired chief dispatcher, at Catawba Island, Ohio.

ice.

Representatives of the Spanish Government Railways, Senors Gomez, Blasco, Sanjose, Fernandez and Alvarez, were here for two weeks, studying diesel operations. Their interpreter was Mr. Brummer.

Recent vacationers were Harrod Geissler, Paul Conrad, Ray Strawser, Leonard Kellogg, Harry Coon, Kenny Gerbes, Carl Knell, Paul Swartz, Bill Simmons, Dave Clark, Art Oswald, Dick Price, Chet Gorenflo, Tom Nolfi, Harold Boyd, LeRoy Conklin, Frank Lares, Arthur Lindeman, Joe Simmons, Jack Van Buskirk and Bob Hart.

Driving new cars are Foreman Ted Hargrave, a Buick, and Art Wyatt, machinist helper, a Pontiac.

Birthday congratulations to Wes Abrams, Harold Busler, Dan Carr, Bill Craft, Earl Dodson, Lewis Draper, Chet Eckert, Tony Frisina, Jim Grounds, Cliff Irely, Charlie Johns, Clint Kneisley, Frank Kneisley, Tony Lavenia, John Marshall, Clarence Miley, John Miller, Robert Murphy, Dick Neiderhauser, Elmer Opicka, Carl Owens, George Pemberton, Darwin Pope, Bill Ross, Hank Rugala, Harold Stone, Raymond Taylor and Hugh Worline.

CAR ACCOUNTANT

By Ella Carpenter

Mollie Brodsky, radiant in a gown of champagne lace with matching accessories, became Mrs. Harry (Chick) Gaines in a home wedding, Sunday, Sept. 11. After an open house recep-

tion in the evening at Shaker Lee Hall, the newlyweds left for a honeymoon at an undisclosed destination.

Back from a California vacation are the Roy Sturrs who stopped with relatives in Los Angeles; also, John Folwasny whose sister, Donna Drake, and family live in Sherman Oaks. Johnnie's relatives showed him the country as far north as Frisco and as far south as Mexico.

Postcards from Ed Cotter to friends in the office show that he really is enjoying his retirement. The latest were from Hawaii where he spent the summer.

Sam Buchwald and family took some vacation time to drive son Marvin to Columbus where he will be a freshman at Ohio State.

Margaret Kutina and husband drove to Florida, made a tour of the state and reported that it wasn't any hotter there than it was here.

Annie Craney paid her annual visit to relatives in Michigan and Carol Kilbane divided her time between Toronto, Detroit and Chicago.

Staying closer to home were Helen Martoniez who visited friends at Madison, Ohio, and Norma Simmons who spent a week at Madison-on-the-Lake.

Your reporter made her annual Labor Day trip to Oglebay State Park, Wheeling, W. Va., for a weekend of outdoor fun.

Best wishes from her many friends in the office for success in her new endeavor go with Helen Trojahn who is leaving us to become a stenographer in the Station Operation office.

Certainly we enjoy visits from former coworkers. It was a pleasure to see Doris Markert and sweet little blonde daughter, Pamela, this past month.

We welcome a new key punch operator, Betty Frunceck.

OPERATING

VICE PRESIDENT'S OFFICE

C. K. James' vacation was interrupted due to the flooded condition of the eastern section of our railroad.

E. D. Hall spent two weeks in Ontario, Canada, fishing and getting a much needed rest.

L. C. Blauvelt took some days to assist in the renovation of the Eagles Aerie in his hometown, Garretttsville.

T. W. Brink spent his vacation at Mullet Lake in Michigan. H. P. Zygor toured in New York State. R. A. Mylius and family stopped in Philadelphia and New York City. L. W. Riker spent a week at Algonquin Park in Canada. F. C. White and family went to Mackinaw City, Mich.

B. W. Pierce used his vacation time to build a patio at his home in Rocky River.

We are glad to have John Tanis back with us after a short illness. John's brother, Jacob, and wife, of Paterson, N. J., were guests of the Tanises over Labor Day.

F. P. Reagan does not call riding on trains a vacation, but his twin boys insist on a train trip at least once a year. This time they went to Columbus, Ohio.

J. H. Ray returned to his hometown to see for himself that Matamoros was not washed away entirely in the flood.

Delores Scott initiated her new Ford

on a trip to Kentucky to pick up daughter Diane who had been staying with her grandmother for the summer.

Happy Birthday (September) to Chris Hoffmann, Frank Jones, Joe Romanoff and Frank Larrissey.

ACCOUNTING

OFFICE OF COMPTROLLER

By Joe Keenan

August was vacation month for our office. The Howard Wilhelms spent a week with Howard's parents in New Jersey, Gene Horvath relaxed at home with some golf thrown in. Frank MacEwen and sister Marguerite visited relatives on Long Island. Helen Eyerman was down for a week's visit with her mother and other relatives and friends in Brooklyn. The Keenan clan migrated to Michigan for a week of swimming and loafing.

