



**RAILROADS
NEVER
SLEEP**

OUR 52ND YEAR OF PUBLICATION

OCTOBER 1956

The President's Page

I KNOW that the news of the exploratory merger study involving the Erie, D. L. & W. and D. & H. has raised many questions in the minds of Erie employees. Having come up through the ranks, I can well recall the rumors, speculation and personal concern that develop from announcements of this kind. It is only natural that employees begin to wonder what will happen to them and their jobs.

It is entirely possible that nothing will happen as there is no present assurance that such a merger will actually take place. On the other hand, if a merger should become a reality, the only effect on the majority of employees will be that they will be associated with a railroad in a much stronger competitive situation.

In the event of any displacements, you can be assured that our employe-relations policy to minimize the effect as much as possible will continue and will apply to every employe irrespective of rank or position. This will include such things as protection where loss of employment may be involved, or payment of necessary moving expenses, including losses from the sale of real estate, if required to relocate, as have been prescribed by the Interstate Commerce Commission in previous authorizations for railway consolidations.

The study authorized by the Board of Directors is strictly exploratory to determine whether or not there are sufficient advantages in the public interest to justify merging the three properties. No date has been set for completion of the report but a study of such magnitude will probably take about a year. If the report does indicate definite advantages, the next step will be to seek approval from the Interstate Commerce Commission and the shareowners of the three companies. This may take several additional years.

In the meantime, the best thing we can all do is to go about our day-to-day tasks of working together to provide a friendly, efficient service so that our customers will continue to look to the Erie for the fulfillment of their transportation needs.

P. W. Johnston



Oldest Employee Magazine in Railroad Industry . . . Our 52nd Year of Publication

RAIL ENDS

Radio Moscow recently announced that Russia's first gas-turbine engine is being built at a plant near Moscow. According to the radio report, the 6,000-horsepower locomotive will be able to pull a mile-long train at speeds greater than 60 miles an hour.

A mob of one thousand angry commuters, with patience worn thin over a series of delays caused by railway strikes and work stoppages, stormed a Japanese stationmaster's office and demanded that he write out 1,000 explanations of their not getting to work on time—one "excuse" for each tardy employee to give to his boss.

In 1851, one Clement Messarano patented a locomotive which depended entirely on animals for power. His idea called for the use of a horse mounted on a treadmill which utilized a series of pulleys to propel the train.

In Flint, Mich., Mrs. Thelma Haywood was driving her two young daughters and a friend when her car left the highway, plunged into a ditch and came to rest astride a busy, double-track railway crossing. Immediately following her car crash, Mrs. Haywood said the first thing she saw was two trains bearing down on the stalled auto from opposite directions. Grabbing a diaper from the stack in the car, Mrs. Haywood jumped out and began waving frantically. Both engineers spotted the unusual distress signal in time to stop.

Vol. 52, No. 8

October 1956

OUR OBJECTIVE

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

THE COVER—Yes, railroads never sleep, and their voices can be heard every minute of the day and night. In the daylight you can see trains roll and thunder along tracks which cover the nation. At night you can hear the murmur of powerful diesels as they are tuned up in diesel shops with brightly lighted windows. There is a hum of activity in classification yards lit by bright lights on sky-scraping towers. This month's cover picture shows a couple of our diesel units resting quietly at our Marion, Ohio, diesel shops after dark, waiting for the call to hit the road.



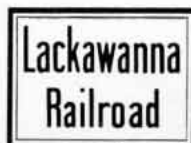
George C. Frank Asst. to President
Jim Alan Ross Associate Editor
Mabel I. Ross Secretary
John F. Long Photographer-Reporter

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Probably no news traveled any faster over the Erie Railroad than the announcement of Sept. 11 that the Erie, Delaware, Lackawanna & Western and the Delaware & Hudson Railroads were studying merger possibilities. Within a few hours after the announcement, Erie employees all over the system were busy discussing it among themselves and exchanging ideas of what such a merger would mean to them and to the railroad as a whole. Reactions were mixed, ranging all the way from one of immediate concern to a vision of a bright new future. To some the

Merger Study





news was disturbing, while others were encouraged by the prospects and opportunities such a merger offered. Mr. Johnston's message on the President's Page of this issue is reassuring for those who may be apprehensive about the outcome.

Every railroader is aware of the intense competition that exists in transportation today. No one knows this any more keenly than the head of a railroad whose responsibility it is to see that his company is operated efficiently and economically in the best interests of the employees who work for it,

the customers who use its services and the stockholders who own it. His constant long-range problem is how to compete effectively against not only other railroads serving the same territory, but also the growing inroads being made by other forms of transportation.

Three long-time friends, Erie President Paul W. Johnston, D.L.&W. President Perry M. Shoemaker and D. & H. President William White often discussed this problem in informal sessions. They probed deeply, argued pro and con, discussed all angles, seeking a possible solution so far as their three railroads were concerned. They found themselves in agreement that a merger offered some possibilities for service improvements and economies and a general strengthening of the whole transportation situation in the area served by the three lines. They took the problem to their respective boards of directors for their consideration. After further discussion, the boards appointed members, including the three presidents, to act as a joint committee to study the situation and explore whether or not there are sufficient advantages to warrant merging the three properties. It was agreed that the possibilities appeared sufficiently substantial to present an obligation in the public interest and to everyone connected with the roads to make such a study.

Joint Statement

In a joint statement announcing the proposed study, Presidents Johnston, Shoemaker and White said, "The managements of our respective roads are of the opinion that in view of the economic and competitive situations which exist today in the transportation field, the long-range future of the railroad industry and the service it can perform for the nation would be greatly improved and strengthened by merging railroad properties when it appears practical to do so. We believe the full-scale study which our directors are undertaking is a step in the right direction and is clearly in the public interest."

They stressed that they had no preconceived ideas of what such a study would produce. "No detailed studies have been made as yet on the many aspects that will have to be considered from an operating, traffic, financial and legal standpoint," the announcement said, "but if there are any opportunities for creating a stronger railroad

system through such a merger to the benefit of shippers and other people in the territory we serve, as

'Little Red Schoolhouse'

The Erie Railroad has the unique distinction of being a training ground for railroad presidents. Up to the present time, 21 men who at one time worked for the Erie have gone on to become presidents of other railroads. Such an outstanding record has rightfully earned for Erie the title "The Little Red Schoolhouse for Railroad Presidents".

The three principals involved in the present three-railroad merger study are products of this apprenticeship.

Perry M. Shoemaker, president of the D.L.&W., was with the Erie from 1928 to 1933. He started as a dynamometer assistant at Meadville, Pa., and later was general yardmaster at Avoca, Pa., when he left to be research assistant on the New Haven. He joined the Lackawanna in 1941 and became president in 1952.

William White worked for the Erie for 25 years, starting as a clerk in the auditor of freight accounts office at New York in 1913. He moved up through the Operating Department and was general manager of the eastern district when he left to go with the Virginian Railway as general manager in 1938. In 1941 he became president of the D.L.&W. He was President of the New York Central before going to the D.&H. in October 1954.

Paul W. Johnston's entire railroad career has been with the Erie. He started as yard clerk at Shenango, Pa., in 1908 and after many positions in the Operating Department at many different locations, rose to the presidency in 1949.

well as the shareowners and investors of our respective companies, our directors want to have all of the facts on which to base a decision."

Possible Solution

There is a general feeling among railroad managers and other students of transportation that as a matter of efficiency there must be more consolidations. Rail marriages, they say, are a solution to

VITAL STATISTICS

	Erie	Lackawanna	D. & H.	Combined
Miles of railroad	2,226	962	823	4,011
Total assets	\$489,140,614	\$342,777,356	\$160,029,993	\$991,947,963
Number of employes	18,317	9,896	5,700	33,913
Total operating revenues	\$161,447,842	\$77,499,030	\$82,690,967	\$321,637,839
Freight revenues	\$142,317,434	\$65,684,271	\$49,318,351	\$257,320,056
Passenger revenues	\$7,005,465	\$9,141,143	\$1,874,445	\$18,021,053
Diesel locomotives owned	476	214	179	869
Freight cars owned	20,790	13,748	11,609	46,147
Passenger cars owned	572	663	145	1,380
Marine equipment owned	196	186	...	382

the growing problem of intense competition, rising costs and shrinking profits.

Such a system, if combined into a single line would rank about seventh or eighth largest in the United States, with over 4,000 miles of railroad, 33,000 employes, assets approaching \$1 billion and operating revenues of about \$300 million a year based on 1955 figures. This consolidation would be the biggest rail merger in the east in a great many years. Incidentally, all three railroads are completely dieselized and are in excellent physical condition.

The Erie operates 2,226 miles of railroad between Jersey City, N. J., and Chicago, Ill., with lines extending to Scranton, Pa., Rochester and Buffalo, N. Y., and Cleveland and Dayton, O. The 962-mile D.L.&W. runs from Hoboken, N. J. to Buffalo, N. Y. with lines to Phillipsburg, N. J., Nazareth and Northumberland, Pa., Utica, Syra-

cuse and Oswego, N. Y. The D. & H. operates 823 miles of main line from Wilkes-Barre, Pa., to Montreal, Can., via Albany. It connects with both the Erie and the Lackawanna at Binghamton. The Erie and Lackawanna generally parallel each other through a large part of the territory between Buffalo and New York, and all three railroads operate into Scranton.

As the Erie Magazine has previously reported, the Erie and Lackawanna have been engaged in joint operating studies for more than a year to take advantage of immediate savings from the co-ordination of existing facilities. Freight stations already have been combined at Binghamton and Elmira, N. Y. The study of joint marine operations is actively under way. On Oct. 13 the Erie will begin to operate its passenger trains, with the exception of "rush-hour" commuter trains, into the

D.L.&W. station at Hoboken instead of the present Erie station at Jersey City. The "rush-hour" trains will start using the Hoboken station shortly after the first of the year. This combination of passenger terminals alone is expected to save about \$1 million a year for each railroad.

Other studies are under way, including joint freight yard operation at Buffalo and the joint use of certain trackage between Corning and Binghamton. These studies will be progressed irrespective of the outcome of the corporate merger study according to Mr. Johnston and Mr. Shoemaker.

The firm of William Wyer & Co., experts in railroad consolidation studies, has been retained by the joint committee of directors. It will take some time for the study to be completed, estimates ranging up to a year. As further developments occur, the Erie Magazine will keep its readers informed.

Lewis Assigned To Cleveland Job

Robert H. Lewis, former superintendent for the Erie at Marion, Ohio, has been appointed as superintendent-special duties and assigned to the staff of S. F. McGranahan, assistant vice president, with headquarters in Cleveland.

Mr. Lewis joined the Erie as a material inspector in the mechanical department in 1927. After advancing through various positions, he was promoted to trainmaster in 1941 at Hornell and worked in that capacity at Susquehanna, 1942; Meadville, 1944; and at Marion, 1945. Mr. Lewis advanced to assistant superintendent of transportation in Cleveland in 1947

and was appointed superintendent of the Kent Division at Marion the following year. He was granted a leave of absence because of his health earlier this year.

Work Underway On Construction Of Car Shops

Work on the \$3 million Erie car repair shop at Meadville, Pa., was begun late in August. No date has been set for completion.

This will be the major car repair shop on the system. Flood waters last year washed out the Dunmore, Pa. shop, after which it was decided to build a new facility at Meadville because of its more central location

on the main line between New York and Chicago.

Grading work on the new site was delayed because of rainy weather. The entire project is behind schedule because of the late delivery of steel.

Equipment already has arrived for the installation of concrete foundations and floors. This preliminary work can be progressed before the delivery of steel which has been pushed back by the recent strike in the steel industry.

Meadville car repair shop is designed to repair all types of freight cars as well as to build new cars. Erie owns over 21,000 freight cars. The shop will have three major buildings including car repair shops, paint shop and office, and four smaller structures.



we're changing stations

*... first stage of move
of passenger trains to Hoboken
scheduled for Oct. 13.*

At 4:01 a.m. Eastern Standard Time on Saturday, Oct. 13, all Erie and New Jersey & New York trains except Northern Branch and rush hour commuter trains will start using the Lackawanna Railroad station at Hoboken, N. J., in the first of two stages of a change-over which will be completed early in 1957.

Rush hour commuter trains, Monday through Friday, arriving at Jersey City between 6:55 and 8 a.m. Eastern Standard Time and departing between 4 and 5:13 p.m. Eastern Standard Time will continue to use our present Jersey City station.

The rush hour commuter trains will begin using the Hoboken terminal about Jan. 1, 1957, under present plans. Northern Branch trains, however, will continue to use the Jersey City terminal. Ferry service will be continued between Jersey City and Chambers St., New York, to serve all trains that will continue to use the Jersey City terminal.

To make the transfer of Erie main line and New Jersey & New York trains possible, a track connection between our main line and the Lackawanna Boonton Branch has been installed near the eastern edge of the Jersey meadows just east of County Road. Another connection has been installed a short distance south of this point to make the transfer of Greenwood Lake and

Newark Branch trains possible.

The change will involve certain forces of the dining car, marine, locomotive, car and operating departments at Jersey City and Chambers St., New York.

However, as a result of the first stage of the move to Hoboken, only the Jersey City passenger trainmaster and his office staff will move to Hoboken. All other departments will stay in Jersey City for the time being. The train and engine crews operating the trains which will use the Hoboken terminal, of course, will work out of

that station.

As of Oct. 13, the Erie's commissary will be abandoned. There will be no change in the status of dining car crews except that they will work out of the Hoboken station. The laundry will remain in Jersey City.

Less Ferry Service

Ferry operations also will be curtailed. Three boats will continue to operate but on a reduced schedule and with a smaller number of crews to serve trains arriving and departing from the Jersey City station. The marine yard will not be affected at this time.

Ticket office and other station forces will be combined with the Lackawanna except for reduced forces which will remain at Jersey City to serve the trains there.

The passenger traffic office will remain at Jersey City for the present.

Starting on Oct. 13 all mail and express will be handled at Hoboken, and the Erie and Lackawanna forces will be consolidated there.

Erie employees affected by the move can be assured that their interests are receiving the utmost consideration. Employees who are adversely affected as a result of the consolidation will be taken care of in accord with Erie's labor relations policy and agreements entered into with the various labor organizations.

It has been estimated that the change to the Hoboken terminal will result in a savings of about \$1 million for each railroad. The
(Please turn to Page 24)



we're changing stations

Effective Saturday, October 13, all Erie and N. J. & N. Y. trains will use the **Erie-Lackawanna Terminal at HOBOKEN**, (with ferry service to and from Barclay Street, New York, instead of Chambers Street).

EXCEPT "rush hour" commuter trains, Monday through Friday. . .
Arriving Jersey City between 7:55 and 8:59 a. m. (local time)
Departing Jersey City between 5:03 and 6:13 p. m. (local time)
and all Northern Branch trains, which will continue to use the Jersey City and Chambers Street Stations.

See your local ticket agent for details.

There will be minor time changes. New timetables will be available October 1.



The public is being completely alerted for the switch from the Jersey City terminal to Hoboken by news stories, posters, pamphlets, car cards and newspaper advertising. Above is a reproduction of a ticket envelope insert which is similar to other notices which are helping inform commuters and other passengers of the move.

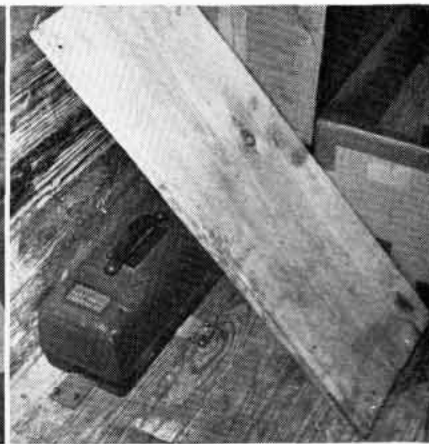
The Light

"How can the railroads achieve perfect car handling?"

