EVERY once in a while when an emergency occurs on the railroad you will find Erie employes immediately springing into action to keep things moving. On such occasions there is a certain "inner spirit" that instinctively rallies people to great heights in the tradition of "The show must go on!" Everybody pitches in with the one thought of getting the railroad back to normal and restoring service for our customers as quickly as possible.

Those of us who watched from the side lines while Erie men worked long hours detouring trains and repairing the washouts caused by last month's devastating rain storms cannot help but admire the willingness and sense of service with which they tackled the job. It's the kind of enthusiasm that makes railroading the truly great industry that it is.

On behalf of the management and the directors, who represent the owners of the company, I would like to say thanks to everyone for their unusual efforts in helping out in this emergency.

[Signature]

C.W. Johnston
Our Objective

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

RAIL ENDS

It takes three trains, with a total of 80 railroad cars, each seventy feet long, to move the Ringling Brothers and Barnum and Bailey Combined Shows. Horses and elephants ride in box cars. Caged animals go in wheeled trailers on flat cars. Human personnel, numbering approximately 1,400, travel in 27 converted wartime hospital cars. In a normal year, the big show travels over the railroads of 30 states.

The standard-gauge Central Railway of Peru, in the Andes Mountains of South America, is 238 miles in length, has 58 bridges, 21 switchbacks, and 66 tunnels, according to S. Kip Farrington in his latest book "Railroading Around the World."

An Italian railway electric locomotive recently started off by itself, and its stranded engineer made a desperate but unsuccessful attempt to catch it—on a bicycle. The chase began near Bolzano when the locomotive, standing unguarded at the head of a freight train, took matters into its own hands. The pursuing engineer gave up the chase when he thought to telephone ahead and have the current cut off at Salerno, nine miles distant.

THE COVER—One of the four large washouts on our main line caused by the great flood in the east is shown on our cover this month. This damage was at Parker’s Glen, Pa., about 15 miles west of Port Jervis, N. Y. The tremendous abyss left by the water dwarfs the large pile-driver which is driving piles for the bridge across the canyon. For more pictures and an article about the flood, turn to Pages 10 to 15 in this issue.
6-Month Review

President Johnston

Forecasts Good Business for Balance of Year.

In a mid-year report to shareholders of the Erie Railroad President Johnston gave the owners of the company a review of operations for the first six months and outlined some of our current activities as well as the prospects for the future.

As employees are equally as interested in the standing and progress of the railroad, President Johnston's message is quoted below:

In the past few months, there has been a sharp pick-up in freight traffic. For the month of June, our freight revenues increased 7.8 per cent. The number of cars being loaded on-line as well as those received from connecting railroads are holding up well. Based on forecasts of industrial production, prospects continue good for the balance of the year. The optimism expressed in the annual report about better earnings for the full year of 1955 is beginning to show in actual results. We now expect earnings to reach at least $2.85 a share on common stock before capital and sinking funds, or 60 per cent better than the $1.78 earned last year.

It may be recalled that in 1954, despite a severe decline in traffic volume, particularly in the movement of such important commodities as steel and coal, the Erie was able to report a profit every month and paid a dividend of $1.50 a share on common. This was made possible through careful control of expenses and to some extent by tax credits and certain minor non-recurring adjustments not available this year. In comparing Erie's results with other railroads in the East, there may be a tendency to overlook the fact that the Erie had a profit all of last year. It is obvious that if we had had deficits in 1954, our comparative figures this year would appear more favorable.

No Deferred Maintenance

We have been budgeting our repair work for locomotives, cars, tracks and buildings so as to keep on a current basis. We have no accumulation of deferred maintenance. We know from experience that deferred maintenance invariably means greater costs at a later date. At the present time there is a nation-wide need for freight cars. We have kept our car repair shops working steadily with the result that our percentage of bad order freight cars to total ownership as of July 1 was 4.5 per cent while similar figures on the other three Eastern trunk lines were 6.4 per cent, 13.0 per cent and 15.1 per cent. This helps our competitive situation and also means that we have no backlog of bad-order equipment which must be repaired later this year in order to keep pace with traffic needs.

We are also in good shape so far as our track work and maintenance of buildings is concerned. We expect to complete our 1955 track program by Sept. 1 which will make comparative figures for months subsequent to August better than last year. For the year as a whole both in equipment and maintenance of track this will mean greater efficiency and economy.