We are all sorry to see our fine office girl, Betty Haughn, leave, but happy to see her embark upon a college career at the University of Michigan. Betty is one of those lucky winners of an Erie scholarship.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Another great day for the golf association outing at the Country Club. Lillian Karl and committee planned

Railroad Explorers



Dressed up as neat as buttons, these young men recently visited our E. 55th St. facilities in Cleveland to get a close-up look at our railroad. They are the grandsons of Roy Kostal, engineer. The boys are Dale, 6, and Dean Collura, 4, and Tom Klos, 4.

Erie Railroad Magazine

a wonderful luncheon and dinner. Guests were G. W. Thompson, Ed Draney, J. J. Schreur, Bob Pugh, George Willsey, Al Rawady, Ed Waldorf, William Hollands, C. H. Artman, Frank Krider, Mike Winters, Bob Collier, Jim Neff and Jack Starr. Delores Lindeman's decoration committee spent much time with their original and outstanding work. John Kelly won the Comptroller's cup for low gross and Al Morris took the Auditor of Disbursements' cup for low net. Al also captured second low gross. Tom Hogan won third low gross with Bill Barnett placing fourth. Second low net created a tie between Bill Leonard, Fred Schmitt and George Hussong. Neil Crandall and Bill Barnett took third and fourth low net. Cue Ball Smith, playing his Canisteco style golf, captured the booby prize. Watson Walden and Goldie Lohry puffed in first in the putting contest with Frank Julian and Mary Recktenwald close seconds. In the men's horseshoe contest Heinz Muhleisen and Bob Burdette were victorious with Don Clark and Jerry Curran runners-up. Irene Lyke and Nipper Trowbridge proved they were champions winning the ladies' horseshoe contest while the Marys of the Kinnerney and Hillman families came in second. In mixed shuffleboard Bob Collier and Bobbie Sheridan were the winners while second place was taken by Joe LaChiusa and Betty Leonard. Door prize winners were Ruth Hoyt, Jerry Curran, John Gibi, Tom Halloran, Goldie Lohry, Walt Whitman, C. D. Hilyard, Harvey Schneegas, George Hussong and Frank Krider. Gifts were presented to Jack Starr and Ken Rhodes who retired recently. Officers elected for next year are Jim Barnett, president; Jim Hogan, vice president; Bill Sirianni, treasurer, and Jerry Vosburg, secretary. Tunny Vet deserves a lot of credit for whipping this year's party into shape. A lot of long hours and hard work by so few and lack of cooperation and appreciation by so many makes the job difficult to undertake. . . Dick Halloran and Stan Walter in the hospital for operations. . . The John Gibi family on a trip to North Dakota. . . Crash Creegan living up to his name. . . Seems like the fish were on vacation when Bill Moore took Mike Winters to his special hole. . . Mr. and Mrs. Clarence Braisted to Chautauqua. . . Jim Hilton had a little discussion with a certain store manager as to who was going to sweep the floor. . . Dorothy Marks flagging down 5 o'clock traffic to save a kitten. . . Ernie Dungan, Arkport commuter, says it's unsafe to leave cars parked on Hornell streets. . . Charlie Corwin writing a book entitled "Charlie's Escapades," which will be released to the public shortly. . . Marguerite Whiting claims that except for the hibernation period, she likes bread, butter and garlic sandwiches. . . Jim Barnett doing Binghamton. . . Pearle Koskie took care of Harvey Miller's parakeet while Harvey visited on the Hudson. . . Mary Pollinger very happy over her first airplane ride. . . Nice cards Paul Smith sent while on his trip to the mountains, but why to only a certain few? . . . Olga Nazar visiting at the home of the Old Ranger. . . Dick Halloran found out at the

Who knows better —than a railroad man

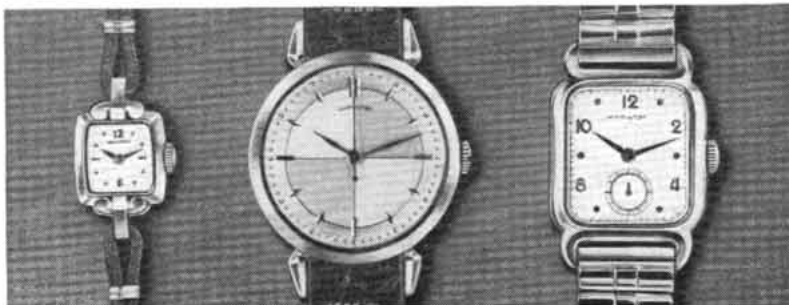
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Hamilton

THE WATCH OF RAILROAD ACCURACY

city building that the pedestrian has the right of way. . . **Pearle and Karl Koskie** driving a new Oldsmobile. . . **Bob Tannler** finally gave in and bought a TV set. . . **Tony Ziarnowski** claims they now are making frozen band-aids to be used for cold cuts. . . How come **Pearle Koskie and Dotie Rixford** couldn't get their husbands to stop at a motel? . . . Highlights and afterglows of the outing: **Fred Cortese** rendering that new smash hit, "Marjorie." **Paul Smith's** quick trip from Canisteo. **Heinz** at the piano. **Jim Barnett** dancing with **Goldie**. **Mr. Thompson** planning to bring his clubs next year because of the big deal he and **Al Rawady** have cooked up. **Zip Zannieri** cruising for strays. **Arch Argentieri** being hit by a golf ball. Nice drive by **Mr. Artman**. **Ruth Hoyt** instructing **Bob Collier** how to play shuffleboard. The operations of **Bill Geary**. The lovely dance team of **Muhleisen and Kunickey**. Operator **Tip Tannler** in action. **Jim Barnett** and crew already planning for next year's outing. **Jim** says it will be bigger and better than ever, with some changes being made.