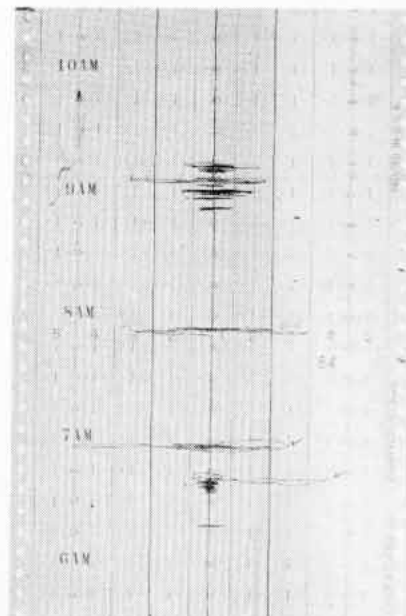
In 1956 the loss and damage bill of the Erie alone averaged about \$240,000 per month. When you multiply this waste by all of the other railroads in the United States, the total amount for loss and damage is staggering.

An intense, year-round campaign, building up to a climax every October, known as "Careful-Car-Handling Month" in our industry, is conducted vigorously to alert employees handling cars in yard and trains.

One of these is the impact recorder. When installed in a car, this handy device makes a positive record of the handling of the car, including the time and severity of each jolt. More and more of these recorders are being used in the hope that they will point a cautioning finger at the guilty

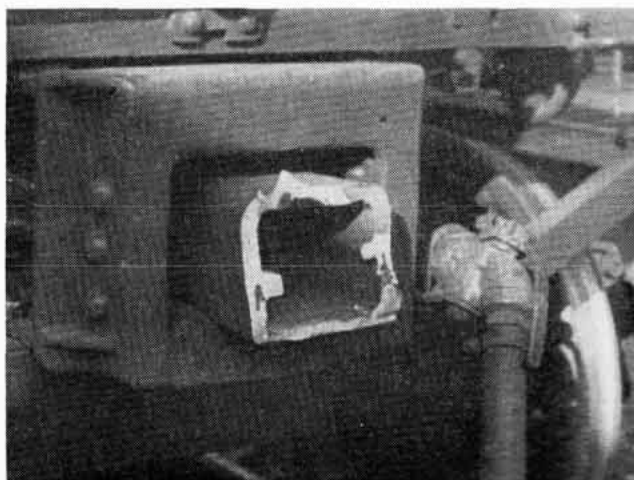


At right is a reproduction of part of a recorded tape from an impact recorder. This is an actual record of about five hours of a freight train trip. The dark center line is the record. As long as the line is straight the ride is smooth. Whenever there is a heavy jar, the pen making the line "bounces." Whenever the center line "bounces" outside the two outside heavy lines in the center, there has been a severe jolt which could have caused damage to the contents of the cars in the train. Note that there were a number of severe jolts during the five hours of this trip.



Educational movies, such as "The High Cost of Carelessness," "The Freight Goes Through," "Pay-day," "A Job for Joe" and "Impact," also are shown to employees to emphasize the need for careful car handling.

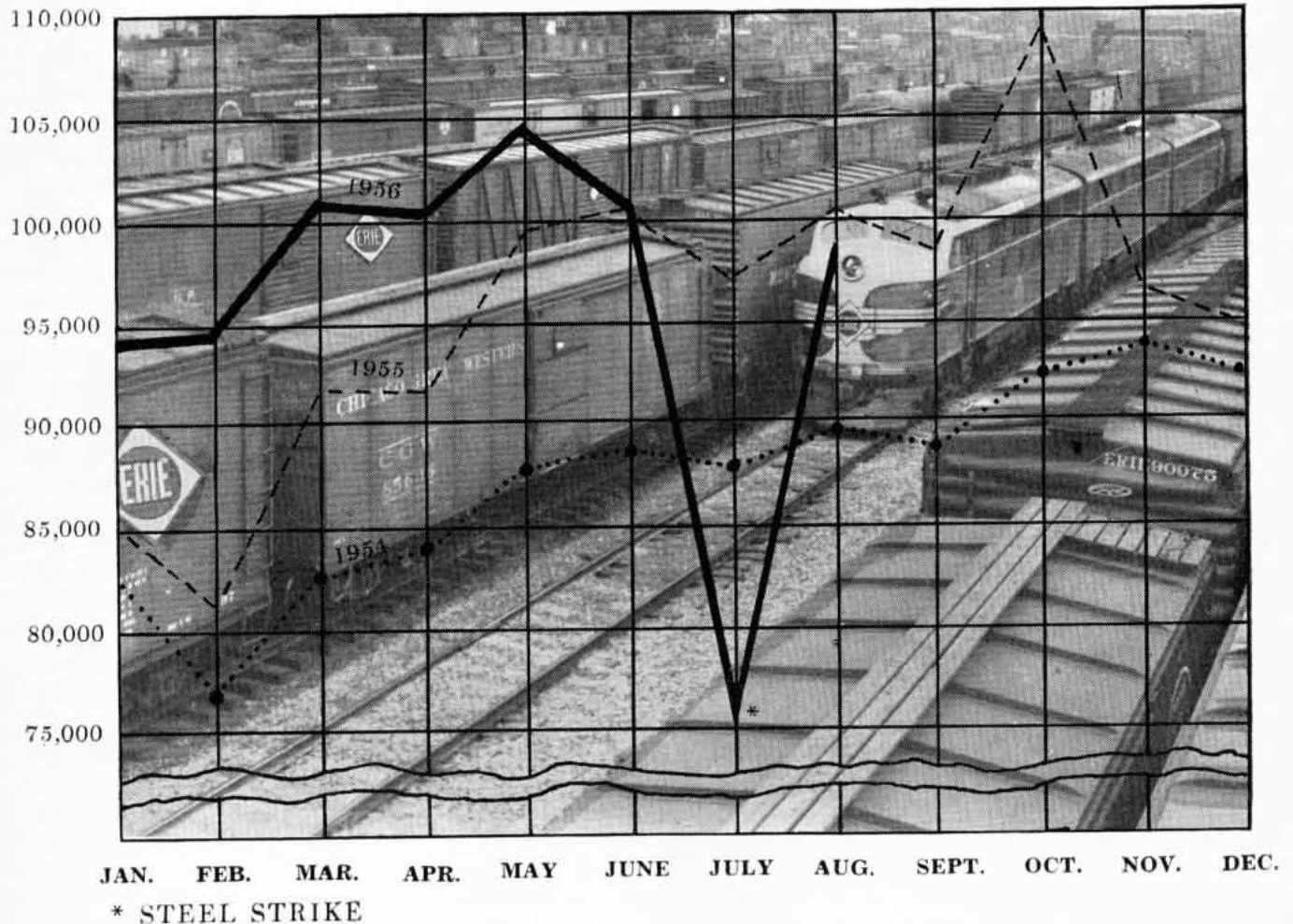
Then, of course, there is a large volume of literature the year around—building up to the BIG
(Please turn to Page 22)



8

BUSINESS INDICATOR

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



RAILROAD QUIZ

- Which of these cities has a North Station and a South Station—St. Louis, New Orleans, New York City or Boston?
 - What is the present running time of the fastest passenger train between New York and Chicago—15½ hours, 16 hours or 16½ hours?
 - Are spring washers used for cleaning streamlined trains, holding rail and joint bars tightly together in track, or for purifying water in springs and wells adjacent to the railroad?
 - Does the term subgrade refer to the underground installations, the ballasting of track, or the preparation of roadbed for the track?
 - How is the traffic density of a railway line usually determined—by revenue ton-miles per mile of road, or by the number of locomotives and cars moving over the line?
 - Which is correct — yardmaster (one word), yard-master (hyphenated word), or yard master (two words)?
 - In what part of the railway freight car is the yoke located—in the roof, in the underframe, or in the truck?
 - In which department of the railroad is an A.G.P.A. employed—law, traffic, or operating.
 - Is a freight haul in which two or more railroads participate called an interline haul, an inter-rail haul, or a combination haul?
 - To what extent is railroad motive power in the United States dieselized—about 30 per cent, 60 per cent, or 90 per cent?
- (For answers, please turn to Page 34)

\$1,110 Winner

Because he had a way with a word, Gabriel Chiccone, clerk in our accounting department, Jersey City, is \$1,110 wealthier. Mr. Chiccone received the \$1,110 in a word contest being conducted by the JERSEY JOURNAL of Jersey City.

'Nuff Thaid

When one of his men submitted a report for the loss of 2,025 pigs, the railroad claim agent went out to the farmer for an interview. "That's a lot of pigs," he said to the farmer. "Are you sure our train ran over that many?"

"Yeth," lisped the farmer.

"Thanks," said the wise claim agent and changed the original report to read: "Two sows and 25 pigs."

Retirement Benefits Increase

... about 400,000 retired

railroaders to receive

10% 'raise' monthly.

The scale of benefits for railroad employees and their families was further liberalized on Aug. 7, when the President signed a bill amending the Railroad Retirement Act. In general, this amendment means increases of up to 10 per cent in the monthly benefits of over 400,000 of the 650,000 persons now on the Railroad Retirement Board's monthly benefit rolls. This article will discuss in more detail the announcement of the increase in last month's ERIE MAGAZINE.

The changes are summarized in the following questions and answers:

1. *What are the principal changes made in the Railroad Retirement Act by the 1956 amendments?*

The 1956 amendments to the Railroad Retirement Act provide for increases of up to 10 per cent in most retirement and many survivor benefits. This is accomplished by increasing the factors in the benefit formulas as shown in questions 3, 4, and 9 below.

2. *Are all persons now on the benefit rolls due to receive an increase?*

No. About two-thirds of the 650,000 persons now on the rolls will receive higher benefits as a result of the amendments. Most of these persons are retired employees whose benefits had not been increased since the 1951 amendments to the Railroad Retirement Act, even though survivor and wives' benefits have been raised. The 1956 amendments will also give higher benefits to some 40,000 wives and

65,000 survivors.

3. *Suppose an employee has 30 years of service and his average monthly compensation is \$200. How will his retirement annuity be figured under the amendments?*

The following formula will be applied to the employee's average monthly compensation, and the result multiplied by his years of service:

3.04% of the first \$50	\$1.52
2.28% of the next \$100	2.28
1.52% of the remainder (\$50)	.76
Total	\$4.56

$\$4.56 \times 30 \text{ years} = \136.80 , the monthly amount of the employee's annuity.

4. *Do the amendments affect retirement annuities based on the railroad retirement minimum formula?*

Yes. The amended law provides for a minimum annuity under the railroad formulas equal to the lowest of the following: (a) \$75.90, (b) \$4.55 times years of service, or (c) the average monthly compensation. (Under the former provision, factors (a) and (b) were \$69.00 and \$4.14, respectively.) This formula is used only if it will yield a higher annuity to the retiring employee who has a current connection with the railroad industry.

5. *What is the maximum retirement annuity now payable to an employee under the Railroad Retirement Act?*

For an employee who retired on Aug. 1, 1956, with 30 years of service and the maximum creditable earnings (\$300 for any month

of creditable service before July 1954 and \$350 a month thereafter), the maximum annuity is \$184 a month. It is now possible for such a retired employee and his wife together to draw over \$238 in monthly retirement benefits. For employees who retire after Aug. 1, the maximum annuity will continue to go up, depending on the number of additional months after June 1954 in which he was credited with \$350 a month.

6. *How do the amendments affect the benefits payable to former carrier pensioners taken over by the Board in 1937?*

The benefits payable to the former carrier pensioners have been increased by a flat 10 per cent. The same applies to the survivor annuities payable to widows whose husbands had elected a joint-and-survivor option.

7. *To what extent are wives' annuities increased by the amendments?*

Most wives who were getting less than \$54.30 will receive increases. There will be no increase in some cases where the wife's benefit is less than \$54.30 and has been figured under the social security minimum guaranty provision. The maximum will remain at \$54.30.

8. *How have benefits for survivors been increased?*

The formula factors used to compute the basic amount on which survivor benefits are based have been raised by 10 per cent. This means that all insurance lump-sum benefits for deaths after June 1956 and all monthly survivor annuities payable under the regular railroad survivor benefit formula will be higher by 10 per cent.

9. *Suppose an employee's earnings averaged \$180 and that he had 20 years of service after 1936 in which he earned \$200 or more in railroad and social security employment combined. How would the basic amount under the regular railroad survivor benefit formula be figured?*

The new formula which would be applied to the employee's average earnings of \$180 is as follows:

44% of the first \$75 \$33.00
 11% of the remainder (\$105) 11.55

..... \$44.55
 20% of \$44.55 8.91

Basic amount \$53.46

10. *How are the maximum and minimum family survivor benefits affected by the amendments?*

The maximum family benefit now payable under the railroad survivor annuity formula is 2-2/3 times the basic amount up to \$176; the minimum family benefit is \$15.40. However, the amounts may be higher if the benefits are computed under the social security minimum guaranty provision.

11. *What groups of beneficiaries will not benefit at all under the new amendments?*

Those not benefiting now fall principally into three groups: (a) Retired employees who are already receiving benefits, figured under the overall social security minimum provision of the Railroad Retirement Act, which are just as high as they could get under the newly amended law. (This group received the benefit of the increases provided in the 1952 and 1954 amendments to the Social Security Act.) (b) Wives of retired railroad employees who were already drawing the maximum amount of \$54.30. (The maximum wife's benefit had been raised by amendments to the Railroad Retirement Act adopted in August 1955.) (c) Certain survivors (widows, parents, and children) who under the social security minimum are already receiving benefits at least as high as would be payable under the new Railroad Retirement Act formula. (This group also had received the benefit of increases provided by the 1952 and 1954 amendments to the Social Security Act.)

12. *Is there any increase in the railroad retirement tax rate?*

No. The tax rate remains the same.