Traffic Diversified

Because of the nature of Erie's traffic, composed largely of perishable food products and a variety of manufactured articles, we do not experience severe dips in our traffic during periods of industrial recession nor do we reach unusual peaks when industry is at its height. Certain railroads in this territory have enjoyed an abnormal movement of bituminous coal in recent months and with little of this traffic originating on our line, we have not participated to an equal extent.

Tax Savings

In contrast to the other three Eastern trunk lines, Erie is a completely dieselized railroad. This has made it possible for us to eliminate many tracks and other facilities no longer required. Under Interstate Commerce Commission reporting these retirements necessitate charges to our operating expenses which means tax savings and improved cash position, but at the same time a reduction in reported earnings. As an example, for the first six months of this year these charges exceeded last year's figure by nearly a quarter of a million dollars.

Exchange Of Preferred Stock

In order to obtain tax savings and a direct benefit to holders of our common stock, Erie is in the process of exchanging, on a voluntary basis, its 5 per cent preferred stock for 5 per cent Income Debentures. Under I.C.C. accounting rules, the interest payments made to the holders of the Income Debentures are an expense item and therefore reduce our reported net earnings although they likewise reduce our tax liability and actually make more dollars available for corporate purposes and common stock dividends. In other words, interest on the Debentures is deductible for tax purposes whereas preferred dividends are not. Up to June 30, $643,977 was charged against income this year, representing interest on the new Debentures that have so far been exchanged for preferred stock. To date, almost 272,000 shares or over two-thirds of our preferred stock have been exchanged for Debentures. If we should succeed in getting all 482,882 shares of preferred turned in, it would mean we would pay about $2 million in interest on the Debentures which, at a 52 per cent federal income tax rate, would save over a million dollars a year in taxes. At the same time we would reduce our earn-
In September, a recent decision by General Motors Corp. to build a new plant along our right-of-way at Mansfield, Ohio. An announcement was made in June indicating that the Fisher Body Division of General Motors will construct a new manufacturing plant for the manufacture of body parts and sub-assemblies. This plant, involving 200 acres, is to be located adjacent to our main line and will be served exclusively by the Erie Railroad. We have already started work on building a new siding and yard with a capacity of about 630 freight cars to serve the plant for both raw materials inbound and finished body parts outbound. This siding and yard will be used to bring in construction material while the plant is being built. It is expected the plant will be completed the latter part of 1956.

We are also happy to report that the new assembly plant of the Ford Motor Co. served entirely by our railroad at Mahwah, N. J. is now in operation. These plants, along with other industries recently established along our railroad will prove to be a great factor in the Erie's traffic potential both now and in the future.

New Industries

We were fortunate in a recent decision by General Motors Corp. to build a new plant along our right-of-way at Mansfield, Ohio. An announcement was made in June indicating that the Fisher Body Division of General Motors will construct a new manufacturing plant for the manufacture of body parts and sub-assemblies. This plant, involving 200 acres, is to be located adjacent to our main line and will be served exclusively by the Erie Railroad. We have already started work on building a new siding and yard with a capacity of about 630 freight cars to serve the plant for both raw materials inbound and finished body parts outbound. This siding and yard will be used to bring in construction material while the plant is being built. It is expected the plant will be completed the latter part of 1956.

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Table: INCOME STATEMENT FOR SIX-MONTH PERIOD ENDED JUNE 30, 1955, COMPARED WITH CORRESPONDING PERIOD OF 1954

<table>
<thead>
<tr>
<th>Amounts Received:</th>
<th>1955</th>
<th>1954</th>
<th>Increase or decrease—per cent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight</td>
<td>$68,562,516</td>
<td>$66,849,320</td>
<td>+ 2.56</td>
</tr>
<tr>
<td>Passenger</td>
<td>3,384,846</td>
<td>3,308,884</td>
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<tr>
<td>Mail, express and miscellaneous</td>
<td>5,699,501</td>
<td>6,143,705</td>
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<tr>
<td>All other income</td>
<td>375,499</td>
<td>380,167</td>
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<tr>
<td><strong>Total amount received</strong></td>
<td>78,022,362</td>
<td>76,683,076</td>
<td>+ 1.75</td>
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<table>
<thead>
<tr>
<th>Amounts Spent:</th>
<th>1955</th>
<th>1954</th>
<th>Increase or decrease—per cent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintaining tracks and buildings</td>
<td>9,311,397</td>
<td>10,220,826</td>
<td>- 8.90</td>
</tr>
<tr>
<td>Maintaining cars and locomotives</td>
<td>12,574,131</td>
<td>12,442,449</td>
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<tr>
<td>Sales expenses</td>
<td>2,140,506</td>
<td>2,141,573</td>
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<tr>
<td>Operating trains, stations and yards</td>
<td>33,716,148</td>
<td>32,496,776</td>
<td>+ 3.76</td>
</tr>
<tr>
<td>General expenses</td>
<td>3,753,341</td>
<td>3,683,738</td>
<td>+ 1.90</td>
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<tr>
<td>Taxes</td>
<td>5,568,748</td>
<td>4,941,281</td>
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<tr>
<td>Rental of equipment and facilities</td>
<td>3,765,762</td>
<td>3,804,997</td>
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<td>Interest on debt, etc.</td>
<td>4,143,231</td>
<td>3,588,293</td>
<td>+ 15.47</td>
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<tr>
<td><strong>Total amount spent</strong></td>
<td>74,973,294</td>
<td>73,318,033</td>
<td>+ 2.26</td>
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</tbody>
</table>