AUDITOR OF DISBURSEMENTS

By Don Keister & Rita Talbott

Off for two weeks to do some "soldiering" at Camp Perry, Ohio, was **Dave Murg**, our office boy. Although his service in the Ohio National Guard has earned him one stripe, he still says there are things he'd rather do back here.

Virginia and **Bob Farson** have a new address, having recently moved into their new home.

Gerry Sapp made her first airplane flight recently—to Milwaukee for a weekend.

Mr. and Mrs. Harry Laurie motored to Atlantic City with friends, arriving the night of Aug. 25 and staying at the Traymore. **Harry** says it was a wonderful week.

Virginia Blackley has succumbed to the lure of a new car—a turquoise and ivory Chevrolet.

Sympathy is extended to **A. P. Groeber**, retired fuel accountant, on the loss of his wife, **Jennie Mae**, Aug. 7.

Enjoying Hornell Day festivities as

1918 Eriemen



When we printed a picture recently of some old-timers on the east end of the railroad, **Walter Lucas**, associate editor of *Locomotive Cyclopedia*, wrote us a short note to say that he had taken the picture some 39 years ago. Then he sent this picture and asked if any Eriemen could identify these two Erie railroaders of yesteryear. The picture was taken on Nov. 25, 1918.

guests of the Hornell Accounting Bureau were **G. W. Thompson**, **E. T. Draney** and **L. L. Hopkins**.

The women's bowling teams are in full operation (seemed like a short summer). This season there are two office teams captained by **Virginia Farson** and **Agnes Fortunato**. Here's hoping they tie for first place in the league.

Bob Peterson, pleased with Cleveland's greatly improved transit system, says that now he'll never have to buy a car.

Another banner night (Aug. 29) was recorded in the books of the **W.B.E.-M.E.D. & S.S.** (Washington's Birthday Eve Marching, Eating, Drinking and Singing Society) when this organization of spirited gentlemen had their annual baseball dinner at **Anders Cafeteria**. They were led by the guiding hand of their lord high executioner, **Frank W. Kelly**.

Katherine Guiton can't keep away from the seashore. She spent the weekend and Labor Day in New Jersey.

Rita and **Dick Talbott's** Labor Day weekend was spent "down on the farm" in New York State with **Rita's** parents.

Mary Jacubie sampled the California climate for two weeks—chamber of commerce, please note!

Fergie and **Mildred Small** were somewhere in the wilds of Canada enjoying their vacation—we hope!

Coletta Rauschert is with us again

after a week's vacation.

FLASH! The stork just scored another direct hit on the home of the **Don Reisland** family. This news is so fresh that details are not yet available other than that pink bibs and ruffles will be appropriate.

AUDITOR OF REVENUES

By Jimmy Murphy

Harry Brown led **Ann Cuyler** to the altar at St. Aloysius Church Aug. 13. **Joan Patterson** rendered the nuptial music and the groom's brother, **Howie Brown**, acted as best man. The wedding breakfast was at **Karl Brown's Restaurant** after which the couple left for the Pocono mountains where the weather adequately could be described as repulsive. . . All work and no play makes Jack a dull boy. The same applies to **Jill** say the pretty keglerettes in the **Erie Girls' Bowling League** who may be found rolling full steam ahead along the **Playhouse Square** lanes on Thursday evenings. The league, headed by **Irene Haboraj** as president, **Alberta Lawler**, secretary, **Dolores Ondrick**, treasurer, **Mary Lou Raynak**, sergeant at arms, is composed of 40 girls from the various Erie offices. . . **Tom Saunders** and **Tom Busser** resigned from the railroad and entered other fields. **Dick Distasi** also left to accept employment elsewhere. It seems the advantages offered them were too good to pass up. . . The annual **Pickwick Lodge** outing at **Sally West's** grove was a huge success. The committee in charge rates a bow. . . Amid showers of rice and the best wishes of friends and relatives, **Joan Adler** and **Joe Gaul** descended the steps of St. Vincent De Paul's Church following the marriage ceremony. An elaborate reception was held in the K. of C. Hall where well-wishers heaped congratulations on the happy couple. . . Our deep sympathy to **Tom O'Neill** in the recent loss of his father. **Tom, Sr.** had resided in Florida with his wife since his retirement in 1953 and his death was a distinct shock to a host of friends. In

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LET'S MAKE BOTH LANES SMOOTH!