13. *What is the effective date of the amendments?*

The amendments became effective with payments for July 1956. Because of the enormous job, however, of making all the necessary adjustments, the increases due any persons on the rolls on July 31 will first be reflected in their payments for September—that is, with the checks dated Oct. 1. All persons on the benefit rolls will receive, with their benefit checks that come out on Sept. 1, notices advising them of the new provi-

October, 1956



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Andrews, John	Trackman	Meadville Division	7-26-56
*Baron, Frank	Crossing Watchman	New York Division	6-12-56
Benedict, Fred Horton	Car Repairer	Jersey City, N. J.	8- 3-56
*Burkett, Marion Francis	Trackman	Marion Division	6-13-56
*Canning, Isaac Aloysius	Supt. Dining Car Dept.	Jersey City, N. J.	8-14-56
*Carboni, Joseph Anthony	Machinist Helper	Hornell Diesel Shop	7-30-56
*Dragonich, Mikal	Trackman	Mahoning Division	5-16-56
*Duane, John Joseph	Yard Brakeman	East Jervis, N. Y.	7-29-56
*Franke, William Earl	Machinist	Secaucus Shop	8-22-56
*Fredericks, John Martin	Pipefitter	Secaucus Shop	8- 9-56
*Hanning, William Sherman	Car Inspector	Kent, Ohio	8-17-56
Hayes, John Roger	Clerk (Revenues)	Cleveland, Ohio	7-13-56
*Heckel, Walter Lewis	Conductor	Buffalo Division	7-15-56
Hedrick, Edwin Edward	Yard Brakeman	East Buffalo, N. Y.	7-19-56
*Heintz, William John	Crossing Watchman	Wyoming Division	7-25-56
*Hendricks, John Colman	Operator	Mahoning Division	7- 1-56
*Jones, Herman E.	Telegrapher	Wyoming Division	8-15-56
*Keat, John Arlington	Signalman	Susquehanna Division	7-26-56
*Kinsley, Henry Harry	Turntable Operator	Susquehanna, Pa.	8-18-56
*Lewis, Tracy Reginald	Road Brakeman	New York Division	5- 3-56
*Line, William G.	Passenger Trainman	Kent Divis'on	8- 7-56
*Lyles, Ralph John	Delivery Clerk	Chicago, Ill.	8- 5-56
McKee, John De Weese	Locomotive Fireman	Mahoning Division	7-29-56
*Middaugh, Dallas	Conductor	Mahoning Division	7- 5-56
Mitchell, Ambrose	Engineer	Susquehanna Division	8- 5-56
*Moon, William	Section Foreman	Kent Division	5- 6-56
Murray, Edward Aloysius	Crossing Watchman	N. Y. Term. Division	8- 8-56
*Nichols, Frederick William	Stockkeeper	Jersey City Stores	8- 3-56
Page, Charles Robert	Carman Apprentice	Susquehanna Coach Shop	7-26-56
*Parsons, John Albee	Road Brakeman	New York Division	5- 5-56
Perrin, Jane Morgan	Comptometer Operator	Youngstown, Ohio	8- 8-56
Perry, Charles Anthony	Boilermaker	Marine Department	8- 9-56
Pescetta, Tullio	Trackman	New York Division	8- 3-56
*Richards, George Henry	Tender Repairer Hlpr.	Meadville Shop	7-18-56
Santamaria, Michael Vincent	Conductor	B. & S. W. Division	8-13-56
*Scanlon, John Joseph	Engine Dispatcher	Buffalo Shop	6-27-56
*Schneider, Lorenz Patrick	Carman	Dunmore, Pa.	7-19-56
Spazianni, Nicholas	Trackman	Susquehanna Division	8- 5-56
*Sturrock, David Laurence	Chief of Police	Youngstown, Ohio	8- 3-56
*Taylor, John Francis	Crossing Watchman	New York Division	5-27-56
*Trummer, Abram Roger	Boilermaker Helper	Port Jervis, N. Y.	7-31-56
*Walter, Sr., Lee Warren	Inspecting Engineer	Jersey City, N. J.	8- 7-56
*White, Charles R.	Designer (Engrg.)	Cleveland, Ohio	8- 8-56
Williams, Charles A.	Trucker	Weehawken, N. J.	7-16-56
*Yates, Charles Ezra	Section Foreman	Marion Division	6—5-56
*Retired Employees			

sions.

* * *

Benefit Payments Total \$5 Billion

Benefit payments under the Railroad Retirement Act to the nation's retired rail workers and their wives and to survivors of deceased employees passed the \$5-billion mark on Sept. 4, according to the Railroad Retirement Board, which administers the system. Since July 1936, when benefits were first paid, aged and disabled employees and their wives have received more than \$4.2 billion and the families of deceased employees about \$830 million.

The Board points out that the rapid growth of the retirement and survivor benefit programs is emphasized by the fact that the fifth billion dollar in benefits was paid over the last two years while the system

was nine years old before the first billion was disbursed.

The annual amounts paid for each type of benefit have increased steadily from modest beginnings, until in fiscal year 1955-56 retirement benefits reached \$458 million and survivor benefits \$143 million.

The number of individuals receiving payments each year has also grown rapidly, with 738,000 individuals sharing in the benefits in fiscal year 1955-56—473,000 retired employees and their wives and 265,000 survivor beneficiaries. In 1945-46, the fiscal year before the present survivor benefit program went into operation, only 224,000 individuals drew benefits under the railroad retirement system. With the addition of benefits to wives of retired employees in 1951, persons benefiting under the programs in 1951-52 rose to 575,000—377,000 retired employees and their wives and 198,000 survivors.

Kent Division Picnic



This group of picnickers boasts a total of 794 years of service with the Erie. There aren't many companies that can match such a record of loyalty. First row, from the left, with years of service, the men are Leonard Thompson, 47; Pat Maloney, 50; Rube Rettig, 45; William Kiehl, 37; Jack Chaney, 50; Carl Gilbert, 42; second row, Joe Hurd, 47; Frank Ray, 47; Cal Miller, 38; Clayt Auckerman, 47; Steve Kolleda, 42; Leo Keller, 45; third row, Manford Pangborn, 44; Dave Coble, 51; Bill Tucker, 44; John Hinklin, 39; Bill Pohler, 42; Clem Smith, 37.



This is a general view of the large crowd at this year's Kent Division picnic just as everybody sat down to chow.

These four volunteers were in charge of the lemonade department which handled a lot of traffic as might be expected. From the left are Geneva Sidenstricker, Lucille Osman, Mary O'Donnell and Jackie Huff, all of the Kent Division superintendent's office at Marion.



A throng of 843 Erie folk attended the annual Kent Division picnic this summer in Marion, Ohio. A. H. Specker was general chairman and was helped by C. M. Stubbs, C. W. Sidenstricker, Jr., E. A. Blair, P. F. Nichols, R. H. Harlow, H. D. McConahy, H. C. Smith, H. C. Thomas and C. A. Lefferts.

It's time for refreshment for these four girls, from the left, Sharon Everett, Carolyn Bussey, Myrna Cockrell and Sally Stewart, all of Marion. Dispensing the pop is Grant Clemence, road foreman of engines at Marion.



Living Merry-Go-Round

Out around Marion, Ohio, the "Range Rider" plays second fiddle to an Erie freight engineer as far as the kids are concerned.

There are eight reasons for the popularity of Erieman Glen Bevis, who on the job is at the control of the diesel that pulls freight between Dayton and Marion on our Dayton Branch. Engineer Bevis owns a living merry-go-round in the form of eight ponies, and there is hardly a kid for miles around who has not had a ride on one of them.

For free, too.

Glen got his first pony 11 years ago for his own children. He has five children, four girls and one boy. The ponies were so friendly and affectionate that Glen fell in love with them, and now they are his hobby.

Children of Erie employees in Marion and on the Kent Division get a big break once a year from Glen. Each year he brings a few of the ponies with him to the Kent

Division picnic, just as he did last month. You might say the kids have a "picnic." The demand for rides is terrific—so much so that Glen has to give the ponies periodic breaks all day long so the children will not wear them out.

Glen Bevis poses his stallion in his backyard. Mr. Bevis keeps the handsome pony in his garage.



Glen Bevis, engineer at Marion, Ohio, whose hobby is raising ponies, always is assured of a warm welcome when he visits the ponies in their pasture. They know he always has a bribe for them, usually candy mints.



Engineer Bevis says that the ponies are not as expensive to keep as you might think. Your reporter was surprised to find that the extremely likable animals are amazingly hardy and resourceful. They are turned out to pasture the year around. They prefer grass, disdaining most of the straw that is left for them.

Hardy, Resourceful

In the winter they grow heavy mats of hair as protection against the cold. They feed on the grass even in the winter. When it snows the ponies paw away the snow and manage to get enough grass to stay fat and frisky.

Engineer Bevis has one stallion, two geldings and five mares. The stallion is kept at home in the garage. The ponies are a mixture of Shetland and Welsh. An unusual

feature of Glen's collection is that each of the ponies is 42 and a half inches high. Any horse under 56 inches high is considered a pony.

In addition to their annual outing at the Kent Division picnic, the ponies make appearances at occasional birthday parties and for some commercial picnics. Usually after one of these appearances their owner receives dozens of calls for the use of his herd. However, in recent years, Glen has had them out for show purposes only a minimum number of times.

Clean-Up Time

The ponies must be "dressed up" for each appearance, and that requires a considerable amount of work. Their coats mat if they are not groomed regularly, and they must be thoroughly scrubbed and washed with soap for each public appearance, or their riders acquire

(Please turn to Page 34)

Employees Urged To Join YMCA During October

An institution which for several decades has been the railroad man's home-away-from-home, the railroad YMCA again in October will conduct its annual drive for new members, and Erie employees are encouraged to join.

The 84-year-old Y developed out of a concern for the very real and personal needs of men who required rest and relaxation at the end of train runs. The Y still does this job well and has grown and expanded over the years.

The Y today meets the railroad family's requirements for recreation, health, education and spiritual and personal needs. Athletics, informal educational classes, leisure-time activities and other projects are sponsored with the cooperation of civic and professional leaders to provide well-rounded programs for members and their families.

The YMCA also affords opportunities for participation in civic and local activities to develop citizenship and character.

The Y's programs and policies are directed by local governing boards which include representatives from a cross-section of railway personnel and thus assure programs planned to interest all members.

So, if you're not a member now, get over to your nearest Y right away and join up. You'll be glad you did.

The 1956 railway payroll will be in the neighborhood of \$5,000,000,000, or approximately \$13,700,000 a day.

Starrucca In Color

The four-color center spread of TRAINS MAGAZINE for November will feature a painting of Starrucca Viaduct, the Erie's famed bridge spanning a valley near Susquehanna, Pa. The autumn scene will show an Erie camelback 0-8-8-0 helper and a Delaware & Hudson camelback 4-6-0 in action. The painting is by Richard Ward. The issue will be on sale on Oct. 25.

Fifty-six out of every 100 highway-railway grade crossing accidents in 1955 occurred in broad daylight. These daylight accidents, involving collisions of automobiles with trains for the most part, accounted for 60 per cent of all grade crossing fatalities.

FOR PUBLIC SERVICE



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.

ERIE VETERANS

Ladies Auxiliary At Picnic



These ladies are members of the ladies auxiliary of the Avoca-Dunmore, Pa., chapter of Erie veterans. The picture was taken at the ladies' picnic Aug. 11 at the Old Homestead, Daleville, Pa. Mrs. M. A. Leshanski was picnic chairman while Mrs. Daniel Sabatella was co-chairman. Other committee members were Mrs. F. J. Loughney, Mrs. Andrew Malia, Mrs. Joseph Roche, Mrs. Frank Burke and Mrs. Michael Nole.

Fellow Veterans:

Final results of the special membership campaign which closed Sept. 30 are being tabulated. However, the present outlook augurs well for the efforts of the local chapters in bringing in new members and reinstating former members. My thanks to Second Vice President **Lloyd E. Rodgers**, chairman of the membership campaign committee, members of his committee and all veterans participating, for the splendid cooperation.

Let us not relax in endeavoring to further increase our membership. As you may be aware, applications from and after Oct. 1 carry membership privileges for not only the remainder of the current year but also through next year with the payment of but one year's dues.

With the annual meeting coming up in January, it is of timely interest to veterans to give thought in the few months ahead to constructive suggestions tending to make our association still greater. Such suggestions should be submitted to local chapter secretaries for primary consideration in the chapters. Upon approval locally, the suggestions will be advanced in resolution form to the association's recording secretary who will disseminate the resolution to the members of the executive board for action at the annual meeting.

Fraternally,
E. H. Stocker
President

Salamanca

The annual family picnic was at Gargoyl Park, Olean, Aug. 12 with 270 in attendance. The weatherman provided wonderful weather in a perfect setting for an ideal picnic day. An excellent picnic dinner was served. Music during the day was by recordings through the public address system. The program included games and contests for all ages, including

a softball game and quoit pitching and community and group singing. Round and square dancing was to music by Hutchinson's orchestra.

The general chairman was **Lynn B. Tullar**, assisted by **Stanley Ambuski**, **C. T. Arend**, **Harry Bunker**, **A. C. Burley**, **John Childs**, **LeRoy Cobb**, **Henry Cram**, **S. G. Durston**, **C. R. Fralick**, **F. W. Glasford**, **William Hillmiller**, **Louis Iannelli**, **L. P. Johnson**, **Joseph Letro**, **John Malone**, **Philip Minneck**, **Sam Minneck**, **K. F. Morrison**, **Nick Reach**, **L. E. Rodgers**, **Louis Rossman**, **Luis de Martorell**, **Archie Rowe**, **H. P. Sloan**, **Sam Veno** and **Glen Williams**. Games and contests for small children were in charge of **Mr. and Mrs. A. C. Burley**. For older children the games were conducted by **Mr. and Mrs. S. G. Williams**.

This was one of our finest picnics and the committee is to be congratulated for a job well done.

Regular monthly meetings were resumed in September.

On the sick list are **Hildred Caldwell**, **Harry McGinn**, **Walter Raecher** and **Harry Watkins**.

Buffalo-Rochester

By Ruth Nise Munger

Our traveling vacationers included **Tony and Virginia Marks**, the Thousand Islands; **Felix Droit** and daughter, **Joan**, to Watertown for a visit with friends and relatives; the **Lee Overs** to the Pacific coast and the **Pete Sands** to Florida and other southern states in their trailer.

A four-generation reunion occurred in August when **Mrs. Art Durfee**, 81-year-old widow of the engineer, visited at the home of her daughter, **Mrs. C. J. O'Leary** (including granddaughter and great grandson). **Mrs. Durfee** has returned to Florida with her other daughter.

Aug. 11 was the wedding day for **Robert E. Symington's** son, **Robert J.**, and **Barbara Brown**. Our congratulations and good wishes.

Theresa Beers, of the assistant general freight agent's office, also was

married Aug. 11. **Theresa** has taken on the duties of a homemaker and will be missed in the offices. She had been with the Erie a long time.

We extend our sympathy to the family of the retired yardmaster at Black Rock, **William Doeny**, on his recent death; also to the family of **Henry Balcom**, assistant signal supervisor, who died Aug. 24 after a brief illness; to the families of **Charles Ross**, retired carpenter, who died Aug. 25, **Edward Lewis**, retired switchman, Aug. 15, and **Michael Santamaria**, conductor, Aug. 13.

Speedy recovery wishes to our sick, **Walter Kemp**, **Vincent Hall**, **Adolph Pokrandt**, **Albert Pokrandt** and **Bob Walker**.

A recent visitor from Florida was **Robert Jamison**, and from Salamanca, **Joe Rollins**.

The correspondent attended the quarterly meeting of the Lehigh Valley Railroad Veterans' Association Aug. 18 in the Lehigh Valley Terminal where 169 were served breakfast and lunch. President **Warren Luckenbill** presided at the meeting, which was followed by a bus trip to Niagara Falls.

The auxiliary board meeting was Sept. 6 at McDoel's tea room. **Mrs. William Stretton** presided.

Time and place of the Oct. 27 meeting will be announced by Secretary **H. I. Moyer**, who will mail the usual notices.

Meadville

By R. C. Miller

The family picnic was at the Odd Fellows Temple instead of Ellsworth Park, due to rain. The auxiliary served apple pie and ice cream. Games were played after supper.

Mr. and Mrs. W. R. Lawyer visited their daughter at Franklin, Ind., on vacation.

Mr. and Mrs. Charles King and son, **Donald**, vacationed in the Great Smoky Mountains in Tenn. and Va.

Mrs. Jessie Davis, Massillon, Ohio, is visiting her sister, **Mrs. Harry Seybolt**.

Mr. and Mrs. Harry Seybolt attended the Freyermuth reunion at Davenport, Iowa, and received a prize for traveling the longest distance.

Mrs. Edward Miller, Eau Claire, Wis., is visiting **Mrs. A. J. Werley**.

Jersey City

By G. C. Kalle

The chapter picnic was at Werner's Grove, North Haledon, Sept. 23 with a good attendance of veterans, their families and friends. Refreshments were good and plentiful. Dancing and games were enjoyed by oldsters and youngsters alike. Picnic Chairman **Sisco** is to be congratulated for his fine planning of the affair.

Brothers **Schwarz** and **Horn** still are on the sick list; also Brothers **Reichardt** and **Miller** are ill. We hope they will be back at work by the time our next meeting is scheduled.