ment was in Paterson, N. J. . . . Recent office visitors included two of our retired folk, **Charlie Mee** and **Ben Weinberg** . . . **Mrs. Jack Weir** (**Janet Halloran**) is now happily plying the trade of housewife. **Janet** and **Jack** were married in St. Rose's Church, Aug. 6. It was a happy occasion for all concerned with pictures to prove it. **Alice Halloran** was maid of honor and **Mary Lou Barrett** was one of the pretty attendants. A reception was held at the Lakewood Community Center after which the newlyweds left for a honeymoon in Florida . . . Cupid's next target was **Joan Bajdek** whose marriage to **Gilbert Vasek** took place Aug. 27 in St. Monica's Church. **Alice Hesseman** was maid of honor. After the ceremony the couple departed on a wedding trip to Canada . . . Our sincere sympathy to **Rocco Ramagli** whose sister died recently . . . Congratulations to **Jim Lillis**, genial passenger bureau employe, who received a gold medal from President **P. W. Johnston** at the Erie Veterans' outing held at Conneaut Lake, Aug. 13. **Jim** accum-

ulated the greatest aggregate years of service of any employe at the outing and on next Feb. 12 will celebrate his 65th anniversary with the company . . . The annual flower fund picnic was held at Schluters. **Joe Pfeifer** assisted by a well chosen committee, made the affair one of the best. A delicious chicken dinner was served and the egg-throwing contest was something to see. It finally was won by **George Pfeifer, Jr.** and **Ed. Schauer**, who covered themselves with glory—everyone else was covered with eggs. **Ray Roginski** and **Mike Vovos** won the water-filled balloon throwing contest and all agreed it was a perfect day . . . **Gladys Reed**, contrary to talk going around, is not masquerading as a totem pole. This false impression started when she returned from her western vacation wearing an elaborate outfit with a distinct Lone Ranger aura . . . There is no mistaking the cause for the grin worn by **Bill Mulcahy**. The arrival of **Timothy Allen** Aug. 21 is directly responsible . . . Our belated but sincere congratulations to **Norma**

(**Dekome**) **Mathews** whose marriage was solemnized in Grace Lutheran Church. They honeymooned in Nasau.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By Joe Barry

Service anniversary congratulations to **Emily Peters**, **William Schneider**, **Harvey Gray**, **Loretta Hughes**, **William Kearns**, **James McGovern**, **Mary Taylor**, **Gabriel Chiccone**, **Wanda Bosinski**, **John Roach**, **George Wehrenberg** and **Howard Roselle**.

Birthday greetings for **Mary Taylor**, **William Storm**, **Robert Nebelung**, **James Whalen**, **Peter Lampragos**, **Anna Meigh** and **Narcisse Zacharias**.

It's a baby girl at the home of **Mildred** and **Gabriel Chiccone**. **Elaine Marie** is the name of the little lady at the **James McGovern** home.

Wedding congratulations to **Esther** and **Dominick Torrace**—Atlantic City, I'm told.

Nick Passarelli and family had a pleasant visit in Washington, D. C. **Eleanor** and **John Feeney** and kiddies, **Julia** and **Mary**, vacationed at Asbury Park. **Bill Kearns** enjoyed the countryside at Narrowsburg, N. Y. while **Florence Murphy's** choice was Asbury Park and Cape May. **Mary Skelly**, obeying the speed laws, arrived in Boston, thence to Cape Cod. **Jim Farrell** spent three weeks in the Catskills. **Frances** and **Tobias Friedlander** are home from a trip to the coast. **Fannie** and **Bob Walker** received their share of sunburn at Seaside Heights. **Bill Lund**, motoring through two storms, **Connie** and **Diane**, was happy to be back home in his air conditioned apartment. **George Kever** and family toured the New England States in their Studebaker, while **Henry Schmidt** entertained visitors from Germany. The **Henry Kaegi** family

GIVE the



UNITED COMMUNITY CAMPAIGNS

New Yorker Wed



Mr. and Mrs. Tony Catanzaro were married recently. Tony is the chief messenger in the Lighterage Department, New York City.

took to the Pennsylvania turnpike and Ohio. **Harvey Gray** glanced over the maps, planning his trip to British Columbia. **Jim Whalen** spent his vacation days at the Yankee Stadium with his youngster, **Michael**. We thought **Jim** was a Giant fan. Perhaps **Michael** converted him to a Yankee. **Bob Walker**, take note. **John Collins**, son of **Tom**, meets dad on paydays. It's a treat—strawberry shortcake and a bus ride home to Hoboken.

Recent office callers were **John Boyle**, from the Ford plant at Mahwah, and son, **Gregory**.

Best wishes to the **Frank McElhatton** in their new home.

It was a new picture tube for the TV at the **Hughes** home. "Cheaper to buy hats for **Loretta**," said **Jim**.

The **Charles Masseys** paid a visit to **Ed Farrell**, retired, at his Avon, N. J., home. We wish **Ed** speedy recovery from recent illness.

STORES

HORNELL, N. Y.

By **Donald E. Lindeman**

The office force had two picnics this summer, the first at Stony Brook State Park with **Ruth Hedden** as chairman. **Frank Wolfanger** prepared a charcoal steak dinner for about 60. Honor guest was **Harry Bush**, tie and timber agent, who retired Sept. 1. General Storekeeper **George House** presented a gift from the gang. Mr. and Mrs. **Cyril Albaugh** also were recipients of a gift in honor of their recent marriage. She is the former **June Orvis**. Retired employes **Art Schmidt** and **Jesse Minium** were able to attend and it was good to see them again.

Don Lindeman acted as chairman at the second picnic, held at Elks Park Aug. 23. Able assistants were

Joe Bulock and **Phil McEntee**. With **Joe** as chef, the hamburgers came thick and fast.

We are glad to see **Bob House** back at his desk after several weeks' sick leave. Also good to have **Anieta Decker's** smiling greeting when we come in mornings. **Anieta** was hospitalized for a while.

During August, **Suzanne Feeley** toured in Canada and **John Reynolds** and family returned to Canada for a second week this season. **Bob Griswold** and family motored to Buffalo and Niagara Falls.

The trading bug hit **Bob House** again—it's a Kaiser.

At the Bath fair helping **Dom Galichio** run his plastic display booth on the Midway were **Sam Flaitz**, **Cliff Patrick**, **Elbert Hunt** and **Charlie Blickweide**.

Harold Johnson, sectional storekeeper, Stationery Department, has our sympathy on the recent death of his mother.

Rosie Kneale, comptometer operator, became the bride of **Tanner Hug** Sept. 3. We extend good wishes for matrimonial bliss.

This month birthday greetings go to **George House**, **Ruth Hedden**, **Alice Sackett** and **Bob Ward**.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By **R. L. Hammond**

Laborers **Claude V. Hall** and **Ver-non Dodge** retired during August.

Yolanda Weidman, file clerk-stenographer, and husband spent a vacation in Fort Lauderdale, Fla.

Sympathy is extended to **Ruth Cross**, clerk to road foreman of engines, on the death of her mother, and to **Claude Northrup**, machinist, whose mother also died recently.

BUFFALO DIVISION

BUFFALO TERMINAL

By **Ruth Nise Munger**

Best of luck to **Cornelius A. O'Leary** who joined the Army Aug. 10.

Well wishes to Yard Conductor **John F. Czaga** and Engineer **Edward F. Waag**, both of whom met with accidents Aug. 9.

Yard Conductor **D. LeRoy** and daughter **Sandra** spent the month of August in El Cajon, Calif.

Wesley J. Tallchief, telegraph operator in the chief dispatcher's office, and mother have assumed full guardianship of a Sioux Indian stu-

dent from Rosebud, S. D., who is attending Lafayette High School.

Sympathy is extended to the family of **Frank (Harry) Tresize**, retired foreman, on his recent death at the age of 82.

BUFFALO MACHINE SHOP

By **Frank Halbleib**

Walter Christ and family vacationed at Black Lake.

The Cleveland Indians in the American League have a booster—**Fred Carlson** is pulling for them.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By **Mary A. D. Meyer**

Congratulations to Mr. and Mrs. **Don Campbell (Frances Terhorst)** on the arrival of a son.

Good luck to **Laura Burgun** on her transfer to the division engineer's office as ediphone operator; to **Violet Ameer**, now pass clerk in the general manager's office, and to **Gertrude B. Everts**, transferred to file clerk in New York Traffic.

That happy smile on **Phil Schmidt's** face is due to the consolation prize he won in the recent Irish sweepstakes.

Recent vacationers were **H. A. Rhoads** and family, Mill Rift, Pa.; **T. J. Teehan** and family, Belmar, N. J.; **J. Nalewaicki** and family, Lake

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Career Ends



When George E. Keckler, engineer, Marion, Ohio, yards, stepped off this switcher as shown here, it was the last time he would guide a locomotive. At 68 years of age, Engineer Keckler retired July 30 after 38 years with the Erie.

atcong; Mr. and Mrs. J. G. Meurer, Spring Lake, N. J.; Mr. and Mrs. Tom Kelly, local trips; Eleanor Moser (nurse), San Francisco and Los Angeles; Alice Shama and Ruth Larivee, the shore; Mr. and Mrs. John McBride, sea shore.

Carl Hansen, assistant chief train dispatcher, spent two weeks at Reserve Officers Training Camp, Fort Dix, N. J.

Wedding anniversary congratulations to Mr. and Mrs. George DePuy (23rd, Aug. 6). The DePuy's also have our sympathy on the passing away of George's aunt, Mrs. Howard A. DePuy, Bloomington, N. J.

Mrs. Frank Barry (formerly Catharine Fleischbein, stenographer) and children flew to Germany Aug. 15 to rejoin her husband who is with the Army.

Neil Fulton and family spent a weekend at Noyack Beach, Long Island. Neil reported plenty of porgies and weakfish.

William Baggar now is second trick starter and Esther Del Ghiaccio is telephone operator here.

PASSAIC, N. J.

Both James Parkinson and Marcus V. Montagano spent vacations in New England.

Cashier Marion Kaiser spent two weeks at Wildwood, N. J.

Charles Dalzel is preparing for another extended automobile tour in nearby states.

Arthur Katz again is going to the Adirondacks to see how Santa Claus is getting along with his Christmas toys.

John Lucas stopped with friends in the Midwest on vacation. Charles Bogart was at the seashore.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Paul Romeo spent his vacation relaxing and taking day trips. Bill Evans visited relatives in upper New York State and son, Bill, Jr., in Pennsylvania. Edith Petrone acquired a

nice tan right at home in Suffern.