Deep sympathy is extended to the families of our departed veterans, **Charles Perry**, **Pietro Oppedesano** and (Please turn to Page 20)

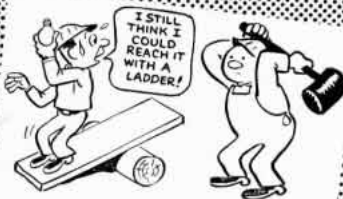
RAILROAD SAFETY

the LIGHTER SIDE

NATIONAL SAFETY COUNCIL



BILL WAS SO SURE THE CIRCUIT WAS DEAD. A SHOCKING MISTAKE, THE CORONER SAID!



I STILL THINK I COULD REACH IT WITH A LADDER!

For safety's sake, always use your Protective Equipment



From National Safety News
Published by
The National Safety Council

Sometimes Brains Cause Accidents

The majority of railroad injuries seem to be caused by the same old things happening over and over again. For instance, the switch ball annually takes its toll of smashed toes; then there are foot and ankle injuries resulting from getting on and off. These things keep on happening year after year.

But occasionally we hear of a new, ingenious method of getting hurt. Just listen to this.

Some years ago a couple of carmen found that the stove fire in their shanty was out and a water pipe frozen one cold morning. They got the fire started all right and then turned their thoughts to the water pipe. Being of an observant turn of mind, they had noticed that when water is added to carbide to generate acetylene gas, a considerable amount of heat is given off in the reaction.

So they got this brilliant idea—who not pack carbide around the frozen pipe and pour water on it? The heat generated, they thought, would thaw the pipe in a hurry.

We have no report as to whether the pipe thawed out or not, but what we know happened was that (naturally) a lot of gas was given off, and when the air in the room reached a rich mixture, something—probably the fire in the stove—touched it off.

We're happy to say that neither of the experimenters was seriously injured, but the door and all the windows blew out, and the whole roof was lifted about a foot and then dropped back approximately into place again.

In the center of a locker room at the railroad yard was a barrel bearing the following sign:

"Before going to work, deposit all careless habits here.

It will prevent a barrel of trouble."

Record Stopper

Your injury-free record might suffer a painful setback when you're setting a brake if you don't . . .

. . . Always take the proper position on the car as required for the type of brake.

. . . Always have secure footing and a firm hand grip.

. . . Always test the brake.

. . . Always use a standard brake club (when a club is required) that's in good condition and always apply stress toward the car. Never use a brake club on the vertical wheel brake.



NO RIDE FOR THIS GUY!

IT REALLY HAPPENED

Although it happened back in 1910, the true story of the Iowa boy who licked postage stamps with a scratched tongue, contracted blood poisoning and died, provides a striking example of the necessity for prompt first aid.

Any cut, scratch or puncture wound, no matter how slight, can become infected and cause serious trouble. Don't let it happen to you.

Erie Railroad Magazine



With the Erie since May 8, 1915, Capt. Claude S. Bagwell of Buffalo, N. Y., retired on July 16 and was honored at a testimonial dinner Aug. 9 at Buffalo. A veteran of World War I, Capt. Bagwell was wounded at Soisson. About 120 were present at the dinner including Judge Victor B. Wylegala of Buffalo, Robert H. Zahm, director of the Erie County Probation Department, and representatives of the FBI and other law enforcement agencies. Above, Capt. Bagwell is congratulated on his fine record by Capt. E. C. Bethmann who succeeded him.

Memory System Aids Railroader

The old railroader was taking a memory course based on the association of ideas. Under instruction from his wife, he stopped by the drugstore on his way home. He was obviously perplexed.

"May I help you?" inquired the druggist.

"Well, sir," said the man, "my wife told me to come here for something, but for the life of me I can't remember what it is."

"Well, now," said the druggist, "perhaps I can help you. Is it talcum powder?" The man shook his head. "Cold cream?" "No." "Lip stick?" "No." "Nail polish?"

The man brightened and snapped his finger. "Nail, nail, sail, rail—rail, that's it!" he exclaimed. "Now, name some railroads."

"Why," said the astonished druggist, "There's the B&M, the New Haven, the Frisco, the Santa Fe, the C&O, the S.P., the N.P., the U.P., the M.P., the Erie, the Nickel Pl—"

"Erie, Erie!" said the man. "Who fought that battle on Lake Erie?"

"Battle on Lake Erie! Oh, you

CONFIDENT LIVING

By Dr. Norman Vincent Peale

Max Morrison, minister of a Presbyterian church in Pasadena, California, occasionally sends me his interesting sermons. Particularly impressive was a story he recently told about a nationally famous scientist.

The man's name was not revealed, but he was making a major speech to a distinguished scientific body. At the end of the academic portion of his address, he paused and said: "Ladies and gentlemen, I would like to tell you about a bit of personal scientific research that may possibly be more interesting to you than the other material I have been discussing.

"You are kind enough to regard me as a competent scientist. I want to tell you that when I was fifty years old—and that was fifteen years ago—I was living in a small California town, doing an unimportant scientific job. I had no reputation. I was personally miserable; I had constant headaches, and as a result lived in agony most of that time. While the headaches lasted I could accomplish nothing at all.

"Then," he continued, "I seriously began to read William James and the Bible and became convinced that my trouble was in my definitely unhealthy thought pattern. So, as a man of science, I decided to experiment with myself and explore the possibility of improving my condition by improving my thought habits. I determined to think only of the pleasant and beautiful things of the past. And, when I thought about the present, I would think only about the great opportunities that the present had for me, and not its frustrations. And, when I thought about the future, I would think of it, not with fear and dread, but with eager anticipation and faith.

"I decided I would try this for one day, that I would really try it. That was certainly not easy, since it was so contrary to my usual depressive way of thinking, and it was the hardest thing I ever did to stick to the new thought pattern for that one day. But, at the end of the day, although I was absolutely worn out with it and physically tired, it made me feel so much better that I decided I'd try it a second day. Then I tried it a third, a fourth, a fifth, a sixth, a seventh and, on the eighth day, I experienced the greatest sense of relief I have ever had in my life. Suddenly, it was as though the clouds had parted and I had really lived for the first time.

"Then," he commented, "as I continued with this new plan, presently I noticed that I was not having headaches any more." He went on to say that, amazingly, in the last fifteen years he had not had a single headache. It was during that period that he had risen from obscurity to leadership in his field.

This scientist concluded his remarkable statement by saying, "Primarily my improvement came about through two factors: (1) I disciplined my thoughts with the help given me by Almighty God. And (2) I translated these disciplined thoughts into action with His help."

Neither of these things which the scientist did are easy. There is no easy road to self improvement or a better condition in life. But the main fact is that spiritual power works in human experience. With its help the most formidable difficulties may be overcome. The secret is to learn and apply the laws which govern our personalities. No one need put up with an unsatisfactory self.

(Copyright 1956, The Hall Syndicate, Inc.)

probably refer to Commodore Perry The construction of a 50-foot box car requires 24 tons of steel. Gon-

"Yeah, Perry, that's the man. Mydola or hopper cars of 70-ton capacity require an average of 27 tons of steel.



GEORGE A. PFEIFER (standing), percentage revision clerk—"The Erie should buy more land on which industry can build factories." **JOSEPH M. PFEIFER**, percentage revision clerk—"We should increase promotion of our safe, dependable and, above all, prompt service."



Kamera Kwiz

QUESTION: What can the Erie Railroad do to attract more industry to its rails?

Employees in the rate and percentage bureau in the Columbia Building in Cleveland turned up their brain power to come up with these answers to this month's Kamera Kwiz question.

HAROLD L. BROWN (left), percentage revision clerk—"In trade journals we should emphasize how much our service is liked by our present customers." **JAMES B. LAGGAN**, rate revision clerk—"Continued prompt and efficient service is the best way to attract new business along our rails."



CORINNE DePUY, percentage revision clerk—"We should point up the desire of Erie management and employees to cooperate with industry as well as the advantages offered by our transportation service."

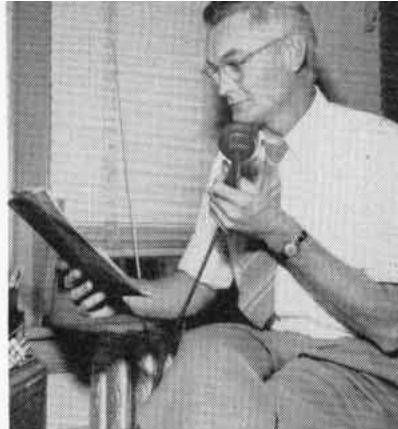


ALMA KLIEM (left), percentage revision clerk—"We can enhance our reputation by continuing to take advantage of proven new railroad equipment and techniques." **JULIA MLAKAR**, percentage revision clerk—"Because first impressions are all-important, we should be cooperative at all times. We can't know who is looking for an industrial site or might in the future."

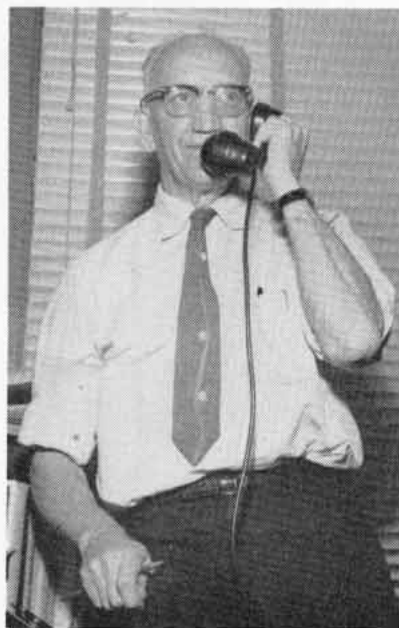




RAYMOND C. SALASEK (left), rate revision clerk—"We should stress the *Effort, Reliability, Integrity and Efficiency* of the name 'E-R-I-E.'" **EDWARD J. SCHAUER**, rate revision clerk—"The Erie should enlarge its Industrial Development Department to enable it to cover more territory."



JAMES W. BOWLER, milling-in-transit clerk—"Good community relations will attract more business and industry to our tracks."



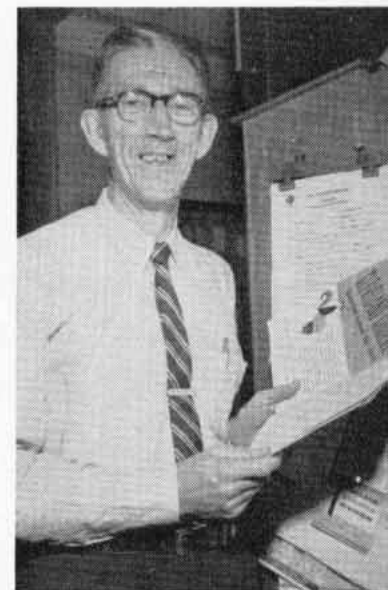
DEAN H. MARSDEN, chief rate revision clerk—"Erie employes can give our service even more appeal by being friendly and courteous. Such an attitude could persuade a hesitant industrialist to build on our railroad."



HARRY HOLDRUM, rate revision clerk—"We should establish closer contact with expanding companies who are looking for sites to build new plants."



EDWARD T. McNAMARA, percentage revision clerk—"Because most businessmen read them, we should advertise more in business papers and publications with 'Build along the Erie for the best transportation service' as the theme of the ads."



JOHN GILLICK, percentage revision clerk—"Because we are in the most competitive as well richest territory in the United States, we must try twice as hard to give the fastest and most dependable service to attract new industry."

Eriemen Volunteer To Help JA Groups

Contributing some of their spare time to help youngsters get started toward lifetime careers, eight Erie employes in the Cleveland general offices have volunteered to serve as advisors to the businessmen and industrialists of the future in two Junior Achievement companies being sponsored by the Erie in Cleveland. Advisors for the West Side Center are John O'Connor, research transportation assistant, on administration; Robert Spencer, assistant completion report engineer, on production, and Walter L. Violand, price clerk, on sales.

The East Side Center advisors are William F. Schmidt, head file clerk, Purchasing Department, on administration; Eugene E. LaTourette, co-ordinating engineer, on production, and Walter W. House, chief photographic clerk, on sales.

In addition, R. A. Mylius, assistant electrical engineer, will act as production consultant and J. E. Keenan, special accountant, as accounting consultant to both groups. They have done this work previously also.

Potato Chip Birthday

Although not one in a thousand know it, the backyard cooks who slave over barbecue pits and grills on summer evenings owe a lasting debt to a railroader. It was on just such an evening, prior to the Civil War, that Jay Gould, former Erie president, was entertaining friends at Moon Lake House in Saratoga Springs, N. Y. When the French fried potatoes were served, the thickness wasn't quite right and Gould sent them back. A second and third batch also were returned to the kitchen as too thick. This was too much for Aunt Kate, the Indian cook. Seizing a straight-edged razor, she shaved a potato into tissue-thin slices and threw them into a kettle of boiling grease. And thus was born the "Saratoga chip," a new taste delight that today, as potato chips, is as much a part of a summer picnic as the hot dog.

VETERANS continued

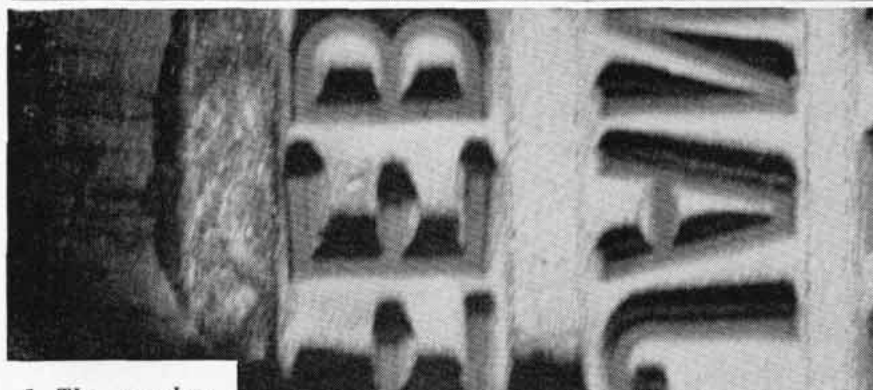
Henry Karlich.

New location and date for our monthly meetings is 320 Market St., Paterson, fourth Friday of the month.

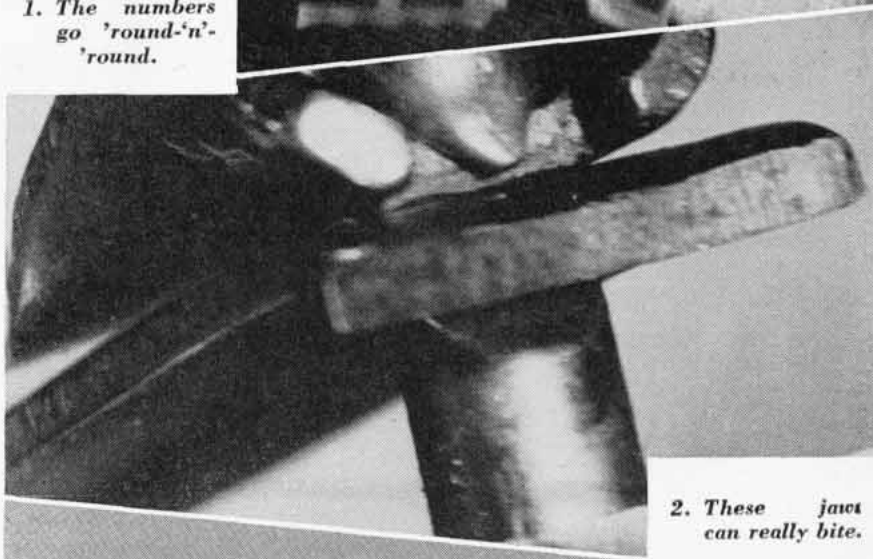
While our February to September membership drive is over, won't you please help by continuing your efforts for enlarging our membership?