We're sorry to lose Messenger Bernard Sesney, but wish him luck in his college career.

We're happy to welcome back Edna Andrews, completely recovered following a recent operation.

Supt. O. A. Frauson spent his vacation in Lavallette, N. J., and with son Billy in Rochester, N. Y.

Birthday congratulations to O. A. Frauson, Red Kearns, Paul O'Neill, Edith Petrone, Frank McGarrity, Al Posochowicz and Quentin Doyle. Congratulations also to Sal Frangipane who has 26 years' service this month.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

Jack Hazzard and family spent vacations in Massachusetts and Cleveland, Ohio.

Mrs. H. E. Kelly had a pleasant week at Beaver Lake, N. J.

Blake Rhodes was slightly inconvenienced in reaching his home in Port Jervis during the recent floods, but reported that the house itself was undamaged.

MARINE

By Jesse E. Baker

Barge Capt. James Heaney and wife returned recently from a three-months vacation trip to Ireland.

Capt. Einar Schonning, who retired in August as gas hoist lighter captain, has gone to Norway to live. With his wife and daughter, Margaret, born last April, he sailed for Oslo on the steamship *Oslofjord*.

John Negerle, mate on the tug *Elmira*, visited the Cleveland Municip-

pal Stadium while on vacation. He wanted to see how it compared with Yankee Stadium.

George F. Ridlon, engineer of the tug *Binghamton*, is in the Marine Hospital on Staten Island and will be glad to see anyone who happens to be down that way.

John J. Murray, extra deckhand, had an attack of appendicitis and was rushed to the hospital at 5 a.m. Aug. 31. He was operated on that evening.

Rugged Erie

Describing possible trips on the Fourth of July 100 years ago, the New York TRIBUNE said of one such trip, "The New York and Erie Railroad will take you as far as you please into the wildest and most romantic of places along the Delaware and the Susquehanna."

Charles A. Hoffner, engineer of the tug *Scranton* ran his car well over 8,000 miles on his 25-day vacation trip to the west coast. In Phoenix he met an old friend, Frank X. Wier, former engineer on the ferryboat *Jamestown*. Now he is chief engineer of a large brewery in Phoenix.

William Heaney, night ferry-master, was replacing Ed Dornan in the morning rush hour at Chambers Street, New York, while Ed was busy with children going to camp. A woman and small boy missed the boat for Train 1 and Bill quickly ordered a cab to take them through the Holland Tunnel. They made the train and a nice letter was received by the superin-

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CHICAGO

Scholarship Winner Visits College



One of the winners of a 1955 Erie college scholarship, Joan Foley, daughter of J. L. Foley, Hammond, Ind., ticket office, is shown here on a visit to the College of St. Mary-of-the-Wasatch. She is being greeted by Sister Miriam Ann, dean of academic studies at the college which is located in Salt Lake City at the foot of the Wasatch Mountains. Joan was on her way to San Diego, Calif., where she spent the summer with her grandparents.

tendent.

Congratulations to **Francis J. Rorke**, mate on the tug *Marion*, who has received his master's license.

At 2:45 a. m. recently, the tug *Olean* with **Charlie Schmidt** as captain was going down river with two barges. Approaching the Eighth Street pier at Hoboken, the mate, **J. W. Murray**, who also was in the pilothouse, said, "Cap, doesn't it look like that ship [Cunard liner *Andrea*] is on fire?" **Capt. Schmidt** said, "It is," and started blowing the alarm whistle and fire call. He picked up the ship-to-shore radiophone and called the Erie tug dispatcher, **David Sigman**, a mile down river at the end of Dock 4, Jersey City. **Dave** picked up the land phone and called the Hoboken Fire Department, then he called New York fire headquarters for a fire boat. Before **Capt. Schmidt** could get rid of his tow he heard the fire apparatus responding to his alarm. In a matter of minutes the *Olean* was at shipside directing her stream of water onto the fire. **Capt. Schmidt** was commended highly by Cunard officials for his quick action.

Capt. (Ret.) Fred Wendelken passed away following a heart attack on the morning of July 15, aged 78 years. **Uncle Fred**, as he was known, came to the Erie Feb. 1, 1892, and in his time was ferry captain, tug captain, port captain and lighter captain. Friends called him the iron man.

The Port of New York Authority is going to revamp the Brooklyn waterfront \$85 million worth. Two miles of piers have been purchased from the New York Dock Co. Piers from the

Brooklyn Bridge to the Atlantic Basin will be ripped out and replaced with modern ones.

THRIFTY

Mrs. **McTavish** (looking out the window): "Sandy, here comes company for supper."

McTavish: "Quick, everybody run out on the porch with a toothpick."

Commuting OK

The following letter was received by the New York Times and was printed in the newspaper on Aug. 17, 1955:

"In your article of Aug. 9 concerning suburban trains you neglected to make mention of the Erie Railroad, which serves not only New Jersey but also New York State. I have been commuting every day from Goshen, N. Y., to New York City and have found that there is nothing about which I have reason to complain. The trains get to their destination on time, they are comfortable and the employees are pleasant and polite. All of these things make for a very happy relationship."