Several members have not made remittances of 1956 dues. Won't you please contact the collector or secretary and "get in the clear?"

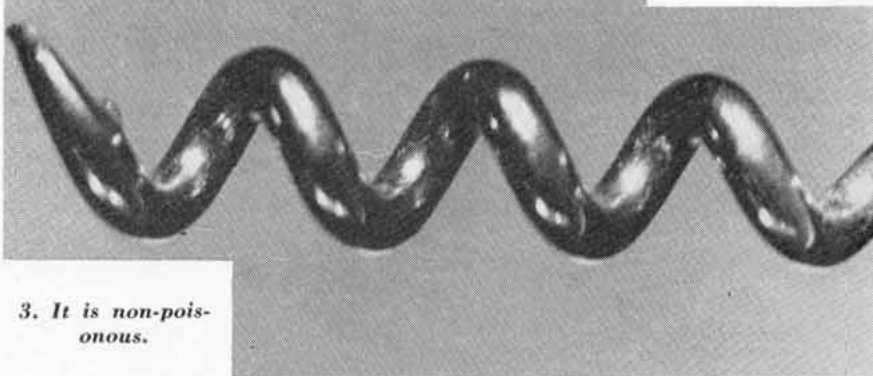
What's Your Guess?



1. The numbers go 'round-'n-'round.



2. These jaws can really bite.



3. It is non-poisonous.

Here's a picture quiz which very likely will give your imagination a test. Can you guess what these three pictures show? For answers, please turn to Page 22.

County Hits Railroad Tax Jackpot

BOOK CORNER

BOOKS:

Railroad Passenger Service Costs and Financial Results, by Stanley Berge. Northwestern University School of Commerce, Evanston, Ill. 80 pages. \$2. Third in a series of continuing research studies. Among the conclusions reached are (1) that profitability of passenger service should be measured by the extent to which revenues exceed marginal avoidable costs; (2) it is unrealistic to charge railroad passenger service with huge deficits to the extent its revenues fail to cover full distribution of overhead costs; (3) statistical comparison of Interstate Commerce Commission reports on passenger service revenues with the formula used for this study shows "phantom profits and losses;" (4) true avoidable cost of passenger service cannot be determined accurately from data currently reported to the Interstate Commerce Commission; (5) profitability of railroad passenger service varies greatly from railroad to railroad and from train to train. Published in 1956.

The Big Book of Train Stories, by Leonard Weisgard. Grossett & Dunlap, Inc., 1107 Broadway, New York 10, N. Y. 68 pages. \$1.50. A collection of 25 true and fictitious stories about railroads around the world. The true stories include the race between an engine and a horsecar, Casey Jones, the Golden Spike, the DeWitt Clinton, and the men who run the trains. Included among the stories of railroads in other parts of the world are "The Flying Scotsman," "Swiss Mountain Climbers," "Darjelling Himalaya Railway," and "The Longest Train Ride in the World." Published in July, 1956.

How to Build Model Railroads and Equipment, by Barton K. Davis. Crown Publishers, Inc., 419 Fourth Ave., New York 16, N. Y. \$3.95. An instruction book for building exact replicas of locomotives, cars and track layouts. Published in July, 1956.

The First Quarter-Century of Steam Locomotives in North America, by Smith Hempstone Oliver. United States National Museum Bulletin No. 210. Order from Supt. of Documents, U. S. Government Printing Office, Washington 25, D. C. 112 pages; 81 illustrations; a bibliography; and in-



Recently when the railroads in Cuyahoga County (Cleveland), Ohio, paid their semi-annual tax bill of \$1,595,782.70 through the Cleveland Railroad Community Committee, this picture of dummy bags representing the amount of money involved was set up to illustrate the contribution of the railroads to good government and public education in the county. The check was for combined 1955 second half real estate taxes on the carriers' property. David A. Lerch, Erie general land and tax agent, is second from the left, top row.

dex. \$1. A historical record of existing relics and replicas of locomotives representing the first quarter-century of steam railroad operations in North America. Published in 1956.

Whistle for the Train, by Gordon MacDonald. Illustrated by Leonard Weisgard. Doubleday & Co., Inc., Garden City, N. Y. 32 pages. \$2.50. The story of a busy little black train that whistles to warn cats and cows, children and dogs as it hugs along the track. Published in August, 1956.

BOOKLETS:

Increased Profits Through Efficient Traffic Management. Modern Traffic Library, 325 Piper Ave., Flint 5, Mich. 24 pages. 10 cents. A survey of the functions of traffic managers and the profits which firms have realized through competent traffic management.

FORTHCOMING:

Doctors, Dynamite and Dogs, by Edith May Schussler. Caxton Printers, Ltd., Caldwell, Idaho. 220 pages. \$5. The story of the construction of the Milwaukee Railroad tunnel through the Bitterroot Range and the roadway from St. Regis, Montana, to St. Joe, Idaho, in 1907-1909. Scheduled for publication November 26, 1956.

Caboose on the Roof, by James Sterling Ayars. Illustrated by Bob Hodgell. Abelard-Schuman, Ltd., 404 Fourth Ave., New York 16, N. Y. \$2.50. A little boy and an old man watch trains come and go from a high hill. When illness confined the man, his little friend secured aid from the townspeople in building a lookout on the roof so they could again watch the trains together. Publication scheduled for Fall, 1956.

CAREFUL continued

climax in October.

Shippers Write

Despite this program, tremendous loss and damage costs still plague us, and here's what a few shippers have to say about it:

A receiver of newsprint (which is extremely scarce)—". . . Filing a claim does not replace our newsprint, and we cannot print our newspaper on the dollar that replaces the damaged roll. It is imperative that this situation be corrected at once . . ."

Syrup manufacturer—" . . . The damage is running exceptionally high . . ."

A steel lath manufacturer—" . . . Six cars out of eight have shown damage . . . This damage in transit must be discontinued . . ."

Our customers want fast service, but they want to receive their shipments damage-free. Skilled Eriemen should be able to give them this kind of service.

Railroad men traditionally have been noted for their skill and pride in doing their job well. At the end of each work day, railroad men have always been able to go home feeling good about a job well-done. Working on the railroad, you have to be on your toes every minute.

Eriemen who know their jobs can handle the cars quickly and safely. It's all a matter of GOOD JUDGMENT!

During "Careful-Car-Handling Month," resolve to handle cars carefully at all times, and you will find yourself taking good care of them the year around.

You will get more satisfaction out of your job, keep our present customers and win more, and keep millions of dollars each year from disappearing down the damage sewer.

* * *

Loss, Damage Worse This Year

"Plug the leak!" This slogan applies to the deplorable loss to the railroads of between \$8,000,000 and \$9,000,000 a month in loss of and damage to freight.

A large part of this heavy expense could be avoided if every member of the railroad team would cooperate to the fullest extent in the crusade for the safe, careful and prompt han-

HORNELL ACCOUNTANTS FROLIC



Employees at the accounting bureau in Hornell, N. Y., had fun at their annual outing Aug. 21. This picture was taken at the outing. From the left are Jim Hogan, calculating machine operator, practicing putting; Charles H. Artman, district accountant; George W. Thompson, Cleveland, auditor of disbursements, and Bill Sirianni, general clerk, timekeeping.

dling of freight.

In the first quarter of 1956, payments of freight loss and damage claims by the railroads jumped \$2,808,000 above payments in the corresponding period of 1955. This increase was from \$25,202,000 in January-March 1955 to \$28,010,000 in January-March 1956, an advance of 11.1 per cent.

If this rate of increase should continue through the calendar year 1956, it would produce a record-smashing total of nearly \$109,000,000 for the year and would be in striking contrast to the 4.7 per cent reduction, amounting to nearly \$5,000,000, in 1955.

On the other hand, if the railroads this year are to equal their 1955 record in the reduction of loss and damage claims, they will have to cut the annual figure from \$98,004,000 in

1955 to \$93,398,000 in 1956.

Because of the 11.1 per cent increase in the first quarter of the year, the accomplishment of this goal will be difficult.

BUT WHO SAYS IT CAN'T BE DONE!

The average annual compensation of railway employees in 1955 was the highest on record—\$4,719. It compares with \$4,560 in 1954, and \$3,785 in 1950.

Guess What Answers

1. Just a little old date stamp.
2. That thing you clip your fingernails with.
3. It's not a cobra, just a cork-screw.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
W. C. Spain	Buffalo, N. Y.	Asst. Signal Supv.	4-21-41
J. J. Mahoney	Youngstown, Ohio	Asst. Signal Supv.	11- 7-40
F. K. Neild	Susquehanna, Pa.	Div. Storekeeper	8-20-24

Erie Railroad Magazine



Sir:

... I have known for some time that the Erie system is a good one, but yesterday I had an opportunity to test it first hand. Everett Talbot [chief clerk, Albany, N. Y.] in your office located two tank cars of our material for me and obtained additional information that was invaluable. The information was obtained in a short time and in an efficient manner. It is always a pleasure to do business with Everett.

I am taking this opportunity to compliment the Erie—on [its] very excellent system, and also to let you know how very much I appreciate the assistance that Everett was able to give us on a matter that was quite serious to us.

Bruce J. Riggs, G. T. M.
Behr-Manning Co.
Troy, N. Y.

C

Sir:

Just got back from our trip west and had a swell time. Last year ... Erie men helped put together our trip on a day and half notice and I wrote ... about one fellow in particular.

This year we got things going a month ahead of time, but I've got to write about this same person again.

Lawrence Carpenter was one of the agents in Hornell last year. Now he's in Chicago [chief clerk to assistant general passenger agent] and had a hand in getting space on the western railroads for us.

The Union Pacific train was running late Friday night. The Pullman conductor made a list of passengers that had Chicago connections and said the various railroads would be notified. I didn't know it at the time, but they didn't notify the Erie. Consequently, when we got to Union Station 45 minutes late and at the time Erie Train 6 was due to leave Dearborn St. Station, I wasn't too surprised to find Carpenter waiting for us on the Union Station platform.

It developed, however, during the taxi ride to Dearborn St. Station that the Erie hadn't been notified at all.

MARION ERIE SOFTBALL TEAMS



Above is the Erie No. 1 team which was in first place in the Marion, Ohio, Industrial No. 1 League when it played at this summer's Kent Division picnic in Marion. It beat the Erie No. 2 team in that game. Front row, from the left, Chuck Gruber, Frank Miner, Jim Kunkle, Dick Roseberry and Earl Richards; back row, Bus Gruber, Paul Daum, Fracis Gruber, Dick Latimore, Bud Mathiot and Max Roseberry.



Here is the Erie No. 2 team which was in eighth place in the Marion Industrial No. 1 League when it lost to Erie's No. 1 team at the Kent Division picnic this year. Front row, from the left, Dan Carr, Everett Trubee, Cliff Drake, Bub Huntsman and Ted Richards; back row, Jack Smith, John Herrod, Gene Craycraft, Russell Rosebrough, Eddie Burke and Jim Brumfield.

As near as I can find out now, Carpenter was supposed to be off duty Saturday, but had called to check on our train, found out it was late and took steps to hold Train 6. Then he called Hornell to find out what car we were in and went to Union Station, made arrangements with a "red cap" to grab our bag and run for a cab. I can't find that anybody except Carpenter initiated

this bit of unexpected thoughtfulness. It sure made a big hit with us and we greatly appreciate his ingenuity—particularly when it was his day off. It makes us feel even more grateful to the Erie and the many nice things it does for us.

Louis G. Buisch
The Evening Tribune
Hornell, N. Y.

CHANGE continued

Hoboken terminal provides better service to points in New York City and to neighboring communities in New Jersey. Restaurant facilities, rest rooms and opportunities for last minute shopping also are better at Hoboken.

In preparation for the shift Erie train crews are taking trial trips and examinations to become familiar with the new route and the signal arrangements leading from its main line to the Lackawanna Station.

Participating in the examinations were more than 100 engineers and 250 conductors and trainmen who will work in the new territory. The tests include a review of rules and operating instructions, as well as the names, locations and indications of signals on the 2½-mile stretch of track in the Lackawanna Railroad territory.

In addition to the examination, engineers are required to make a sufficient number of trips between the station and the track connection near Secaucus in a rail motor car in order to be thoroughly familiar with the condition of the route, grades and location of all signals. Other crew members may also make the trips although they are not required to do so in order to qualify for service.

Lackawanna engineers will ride in the Erie locomotives beginning Oct. 13 to give advice on train operations and speeds in the new territory.

"We are requiring our crews to become familiar with this new area so the change from one route to another can be effected safely, smoothly and without any delays which might inconvenience our passengers," J. R. Ebert, superintendent at Jersey City, explained.

Request From Japan

Apparently there are rail fans in Japan, too.

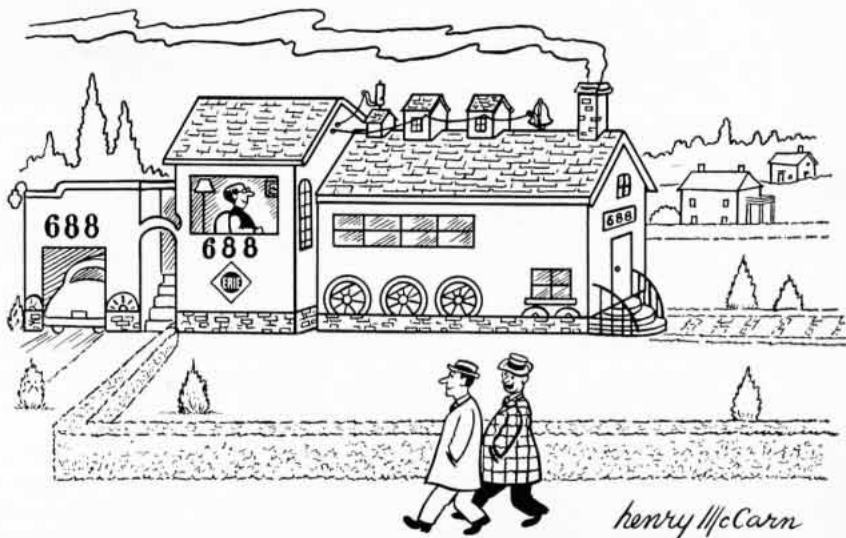
Recently our office in Chicago got this postcard: "I am a young man who lives in Japan and now I hope that if you have booklets, pictures, menus, postcards, labels and schedule, please you will give me it."

The card was addressed "Messrs., Erie Railroad, La Salle Street, Chicago, Ill., U. S. A."

It was from Satoshi Mannen, 164 Higashiichiba-cho, Ikeda-shi, Osaka, Japan.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
George E. Adams	Division Car Foreman	Buffalo, N. Y.	9-30-56	48
Tindro Agnello	Trackman	Akron, Ohio	7-24-56	35
Howard A. Burns	Car Inspector	Susquehanna, Pa.	8-20-56	33
John P. Coughlin	Train Dispatcher	Marion, Ohio	9-30-56	47
Merle J. Culver	Trackman	Stony Point, Pa.	7-11-56	25
Gaylord G. Curry	Clerk	Hornell, N. Y.	8-22-56	38
Henry E. Decker	Conductor	Hornell, N. Y.	8-20-56	34
William R. Derringer	Locomotive Engineer	Marion, Ohio	8-16-56	39
Leon Flaitz	Blacksmith Helper	Hornell, N. Y.	8-10-56	43
John P. Forness	Plumber	Salamanca, N. Y.	8- 3-56	27
Angus J. Glover	Painter	Susquehanna, Pa.	8-10-56	34
Edward P. Griffith	Car Inspector	Croton, N. J.	8-31-56	41
William M. Haire	Boilermaker	Jersey City, N. J.	8-20-56	36
Warren C. Hathaway, Jr.	Carman Helper	Port Jervis, N. Y.	8- 9-56	40
Douglas D. Horn	Car Foreman	Jersey City, N. J.	8-21-56	43
Jesse Hunt	Trackman	Hankins, N. Y.	8-29-56	28
Albert J. Jerge	Carman	East Buffalo, N. Y.	6-12-56	34
John Joseph	Machinist	Jersey City, N. Y.	8-17-56	33
Paul E. Knauss	Asst. Ch. Train Disp.	Marion, Ohio	9-30-56	48
Frank O. Langley	Carpenter	Meadville, Pa.	8-16-56	42
Salvatore Lomonico	Trackman	Newburgh, N. Y.	7-27-56	23
Emil H. Luscher	Chief Stower	Jersey City, N. J.	7-27-56	29
John F. Lynch	Car Inspector	East Buffalo, N. Y.	8-28-56	36
Edward J. Madden	Road Brakeman	Avoca, Pa.	8- 7-56	39
Carl W. Markel	Crane Operator	Jersey City, N. J.	9-30-56	30
John Mazurek	Car Oiler	Chicago, Ill.	7-31-56	33
George I. McKinnon	Road Conductor	Port Jervis, N. Y.	7-26-56	44
Frederick J. Morris	Road Conductor	Buffalo, N. Y.	7-31-56	36
James J. Parkinson	Assistant Agent	Garfield, N. J.	7-31-56	32
Gail P. Patterson	Communications Maintainer	Gallon, Ohio	7-21-56	43
John Sain	Fendermaker	Jersey City, N. J.	8-20-56	30
Lester C. Smith	Yard Conductor	Buffalo, N. Y.	8- 6-56	47
Roman Staskiewicz	Car Repairer	Jersey City, N. J.	8- 6-56	30
Andrew Stelmack	Car Inspector	Hornell, N. Y.	8-16-56	31
Robert R. Stitt	Passenger Conductor	Hornell, N. Y.	8-20-56	45
Philip Stoberl	Machinist	Buffalo, N. Y.	7-24-56	45
Francis G. Stokes	Barge Captain	Jersey City, N. J.	8-10-56	30
Stanley Stone	Plumber Foreman	Hornell, N. Y.	9-30-56	40
Dominic M. Testani	Section Foreman	Binghamton, N. Y.	8-23-56	39
Ignatius Toporczyk	Laborer	Buffalo, N. Y.	7-18-56	36
Jose Varela	Marine Fireman	Jersey City, N. J.	8- 8-56	28
Antonio N. Vecchia	Car Inspector	New Castle, Pa.	9-30-56	34
Ross J. Winans	Road Conductor	Meadville, Pa.	7-27-56	39



"I understand he's a retired railroad engineer."



AT ALL ERIE STOPS

EMPLOYMENT

By V. T. Bustard

John J. Bakker took another distant vacation trip this year. He visited Portland, Ore., and other points en route.

The best of luck to A. J. Schilling and his new Oldsmobile "Holiday."

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Vacations: Mr. and Mrs. Harry Close, St. Petersburg, Fla.; Mr. and Mrs. J. T. Corbett and family, Miami Beach, Fla.; Mr. and Mrs. W. J. Betz and family, Meadville, Pa.; Mr. and Mrs. J. H. McGirr, Ocean Grove; the Dick Vander Closters, local trips; the E. F. Bunnells, Peekskill, N. Y.; Ralph Riccardi, Canada; Mr. and Mrs. John McBride and family, the shore; Mr. and Mrs. H. Giblin, local trips; Alice Shama, New England and Canada; dispatcher's office, Abe Kleinman, local trips; Bob Campbell, New Orleans, Miami Beach; Joe Angelo, Pete Tabia, the 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 (Aug. 6). . . . W. J. Fitzgibbons, retired operator from the dispatcher's office, spent his vacation in the Poconos. . . . Congratulations to Mr. and Mrs. D. Englander on the birth of a boy at the Hackensack Hospital July 27. Mrs. Englander is the former Carol Newton, stenographer-clerk here. . . . Dick Young is the new stenographer-clerk in the dispatcher's office in place of Ellen Mezey who resigned, and Naomi Dick-

er, stenographer, here, who was temporarily in the dispatcher's office.

Best of luck to Ruth Larivee Stephen, who has become a secretary with Bendix in Teterboro, N. J. Good luck to Mr. and Mrs. A. Whalen who have moved into their new home in Wayne, N. J.

Speedy recovery to Mrs. Daniel Crowley, wife of the car distributor, who is in St. Mary's Hospital, Passaic, following an accident. . . . Birthday congratulations to Gladys Gousen (Aug. 21), Susan Wester (Aug. 19) and Carol Nemeth (Aug. 31). . . . Visitors: Eleanor Salley, Harry Coleman and John Burke. . . . Good luck to Barbara Coan who is working at Newburgh, N. Y., and Carol Nemeth, replacing Barbara here (both temporarily).

Congratulations to Division Clerk J. G. Meulener and wife who are proud grandparents of a grandson born to their daughter, Mrs. Joseph Neigel at Valley Hospital, Ridgewood, Aug. 31.

PASSAIC, N. J.

Frank J. Volpe and family spent three weeks in Miami, Fla.

Brakeman Harry Kinney returned from vacation looking well rested and

with matrimonial ideas.

Baggage man John Lucas spent his vacation in Washington, D. C., while the Democratic and Republican conventions were on. He doesn't want anyone to influence his future voting.

Baggage man John Ruddy is working days, and it is good to see him around.

Trucker A. Guillermain enjoyed his vacation, spending a few days watching the "geegies."

Rate Clerk Charles Dalzel perused road maps before departing on his vacation, destination unknown.

John Sees expected to take short trips with his family while on his vacation.

Cashier Marion Kaiser expected to enjoy a week at Atlantic City.

WEEHAWKEN LOCAL

By Violet Schmitt

We welcome John Carberry from Pier 19 as our messenger. . . . It's a girl, Ann Marie, for the James Coughlins (messenger). . . . Mr. and Mrs. Frank Smith (dock clerk) have announced the recent marriage of their son, William, and Peggy Zimmerman of Union City, N. J. . . . Sympathy is extended to Arthur E. Viaud, collector and clerk, on the death of

Boy Scouts to Get Out the Vote



The nation's 4,175,134 Cub Scouts, Boy Scouts, Explorers and their leaders, in cooperation with Freedoms Foundation of Valley Forge, are busy in a nonpartisan Get-Out-the-Vote campaign.

One and a quarter million of these posters are being placed on display to remind citizens to register and vote. Just before Election Day, November 6, the Scouts will place Liberty Bell hangers on the doorknobs of 35,000,000 homes urging every citizen to vote.

his mother. Also, the mother of **Albert MacPherson**, dock laborer, has died.

Our vacation schedule continues with **Charles Mallon**, general clerk, and family at Lake Parsippany; **Mr. and Mrs. Leo Hudson** (dock clerk), Atlantic Highlands; **G. C. Kalle**, assistant agent, and family, Niagara Falls and Canada. **H. H. Brown**, agent, is back from his vacation at Lake Hopatcong and reports excel-



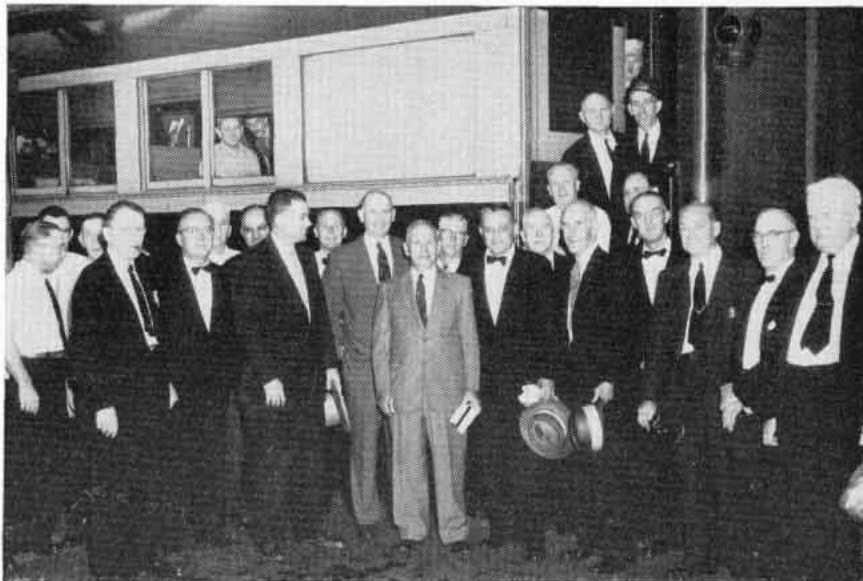
The Travelers has been providing protection for railroad men. See a Travelers Representative.

or address

THE TRAVELERS
Railroad Department
HARTFORD, CONN.



OLD TIMERS HONORED



This gang was the reception committee which was on hand for well wishes when two veteran Eriemen retired recently at Jersey City. The two men are **J. A. Markey**, brakeman, who entered Erie service on Dec. 8, 1909, and **G. W. Bailey**, conductor, who had been with the Erie since Feb. 10, 1910. In the picture Mr. Markey is fourth from the right, front row, and Mr. Bailey is sixth from the right, front row. Both men received gifts from fellow Eriemen.

lent progress on the home he is building there. **Arthur E. Viaud** also is ambitious. He built a garage for himself on his vacation. **Mr. and Mrs. H. J. Gaherin** (chief clerk) and daughter, **Barbara**, took a plane trip to Buffalo for a visit with relatives. The **B. S. Reeds** (S. I. T. clerk) spent two weeks at their daughter's cottage at Lake Walkill. **James Murphy**, cost clerk, and family toured Washington, D. C. . . . Quite a few from our station went to Conneaut Lake for the veterans' picnic.

John O'Brien, foreman, recently was re-elected president of the Union City Chapter of the Ancient Order of Hibernians and attended their convention at the Hotel Commodore in New York. Afterward he and his family spent the rest of his vacation at Point Pleasant. **John Ricciardi**, foreman, and family also were on vacation, visiting his family at Port Jervis, then watching the New York Yankees at Yankee Stadium. **Harry Thake**, foreman, and wife made a trip to Maine. Being a New Englander, he enjoyed every minute of his stay in the Maine woods.

The reason for **John Walsh's** (junior clerk-messenger) beaming countenance is the recent arrival of a nine-pound baby boy.

JERSEY CITY FREIGHT CAR

By Bill Downes

Mr. and Mrs. William Brazel have returned from a vacation at Wildwood, N. J. The water was too rough for swimming, so they could not use their new bathing suits, which are the latest fashion from Paris, or somewhere on Market St., Paterson.

Mr. and Mrs. Gene Garvey and son have returned from their vacation at Point Pleasant, N. J.

MARINE

By Jesse E. Baker

William Collins, retired tug dispatcher, paid a visit to Dock 8 to say hello to old friends.

Tony Ramos, oiler on the ferryboat Youngstown, is back on the job after an operation. **Stephen V. Rodgers**, retired ferryboat captain, informed us by phone that he was laid up 15 months after an abdominal operation.

Capt. Harry Weaver, retired port captain, in a telephone message, asked about old friends in the department.

Robert Phelps and **Dorothy Roper** were married June 8 and toured New England on their honeymoon. **Bob** is a deckhand on the tug Binghamton.

Postcards were received from **Walter Wright**, in Paris, France, and **William Murdter**, Miami, Fla. Speaking of Miami, that's where **Fred Gerber** and family went on vacation.

John Dunne, deckhand on the ferryboat Meadville, picked up a valuable package and returned it to the owner.

A new bridge has been proposed to cross the Harlem River at West 178th and 179th streets, to connect with the Cross Bronx Expressway. The new bridge will be an arch highway bridge with a clearance of 93½ feet at mean high water. It will be 150 feet wide and will span the waterway which is 354 feet wide at that point. Total length of the bridge will be 1450 feet.

Here is a safety thought for you: "Be patient today, not a patient tomorrow."

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

William Reilly, retired pipe shop and

Erie Railroad Magazine

Big Celebration In Cleveland



When S. J. Bonas, checker, Scranton Rd. freight house, Cleveland, completed his 50th year of service with the Erie on Aug. 1, his fellow employes arranged a surprise luncheon party at the freight house for him to celebrate the occasion. In the above picture, Mr. Bonas, surrounded by fellow employes, is shown at the cake which was ordered for the ceremony.

tin foreman, and **Andrew Ward**, machinist, received 50-year gold passes in August.

The 180-foot powerhouse stack was dropped to the ground on the night of Aug. 4.

Blacksmith Helper **Leon Flaitz** and Air Brake Foreman **G. W. Dewey** retired in August after service of 43 years and 48 years respectively.

Mason and **Pat Brunskill** attended the Toronto exposition during vacation.

Carl and **Maxine Maahs** also attended the exhibition at Toronto.

Ed and **Alice Rayburg** spent their vacation at Hackensack, N. J., and Cleveland.

We all mourn the loss of the "black car." **Jerry Parker** has bought a '56 pink and black Pontiac.

Eddie Mroz and **Jerry Parker** are frequent visitors at Cuba Lake.

Ralph Hammond and family spent a few days at the Toronto fair.

BINGHAMTON, N. Y.

By H. J. Matthaei

C. E. Pacioni, track foreman, Owego, with his wife and son spent a weekend in New York City.

Joe Deoro, section foreman, Endicott, and family made a trip to Hamilton, Ontario.

J. C. Shrauger, chief clerk to the general yardmaster, spent his vacation with a sister at Elmira.

A. L. Perrington, section foreman, Susquehanna and Great Bend, made another trip to **Dr. Mishler's** office and it is our hope that he will return to work soon.

G. D. Stoddart attended a meeting of track supervisors at Paterson, N. J.

A. F. Nuscher, freight and ticket agent, and his wife went to Chicago where they inspected the Santa Fe's new top level streamliner. **T. F. Sheehan**, ticket clerk, and his wife also made the trip. On his return **Tommy** learned that he was a grandfather.

Charles McKinney, yard clerk, had the misfortune to fall downstairs at

his home. We hope he will be back at work soon.

The correspondent and his wife left Aug. 19 for Rockland, Maine, to spend two weeks' vacation. Hurricane Hazel put a stop to their trip last year.

BUFFALO DIVISION

AROUND BUFFALO TERMINAL

By Ruth Nise Munger

Our best wishes to Yard Switchman **Buster Smith** of Suspension Bridge on his recent retirement.

Sympathy is extended to the family of **Edward Hedrick**, yard switchman, on his death Aug. 7 and to Agent **Charles Miller**, Alden, N. Y., whose son died instantly in a traffic accident Aug. 27 while riding a tandem bicycle with a pal. Both boys were killed in the accident.

BUFFALO TERMINAL

By F. J. Rombkowski, Jr.

We gladly welcome **Charles Newman** back to work after a four-year hitch in the Navy. **Charles** now is working the noon to 8:30 p.m. messenger job at the agent's office. . .

Bob Schneegold, messenger, has a new Mercury hard top and **Bob Beale**, telegraph operator, BX, a new Buick. . .

Congratulations to **R. F. Moritz**, B. S. W. clerk, on the arrival of his second daughter and on moving his family into a new home. . . At a



Let practical railroad men move you up!

Got your sights on the management end of railroading—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 30624A, SCRANTON 9, PENNA.