The letter was written by Morton E. Spillenger of Goshen, N. Y.

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FOOT OF HENDERSON STREET

JERSEY CITY, N. J.

Ruby Red Grapefruit On Our Pier



Shown here is the first shipment of Ruby Red grapefruit from the Sunkist Growers of California to reach our produce pier in New York City. Looking over the display are P. J. Napoli (left), Erie perishable traffic manager, and William J. McHale, New York division manager of Sunkist Growers, Inc.

1954 Safety Record Best In History

The nation's railroads in 1954 had the best over-all safety record in their history. Fatalities in railroad

13 per cent, also establishing a new all-time low.

Though short of the almost perfect record achieved in 1952, railroad passenger safety in 1954 equalled that of the second best years. Of the 439 million passengers transported 29 billion miles by the railroads in 1954, only five lost their lives in train accidents. Sixteen passengers were fatally injured in so-called train-service accidents, largely brought about by negligence on the part of passengers in such activities as boarding and alighting from trains. The overall passenger fatality rate of 0.07 per hundred million passenger-miles in 1954 was bettered only by the 1952 rate of 0.04.

In 1954, for the first time in history, the employee fatality rate fell below 0.10 per million man-hours worked. The rate of 0.08 per million man-hours attained in 1954 indicates that nearly 1,500,000 eight-hour days were worked by railroad employees in that year for each employee fatality. This record is more than twice as good as that of 1946, the first post-war year and itself a record year up to that time, when railroad employees worked 667,000 eight-hour days for each employee fatality.

Diane Aftermath

The following letter was received by President Paul W. Johnston from Mrs. John A. Traub, New York:

"... Like many vacationers we were stranded by the aftermath of Hurricane Diane in Parker's Glen, Pa. . . . Between the road and railroad washouts our chances of returning to New York seemed almost nil when your boys came to our rescue.

"My husband and I wish to bring to your attention particularly Mr. Arthur Winters (Hornell, N. Y., trainmaster) who was most helpful and courteous, picking us up on the tracks in Parker's Glen and giving us a ride in the caboose to Port Jervis (N. Y.).

"It was an experience we both will remember for a long time and we will always be grateful to the Erie and your fine men."

accidents of all kinds were reduced 15 per cent below the previous record lows established in 1952 and 1953, while non-fatal injuries were down



For over
90 years

The Travelers has been providing protection for railroad men. See a Travelers Representative.

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HARTFORD, CONN.



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Subsidiary of The Pittston Company

**17 BATTERY PLACE
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**Diesel Cooling System and Steam Generator
Water Treatments • Combustion Catalysts •
Fuel Oil Treatments • Weed & Brush Control**

Car Handling *continued*

For I too have some hay, you see."

Then they faced about, these stubborn mules,
And said: "We're acting like human fools."

"Let's pull together. I'll go your way,
Then come with me and we'll both eat hay."

Well, they ate their hay and liked it, too,
And swore to be comrades good and true.

As the sun went down, they were heard to bray
"Ah! This is the end of a perfect day."

You too can have a "perfect day" of good car
handling—of getting the freight through—of satisfy-
ing our customers.

OTHER JOB *continued*

also in the public interest. . .

It is important that each and every one of us
be well informed about our industry and its prob-
lems, and then avail ourselves of every opportunity

to pass this information along to those with whom
we come in contact. If we do this, and at the
same time do our regular job in such a fashion
as will make friends for the railroads, we will be
practicing good public relations in every sense of
the word.

DIAMOND *continued*

it is being adopted as the official
emblem of the railroad and is
showing up at various places along

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

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

Ask Us For Prices

**THE ERIE STONE COMPANY
TOLEDO 4, OHIO**

the line wherever there is an op-
portunity to advertise the railroad
and keep the Erie name before the
public.

The origin of the Erie diamond
has never been definitely estab-
lished. Although many of the de-
signs used in the past are recorded
on old timetables, passes, tickets,
etc., the actual beginning remains
vague. It seems probable that the
diamond developed gradually.

There is some unverified evi-
dence that the diamond goes back
to the days of Jay Gould when he
was president of the Erie from
1868 to 1872. A door knob from
his private car, discovered some
years ago, bore a likeness to our
present emblem except that a large
"E" occupied the space of the word
"Erie."

Mrs. Naomi Chapman Hoisington
of Alameda, Calif., wrote to the
Erie Magazine to say that her
father, William John Davies, ticket
agent at West Orange, N. J., from
1880 to 1890, designed the emblem.

Wells Fargo used a similar
trademark, and there are other
railroads who use a diamond which
is supposed to represent coal
(often called black diamonds).

At present, however, we are con-
tinuing to seek definite proof of the
origination of the "Mark of Prog-
ress in Railroading." Meantime,
we have our emblem patented to
make it official.

DOGS *continued*

are greeted by city and club of-
ficials.