Explain fully about your course marked X:

- | | |
|--|--|
| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Machinist and Toolmaker |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> Mechanical Engineering |
| <input type="checkbox"/> Boilermaking | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Bridge & Building Foreman | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> R. R. Engineer |
| <input type="checkbox"/> Diesel Loco. | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Diesel Electrician | <input type="checkbox"/> Roadmaster |
| <input type="checkbox"/> Diesel Machinist | <input type="checkbox"/> Section Foreman |
| <input type="checkbox"/> Diesel Engineer & Fireman | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| <input type="checkbox"/> Drafting | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> Welding—Gas & Electric |
| <input type="checkbox"/> Locomotive Engineer | |

Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount

FLORIDA MODEL TOWN AND RETIREMENT HAVEN



You pay NO Premium to buy, build, live in this 3,700-acre rolling, wooded highland Paradise on major highways convenient to everywhere, everything. Large, beautiful homesites plus modern-day planning unequalled at Popular Prices. Homesites \$795 up. Homes \$6970 up. Liberal terms available.

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GOOD
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PUNCH-LOK
Company

321 North Justine Street, Chicago 7, Illinois

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THE FLEISHEL LUMBER COMPANY SAINT LOUIS, MISSOURI

recent wedding party **Bud Zimmer**, clerk at SK, proved to be quite a jitterbug. . . **Nick Yacobucci**, rate clerk, is relaxing on his rest days after a hectic summer building a new house. . . We express deep sympathy to the family of **H. D. Balcom**, assistant signal supervisor, who passed away suddenly Aug. 24. . . **Gary McPherson**, night clerk at the feeding station, and his fiancée, **Marilyn Goulding**, of Fort Erie, Ontario, are planning a spring wedding. We are hoping there will be a big reception. . . The offices of the superintendent and the agent have been air-conditioned, and many a sigh of relief has been heard from our working buddies. . . **John Toolin**, president of Premier Lodge 491, Brotherhood of Railway Clerks, has tendered his resignation in favor of teaching. He presently is assigned to the Grover Cleveland High School. **John** formerly was clerk to the master carpenter and later was promoted and transferred to the engineering department at Cleveland.

August vacationers were **G. A. Snyder**, agent, who fished and visited relatives at Youngstown, N. Y.; **Gladys Williams**, timekeeper, lounged around home; speedy **Steve Prescott**, rate clerk, spent a few days in Detroit; **Harold Schambacher**, cashier, and **Dick Bell**, car checker, went to Washington, D. C.; **Harry Gavin**, assistant chief clerk, at Felem Falls, Ont., Canada; Jersey City vacationers were **Marlane Pinkerton**, telephone operator; **Sid Garlepe**, train dispatcher, and **Bill Hart**, lieutenant of police. **Harry Joyce**, chief dispatcher, went to Aliquippa, Pa.; **Ed Jungers**, chief dispatcher, second trick, to Silver Lake; **Tom Martin**, chief clerk to the superintendent, Felem Falls; **Lillian Ransbury**, comptometer operator, swinging a paint brush at everything that could be painted at her summer home at Evans Beach.

Edmund Thomas, messenger, second trick, left Sept. 2 for the University of North Carolina at Chapel Hill to work for a Ph.D. in English literature. He now holds BA and MA degrees in philosophy. He taught Eng-

Snake Charmer



When on vacation in Florida, C. W. Sidenstricker, Kent Division conductor, visited a snake show and had this picture snapped. The four-foot indigo snake is wrapped around Conductor Sidenstricker—who says the serpent is non-poisonous. Even so, who wants him for a pet?

lish literature at the University of Buffalo two years.

BUFFALO MACHINE SHOP

By Frank Halbleib

Proud fathers **Don Dannecker**, **John Nastaga** and **Jacob Baran** passed around cigars on the arrival of baby daughters.

Fred Carlson spent some of his vacation fishing at Lake Lippising.

Robert J. Symington, electrician apprentice, became a groom Aug. 11. He is the son of **Robert E. Symington** of the freight agent's office.

Sympathy is extended to **Mr. and Mrs. Benjamin Koenig** whose son, **Matthew D. Radka**, of the Air Force, was killed in an auto accident in Florida.

Mr. and Mrs. Leo Overs traveled to Los Angeles by auto with relatives and returned by train.

Catherine Higgins, her mother and brother drove through a part of New York State and into Canada on vacation, stopping for several days at the shrine of St. Anne de Beaupre.

ALLEGANY DIVISION SALAMANCA, N. Y.

By S. Minneci

Speedy recovery is wished for Station Agent **Harry G. Watkins** who is confined at the Jamestown General Hospital.

Retired Telephone Supervisor **F. Merle Baker** and wife were honored on their golden wedding anniversary at a reception in the parlors of the First Baptist Church (Sept. 1).

O. H. (Ocky) Minnick, former trainmaster's clerk, called here recently. He is district customer engineering manager for I. B. M. at Kansas City, Mo.

Yardmaster **E. O. Smith**, Yardmen **A. F. Rojek**, **William H. Rettberg**

Erie Railroad Magazine

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Golden Anniversary



Married a half century on Aug. 15, Mr. and Mrs. Emmett Dunn, Port Jervis, N. Y., were honored by their children at a golden anniversary dinner. Mr. Dunn is a retired machinist.

and John K. Kamholtz have returned to their jobs following vacations spent locally.

GEN. FORE. & WRECKMASTER SALAMANCA, N. Y.

A daughter was born Aug. 14 to Mr. and Mrs. John Harris. John is an electrician in the diesel shop and Mrs. Harris is the daughter of Joe Collins, general foreman.

Jack Rice has a new Dodge.

We all regret the passing on July 28 of John Elko, popular tractor operator, who had been ill a few months. John had 12 years' service.

Bart Paoletto, from Hammond, Ind., visited friends and relatives here while on vacation. Salamanca is Bart's former home.

We wish quick recovery and return to work for Frank Nolan, shop foreman, who is ill.

John Gulas, from Cleveland, and his wife recently visited at the home of Mr. and Mrs. G. E. Swartwood.

KENT DIVISION

AKRON, OHIO

C. D. Carnes, freight agent, and family made vacation stops in Wisconsin at Devil's Lake, Wisconsin Dells, Madison, Milwaukee and Baraboo.

Jerry J. Mickunas, reconsigning
October, 1956

New Hamiltons

Created to earn the confidence of the most critical watch buyers—America's railroad men!



Hamilton brings you traditional time-keeping accuracy, *plus* the newest watch styles and features. An example: the CROSS COUNTRY, *first* watch to tell time in *all* zones—at a glance.

New Hamiltons, fully jeweled and powered by Hamilton's exclusive lifetime mainspring, include shock-resistant, waterproof*, self-winding, even left-handed models. Your Hamilton jeweler or time inspector will be proud to show them to you! Hamilton Watch Company, Lancaster, Pennsylvania.

A. CROSS COUNTRY. Tells time in all zones. Shock-resistant. With strap, \$85. With bracelet, \$89.50

B. MINUET**. 14K natural or white gold. With cord, \$82.50. With bracelet, \$89.50

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**New "S-feature" model: 22 jewels, shock-resistant, fully adjusted, anti-magnetic, lifetime mainspring. Prices include Federal tax.

HAMILTON

THE WATCH OF RAILROAD ACCURACY

clerk, motored to Pennsylvania with his family.

H. M. Hall, assistant chief clerk in the revision bureau, and family spent his vacation moving into their recently acquired new home.

Andrew Kavulla, Jr., and family motored to Florida, stopping at Miami, Key West and other points.

Mayme Shultz, stenographer, is convalescing at home after undergoing surgery. We wish her speedy recovery.

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TOLEDO 4, OHIO

Engineer Receives 50-Year Pass



On Aug. 28 when Engineer N. A. San Filippo completed his run on Train No. 628 at Youngstown, he was greeted by a small group which had cooked up a surprise for him. The greeters were there to watch him receive his gold pass for 50 years of service with the Erie. In this picture Engineer San Filippo (center) receives the pass from F. J. Mulligan (left), superintendent of the Mahoning Division. Watching is P. R. Rice, trainmaster of the First District of the Mahoning Division.

GALION, OHIO

Gail P. Patterson, communications maintainer, was presented a purse from fellow-workers and friends on his retirement Aug. 1. We wish him many happy years of leisure.

We wish speedy recovery to **D. L. Kline**, chief clerk at the freight station, who underwent major surgery recently.

MARION, OHIO

Bob McLean, son of Supervisor of Communications and Signals **T. A. McLean**, spent his college vacation with his parents. He returned to Purdue University in September.

E. A. Blair, supervisor of stations and car service, with his wife and daughter, motored in New England states on vacation and reports a wonderful time.

D. H. Gorman, car distributor, and family and **Gail Gorman**, clerk in the division engineer's office, vacationed at Lakeside and Detroit. **Julia Gorman** is a junior at Wheaton College.

Congratulations to **Max Roseberry**, yard brakeman, and wife on the arrival of a daughter.

J. L. Tjaden, division freight agent, and wife spent their vacation at Lake Long Lodge at Delavan, Wis.; Milwaukee; Dubuque, Iowa, and Dearborn, Mich.

ke; Dubuque, Iowa, and Dearborn, Mich.

Mary O'Donnell, accident clerk, spent a weekend in Chicago where she attended the wedding of her cousin.

CAR ACCOUNTANT

By Mary Ann Sabo

Aug. 22 was a most happy day for **Sandy Boso** when her many friends surprised her with a party on her 20th birthday. **Sandy** received several useful items for her hope chest.

Your regular correspondent **Ella Carpenter**, has gone to the Catskills for her vacation and we all hope she has a very enjoyable time.

Marian and Cliff Palmer celebrated the weekend and Labor Day by visiting Chicago, while **Norma Simmons** decided on Philadelphia and Jersey City. Other New Jersey vacationers were **Helen Martonica**, **Chet Haughn** and Chief Clerk **Harold Strom**.

Sept. 15 was the long awaited day for **Betty Schneider** when she traveled to Larchmont, N. Y., to attend the wedding of her girl-friend **Pat**. She had a terrific weekend and wishes it could have lasted longer.

We were all very sad to see **Larry Gustin** leave. It was so nice having him around again after his four years in the Navy. **Larry** and family have moved to Philadelphia where **Larry** has accepted a job. We all wish him the best of luck.

We welcome new key punch operators, **Anne Sloboda** and **Mabel Goss**.

ACCOUNTING

OFFICE OF COMPTROLLER

By Bill Harter

The end of August saw two members leave our office for different

Erie Railroad Magazine



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Salamanca Dinner Honors Foreman



A testimonial dinner at Salamanca, N. Y., Aug. 2 honored Fred W. Shrader, running repair foreman, who retired Aug. 1. About 45 were at the dinner. Mr. Shrader here receives his retirement certificate from F. D. Kennedy, master mechanic. Other speakers were C. R. Benson, J. L. Moore, J. A. Reed, J. L. Murray, L. E. Rodgers, J. J. Scullion and W. T. Bartle.

careers. Joan Vinesky, stenographer, is beginning the career of motherhood and Judy Seene, messenger, has become a housewife.

Those two girls are happy about their new life, but Howard Wilhelm, bookkeeper, thinks he is just as happy. His happiness has more to do with the material things in life, if you want to call \$1000 material. That was the amount he won on a raffle recently.

C. G. Lehmann, assistant comptroller, is back from his trip to Europe. He has delighted the office with tales of the sights he saw.

AUDITOR OF DISBURSEMENTS

By Don Keister

We've a pretty fair assortment of vacation doings this month. Ferg and Mildred Small were up in Griffith, Canada, where Ferg says it got too cold to enjoy anything. Nelson and Marie Case reported a bit warmer temperature because they went to Hell (Michigan, that is!) Lottie Scholz spent some time in Atlantic City, N. J., soaking up sun, and at Allendale, N. J., with her brother. Also vacationing in New Jersey was Edna K. Langla. Gerry Sapp went home to Frackville, Pa., for a visit with her family.

Pat and Pete Dedula motored to Falls Church, Va., and on to Ocean City, N. J. Mary Ann and Ray Zukowski drove through the Pocono mountains with stops at Philadelphia and Atlantic City. Those remaining loyal to Ohio and its recreation spots and beaches were Mr. and Mrs. Andy Mowerson, Mr. and Mrs. Don Bundy and family and Ginny and Bob Far-

son.

Rennie Belden said the only mileage she put on was on a paint brush at home, while others vacationing at home with garden tools and the like were Bob Peterson and your reporter with their respective families.

Cupid stole another of our young ladies when Anita DiVitto left to become the bride of Edward Romito. They plan to live in California. Leaving also was Bill Fogleson who has taken a position as manager of a dairy products store.

Fred and Martha Talbot were happy to move into their new apartment and still happier when everything finally was in its place.

What made them do it is not yet too clear, but Rose Giordano and Carol Rampelt decided to walk home from the office one night. What we did learn was that the distance was 10 miles, there were several rest stops and one for eats; the time was more than four hours; last but not least, there were four very hot and tired feet.

Carol Rampelt has taken up her studies as a sophomore at Brigham Young University, Provo, Utah.

Dave Murg has enlisted in the Army and expects to be called to service soon.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

We had another successful golf association outing at the country club. Lillian Karl and her committee had a very good luncheon and dinner. Guests were G. W. Thompson, Bob Pugh, Ed Waldorf, C. H. Artman, F. P. Krider, M. Winters, Leon

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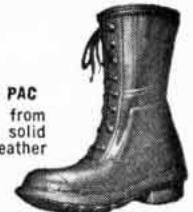
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Joe McHale and Elizabeth Smith. John Kelly won the comptroller's cup for the third year in a row, having low gross. Bill Barnett and Al Morris won second and third low gross respectively. Frank Bottomley captured low net and the auditor of disbursements' cup, while Tom Terry took second and Bob Young came in third. Nipper Trowbridge and Jack Burlingame were the best putters. Jean Leland and George Hussong gave them a run for their money, coming in second. In the men's horseshoe pitching contest Dick Sayles and Neal Crandall came in first with Ed Gillette and Danny Swift running a close second. For the women, Bobbie Sheridan and Irene Lyke came closer to the stake more times to win first place. Pauline Bove and Nipper Trowbridge just couldn't find the range but managed to come in second best. In the shuffleboard contest Fritz Petersen and Jane Moore won, being just a little better than Bob Collier and Mary Recktenwald, runners up. Door prize winners were Ray Clark, Jane Moore, Ed Vochem, Bill Leonard, Lynn Lamb, Ed Deegan, Coot Congelli, Ed Gillette, Jean Leland and Danny Swift. Officers elected were president, Bill Leonard; vice president, Ed Gillette; secretary, Neal Crandall, and treasurer, Danny Swift. All committees deserve a lot of credit for the wonderful success of the outing. . . Watson Walden says he walks a lot quieter and his feet feel a lot better since he bought a pair of buckskin shoes. . . Bill Cregan and family week-ended in Hershey, Pa. . . A farewell party was given James Barnett at the American Legion. Jim has left the rank and file and is working with an advertising company in Buffalo. . . It's a boy at the Don Clark residence. . . By all signs, Ed Kunicky has changed to the Eisenhower ticket. . . Charlie Corwin and family visited the farm way up in Canada. . . Walt, Jeanne and all the little Whitmans spent their vacation at Silver Lake. . . Anyone remember when Freddie Cortese had his model T that he called Sunset? . . . Karl and Delores Lindeman vacationed at Keuka Lake. . . The Credit Union under the capable leadership of President Walter Coston is showing great gains. . . Jane Moore stopped traffic on 8th Ave. in New York City. . . Mr. and Mrs. Richard Matthews and their daughter and

BLOOD DONOR



Patrolman Robert E. Hamilton, Cleveland, has donated two gallons of blood through the Red Cross at Ashland, Ohio. Bob says he is always ready to donate more to keep the blood bank full.

her husband, Mr. and Mrs. Thomas Polidori, of Elmira, attended the Gray-Palsoni wedding in Port Jervis. . . Jim Neff, retired and living in Galion, Ohio, spent a couple of days cruising around the office giving advice on stocks and bonds. . . Stan and Carrie Walter visited in Stroudsburg, Pa. . . Hattie Haberli is back in the swing of work after being in the hospital. . . When Mary Recktenwald cooks she really seasons things in her own unique way, like using guppy food instead of pepper. . . Stan Pidikowitz and family visited in California. . . George Hussong and family attended the Democratic convention in Chicago and stopped in St. Paul. The Hussong girls appeared on the Dave Garroway morning show, and George has a picture to prove it. . . A farewell spaghetti party was held for Hiran Radeesri of Bangkok, Thailand. Hiran, who is associated with the State Railways of Thailand, has been studying railroad methods in America and has been at the bureau for a month. . . Yours truly and family spent a very pleasant Sunday visiting with Bob and Barb Hedges and family of Ithaca. Bob, a former employee, lives in a lovely home high on a hill above Ithaca where the view of the city and Cayuga Lake is picturesque.