Current shows are in great con-
trast with the 1886 show on the
same grounds. At that time it
took three days to judge 214 dogs
in 23 breeds. In 1955, with obedi-
ence added, nine judges passed on
750 dogs in 70 breeds from 10 a.m.
to the end of daylight. In the old
days all dogs had to be listed at a
sale price or tagged "Not for Sale,"
and a show and field record was
appended after each dog's name. Today there can be
no such advertising. Dog shows
have grown up.

GUESS ANSWERS

1. Nothing but pins.
2. As you can see, small spools of thread.
3. Just a plain old sponge.

Quiz Answers

1. Both cars.
2. Over two or more railroads.
3. Freight service.
4. Short tons.
5. Rails.
6. Treatment of wood.
7. Regional Shippers Advisory Boards.
8. 433 miles (in 1954).
9. Right, by train order.
10. Astray freight.



**PROVEN FOR
DEPENDABILITY
AND LONG LIFE**

THE P. & M. CO.
CHICAGO . . . NEW YORK

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.



Why they call it healthy competition

Equal opportunity for competition has made this country great. For, with competition, the public is King. Business competes for public favor—and offers *more* to win it. This, in turn, keeps business sharp, on its toes, *healthy*.

But for years, large segments of the transportation industry have been prevented from competing on an equal basis. Outmoded regulation has placed competitive restrictions on some trucks and all railroads.

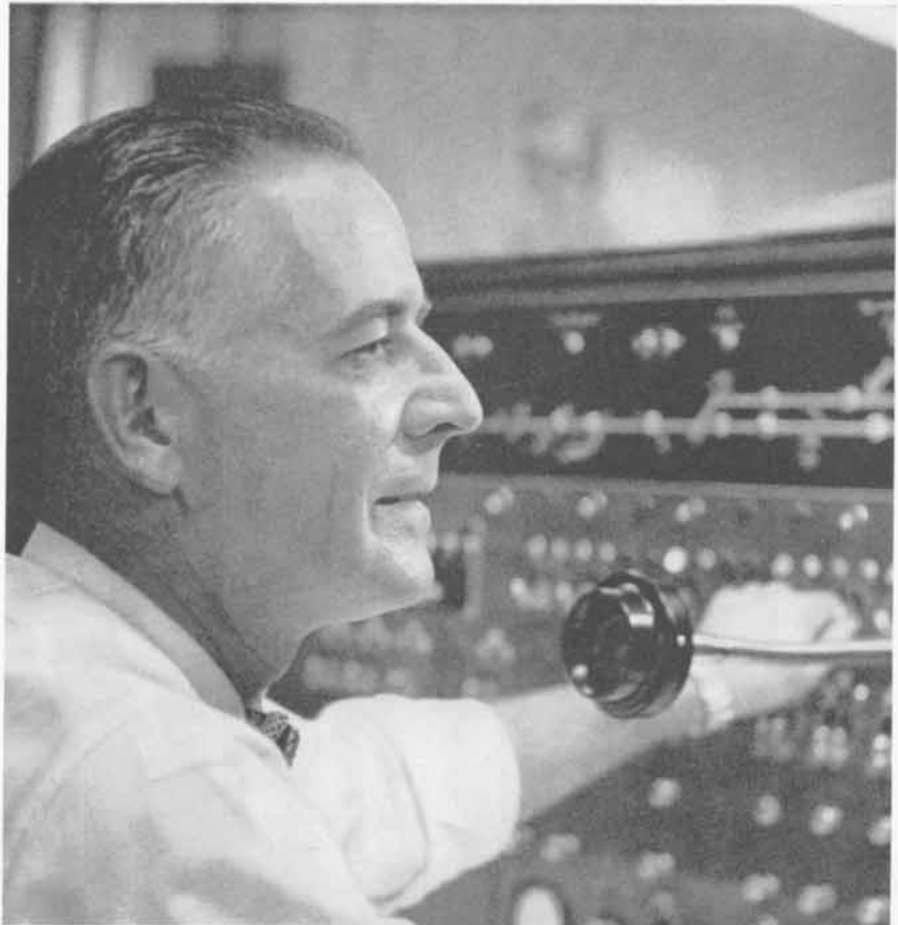
Now the President's Cabinet Committee—

after long research and study—has recommended changes in national transportation policy to help correct this situation.

Adoption of these recommendations not only will benefit you, but will strengthen the nation's transportation system for any and all emergencies.

FREE! See the actual Cabinet Report—not what others say about it. Published by the U. S. Government Printing Office. For a FREE copy, address Room 711, 143 Liberty St., N. Y. 6, N. Y.

BEING "FAR-SIGHTED" IS HIS JOB



When you see an Erie freight train hurrying by, the dispatcher has an eye on it too—although he may be 100 miles away! He "watches" the train's progress, controls switches and signals along its route with a foolproof system of levers and lights on his control board. As an Erie

train dispatcher his job is to keep the tracks clear and trains moving safely on schedule. This is part of the overall job of Erie employees in supplying Erie community families with the good things of life.

* * *

The Erie train dispatcher is just one of

the team of 19,000 Erie men and women who are working together to bring better service and help contribute to the growth and prosperity of *your* community. Many of them are your neighbors and home town partners—They can be depended upon . . . therefore, the Erie can be depended upon.



Erie Railroad

Serving the Heart of Industrial America