MARION DIVISION

HAMMOND CONSOLIDATED

By Grace Connoles

San Diego, Cal. was the vacation destination of Fireman and Mrs. R. A. Jeanes while Fireman J. H. Fritts and family visited in Florida with relatives.

Mr. and Mrs. E. M. Wilt (super-

Erie Railroad Magazine

W. H. MINER, INC.

EFFICIENT RAILWAY APPLIANCES

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CHICAGO

visor) made a tour of the West during their vacation and indulged in that delightful sport, fishing. Yellowstone National Park was one of the many places they visited.

Bob Thomas, relief clerk, his wife and the three little **Thomas**es headed west for their vacation, stopping at the home of General U. S. Grant in Galena, Ill., Clear Lake near Mason City, Iowa, and at Niagara Cave in Harmony, Minn. They also visited with **Bob's** mother and family in Terre Haute, Ind.

W. R. Harris is again an active member on the yard brakemen's roster, having been on Uncle Sam's payroll the past two years. Part of his tour of duty was spent in France.

Frank M. Vamos, mail handler, is back at work after an absence of almost two years, due to a serious automobile accident.

Mr. and Mrs. G. T. Smith (engineer) have announced the engagement of their daughter, **Joyce Elaine**, to **Raymond C. Mahns** of Calumet City, Ill. **Miss Smith** is a graduate of Hammond High School and is employed at the S. G. Taylor Chain Co. Her fiancé, who is employed by the Inland Steel Co., is a Thornton Fractional graduate.

Conductor **Ernest Wartena** is conducting again after having undergone surgery.

Conductor **Elmer King** and his wife toured southern Indiana and nearby Kentucky during vacation. They also saw to it that the grandchildren enjoyed a day at Riverview Park.

Billy Witwer helped dad, Agent **W. G. Witwer**, complete his vacation by attending a couple of big league baseball games in Chicago. The family also enjoyed a trip to Wisconsin and then to Muncie, Ind., with Daughter **Pat** and her "bit" of luggage. **Pat** is entered in Ball State Teachers' College where she will pursue a business administration course.

Greetings to **Barbara Conley** who has joined the forces as one of our relief clerks.

L. W. Connole, chief clerk, and wife traveled to Pittsburgh, Pa., the week of Aug. 20 to attend the wedding on Aug. 25 of son **Robert** and **Sylvia Osbon** of that city. After the ceremony at the First Baptist Church approximately 200 guests were received at the Edgewood Country Club. The young couple left for a short honeymoon in the Pocono mountains and will return to Lafayette, Ind., where **Robert** is a senior at Purdue.

CHICAGO POLICE

By J. S. Steen

We welcome new patrolmen, **F. W. Walton** and **V. E. Anderson**.

Patrolman **J. E. Kane** spent his vacation locally.

The correspondent spent two weeks' vacation in Wisconsin.

14TH STREET, CHICAGO

By Chris Hardt

We regret that **George Stalf**, car distributor at 51st St. yard office and father of **Joan Blaul**, rate desk, has been hospitalized for surgery. We are all wishing **George** a quick return to perfect health.

The **Floyd Barth** family had a happy event on Aug. 11. It was the 22nd

October, 1956

birthday of their son, **Raymond**, and on the same day **Raymond** and **Patricia Riley** joined hands and became husband and wife. **Floyd** is freight house cashier's teller.

Mildred, Donna and **Sharon Zera**, wife and daughters of **Blase Zera**, proprietor of the 14th St. luncheon canteen, went to New York City via the Erie Railroad.

We lost Relief-General Clerk **Donna Myers** to the Hammond freight office. **Donna** photographed most of her office associates at 14th St. for her keepsake photo album, then served a delicious cake to show her happiness and appreciation at being awarded the Hammond position.

Our two **Marys, Slater**, statement desk, and **Heenan, Lifschultz** claim clerk, went to the "big city" (New York) to see the sights. There was plenty of big city talk each noon hour before they left for the trip and a great deal more when they got back.

Marcella Bradley, typist-clerk, did a good impression of how she would look in a sheath-type gown during the Aug. 29 lunch hour.

Leo Gonyea, rate desk, was the lucky winner of a color TV set at his church picnic.

Our sympathy goes to **Edna Bourne** and family, whose grandfather, **Edward Kugelman**, died in the Swedish Covenant Hospital.

Somebody ought to tell the manager of that softball team of which **Jerry Dempsey**, rate desk, is a member, to put **Jerry** in the cleanup spot of the lineup and not batting third. It seems that in the preliminaries to the championship **Jerry** got three hits out of four times at bat and at all times no one was on base. The team lost the game and the opportunity to vie for the "money circle."

Frank Novacek, interline switching clerk, has registered for his final year at DePaul University College of Commerce to complete his study in railroad transportation and traffic.

General Foreman **J. J. Brynda** and wife were surprised early in August when their son, **John E. Brynda**, 22, came home for a 14-day furlough from his Army post in Arizona. **John** is a private and is studying electronics.

Patrick Wall, retired check clerk, stopped for a talk with 14th St.

friends. A Chicago-Hammond Erie veteran, **Pat** is getting ready for a long visit with a daughter in Los Angeles.

Robert J. Meek, assistant freight agent, and family went sightseeing in Washington, D. C., as part of their vacation tour.

We had some cute visitors during the month, **Timothy**, 7, **Linda**, 5, and **Cynthia**, six months, children of



"Jim likes Big Favorite work clothes for their comfort and long wear. As a railroad man, he's rough on work clothes. But as a woman, I know that the washing machine gives them a rougher beating than anything else. Big Favorite launders beautifully, and that's why I like them, too."



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THE COMPANY OF THE RAILROADER for 50 YEARS

Wanda Kelley, cashier's clerk. They enjoyed a vacation in Battle Creek, Mich.

Jack Vlazny, reclaim clerk, was successful in obtaining a fire truck for grandson **David's** birthday.

If any one at 14th St. wants a bouquet of flowers adjusted in high-class florist technique, they will have to call on **F. T. Lindquist**, cashier. He has signed up for a course at the American Floral Art School.

Where do they go on vacation? **Tom Cochran**, foreman, and family, Lake

Tomahawk, Wis.; **John Novotny**, chief tracing clerk, and family, Eagle River, Wis.; Freight Agent **George J. Sheridan** and family, Massachusetts.

TRANSPORTATION

By C. R. Swank

August was a popular vacation month for employees in the dispatcher's office. **Fred Snyder**, first trick operator, and family spent some time at Lake Manitou near Rochester, Ind. **Paul Michael**, second trick operator, was enjoying the front porch of his home when he rushed his daughter, **Nancy**, to the hospital for an emergency appendectomy. Stenographer **Mary Jane Keefe**, with her sister **Virginia** from Fort Wayne, traveled to Sun Valley, Idaho, where they enjoyed the scenery, ice skating and swimming. **J. B. Bauer**, dispatcher, participated in the Indiana pro-am golf tournament at Lebanon and then joined his family for a trip to Spider Lake near Traverse City, Mich.

Mildred Collins, agent, Wren, Ohio, visited her daughter in New York for the weekend and Labor Day.

Agent **Fred Roe**, who has spent nearly 51 years with the Erie, retired in September. We wish him many happy leisure years.

Austin Schell, chief clerk in the traffic department, and family, spent a week at Lake Tippecanoe.

We were all happy to see again **Herman Breittkopf**, **Carl Griffith** and **Claude Lahr**, former Huntington men who are now in the traffic department and were home on vacations.

MAINTENANCE OF WAY

By Maralene Trainer

Congratulations to **Rose Ann McIntire**, daughter of Work Equipment Repairman **H. L. McIntire**, and wife who became the bride of **Allen Knight**, son of Mr. and Mrs. **Lewis Knight** of Huntington.

It was a girl, **Beverly Ann**, for Plumber **R. A. Hosier** and his wife.

Division Engineer and Mrs. **R. H. Jordan** have returned following a week's vacation at Ludington, Mich. Now Mrs. **Jordan** is recuperating at their home following major surgery at the Huntington County Hospital.

Squirrel hunting this season seems to be a "failure" at least for Vacationers **G. H. Robison** and **E. L. Martin**, but **Claude Glasson** claims five on his first day out.

Foreman of Maintainers **H. M. Hammel** and family of Rochester Ind., have returned following a fishing trip to Spooner, Wis., but we didn't hear any fish stories.

Carpenter-Cook **Hugh Straw** of Huntington at this writing will be enjoying a wonderful vacation, hav-

ing left on the Prairie Farmer WLS European tour, and will visit in England, Belgium, Netherlands, Germany, Austria, Switzerland, Italy, France, and most important of all, Monte Carlo, Monaco. He was hoping for just a wee glimpse of the princess.

OPERATING

VICE PRESIDENT'S OFFICE

Our sincere sympathy to **Luther Davis** on the accidental death of his three-year-old son, **Gerard**.

Bea Lyons spent three weeks' vacation in New York, Hornell and Buffalo.

John Pfeiffer and family visited his parents at St. Petersburg, Fla., during his vacation.

Bill Middaugh is busy doing odd paint jobs around his house and garage.

Carol and **Chris Hoffmann** drove son, **Mike**, to Swarthmore College.

Bob Willey spent his vacation painting his home and landscaping the ground.

PONIES continued

a pronounced "horsey" aroma.

It is generally agreed that the average life span of a pony is about a third of that of the human. Glen says, however, that one of his ponies lived 28 years. They average about 21 years.

An easy-going, friendly railroad-er, Glen Bevis would rather talk about any subject anybody wants to talk about than eat. He has been with the Erie 41 years, starting as a fireman. He has lived his entire life in Marion.

When you walk down any street in Marion with him, don't be surprised if every kid in town shouts a "Hello, Mr. Bevis!" and maybe tags along with you. Yes, the "Range Rider" has to take a back seat for Glen Bevis in Marion.

At least 32 railroads in the United States and two railroads in Canada are now providing shippers with piggyback service. Other railroads are making preparations to do so.

Quiz Answers

1. Boston.
2. 15½ hours.
3. For holding rail and joint bars tightly together.
4. Movement of earth to form a grade for the railway track.
5. Revenue ton-miles per mile of road.
6. Yardmaster (one word).
7. In the underframe.
8. Traffic department.
9. Interline haul.
10. About 90 per cent.

Erie Railroad Magazine

Crushed stone for commercial purposes and Railroad Ballast

Plants located on the Erie Railroad at Marion and Lima, Ohio

THE NATIONAL LIME AND STONE CO.

FINDLAY, OHIO

D. V. MAHER & CO.

RAILROAD REPRESENTATIVES

900 MARSHALL BLDG.

CLEVELAND 13, OHIO

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.



**See you
at the Polls!**

VOTE NOVEMBER 6th!

When all the shouting is over and the last campaign speech has been made, isn't this what all the struggle is really about?

You and your neighbors are going to march to the polls November 6 and settle things the American way.

Not by fists or by force, not with a penalty if you don't vote, or the secret police checking up to see if you did.

You'll vote because it's the thing to do.

Vote as you please, of course—but vote.

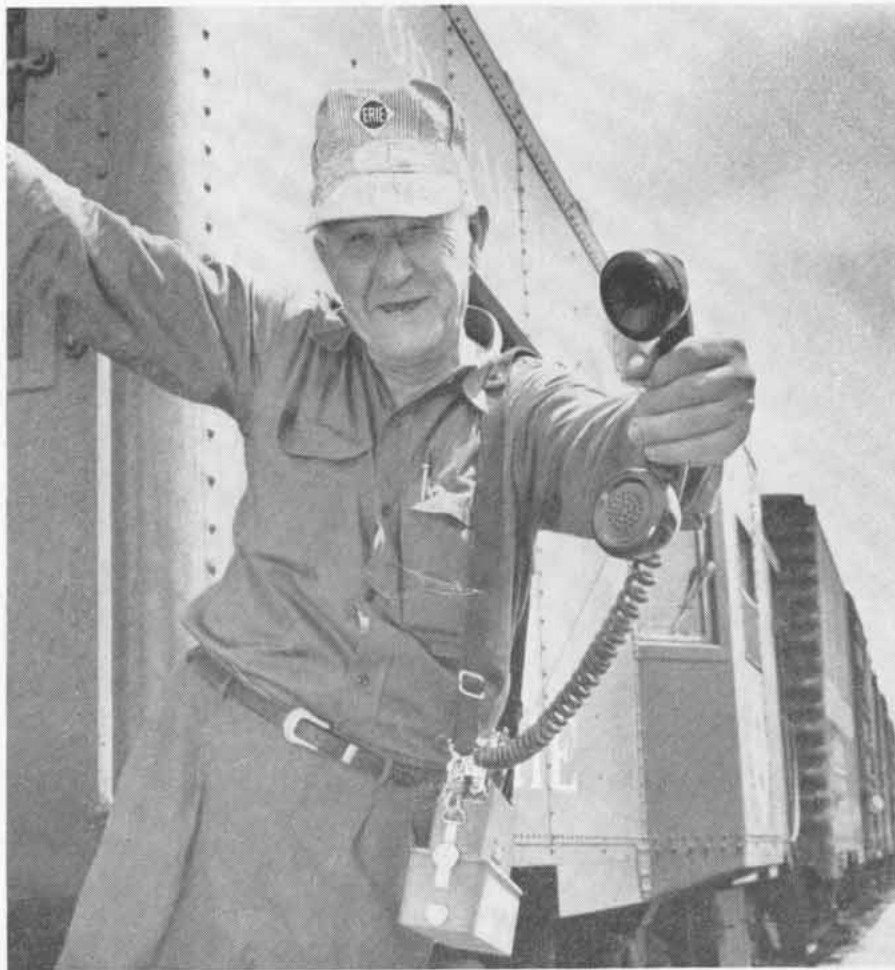
Vote for the party and the candidates you honestly believe will represent you best.

But also vote because you believe in this democracy of ours and you want to keep it the way it is—a country where you can have your say and nobody else can say it for you.

Everybody you know will be there.

We'll see you at the polls.

It's for YOU!



Yes, for you, Erie's entire main-line between New York and Chicago is completely radio-telephone equipped . . . locomotives, cabooses, yard offices and wayside stations. Engineers, train crews, dispatchers—all can talk with one another instantly—as easily

as you call your office or your neighborhood grocery.

Why this complete communication system? To provide better service; to avoid delays, to deliver shipments on time. In a word—*dependability*.

The men of Erie have pride in their

reputation as progressive railroaders. Modern up-to-date equipment, like radio-telephone communication, is another example of how the Erie lives up to this reputation, to provide the safest, best, most dependable transportation possible.

DEPENDABLE SERVICE FOR THE HEART OF INDUSTRIAL AMERICA



Erie Railroad

KEY

-  ERIE RR.
-  DELAWARE, LACKAWANNA & WESTERN RR.
-  DELAWARE & HUDSON RR.