Net profit before capital and sinking funds | 3,049,098 | 3,365,043 | -

Per share of Common Stock | $1.11       | $ .96      | -
Above is an artist's sketch of the Corning Glass Center and the new buildings which are under construction as part of the Glass Center development. Building (A) will be a three-story research laboratory, Building (B) a one-story structure housing the laboratory and development shops and Building (C) a nine-story office unit. Building (D) is the Glass Center.

Magic
With
Glass

... visitors find Corning Glass Center fascinating showcase for ancient craft.

Scarcely a stone’s throw from our new passenger station at Corning, N. Y., thousands of vacationers and tourists are flocking to the mecca of the glass industry, the Corning Glass Center, where the wonders of glass are being unfolded daily before the eyes of fascinated onlookers.

Housed in a building of modern design, emphasizing straight lines and sweeping curves, the Corning Glass Center is filled with historic mementoes, examples of today’s handiwork and a glance into the future of the glass industry.

However, to your reporter the most fascinating feature of the Center is the Steuben factory where stolid artists in glass create...

Above, two Corning, N. Y., Erie agents, W. H. Stubbins (left), freight agent, and C. S. Shanahan, ticket agent, admire a Steuben candlestick holder which William Williamson, a “gaffer” or glass blower, is working on in the Steuben factory.
works of art.

These master craftsmen perform feats of magic with tools and equipment which look crude to the uninformed spectator. Using what look like common scissors, wooden paddles and hollow metal poles, the workmen create objects of delicate transparency and sheer symmetrical beauty which understandably wring sighs of ecstasy from the feminine half of our population.

With scores of pairs of eyes watching them in amazement, the workmen, calm and unconcerned, gather a gob of molten glass, blow a little, shape with a wooden paddle, snip with the scissors, blow a little more, tap here and there, shape again and presto! Before your very eyes, what a short while ago was a shapeless glob of taffy-like glass is transformed into a goblet of rare beauty. The molten glass is shaped by teams of five to seven men working as a “shop” at their reheating oven or “glory hole.”

That phase of your reporter’s tour through the Center stands out, but, of course, the entire Center is a showplace of unique and marvelous displays which the Center claims to be the world’s finest exhibit of the history, art, science and manufacture of glass.

200-Inch Disc

The parade of marvels starts as the visitor enters the lobby and is immediately confronted with the largest piece of glass ever made by man—the original 200-inch, 20-ton disc produced by the Corning Glass Works for the Hale telescope on Mt. Palomar in California. An identical disc was made later and was installed in the telescope in 1947. The task had been started in 1931, was delayed for a time by World War II.

Next comes the historical museum where show-cases contain examples of glass manufactured by people of many countries during various periods of history. Included in the museum is a tiny Egyptian amphoriskos (vase) made about 1500 B.C. at the time the process of making glass is believed to have been discovered.

Upon leaving the historical museum the visitor enters the contemporary science hall where dramatic displays and push-button exhibits show how glass is used today to make living more comfortable and productive.

The major exhibits in the Hall
of Science and Industry cover glass for science, research and medicine, glass for illumination, glass for communications (including railroad signal glass), glass for industry, glass for everyday living and glass for the future. Also, a lampworker demonstrates his skill in making complicated laboratory apparatus and tiny glass animals.

Today's glass can be made lighter than cork or almost as heavy as iron; strong as steel or fragile as an eggshell; soft as cotton or hard as precious stones; resistant to intense heat or to strong acids. Glass will transmit or absorb infra-red, ultra-violet and x-rays, and it can either conduct or insulate against heavy charges of electricity. Glass products can be formed by hand methods as ancient as recorded history or by machines with movements too fast for the eye to follow.

From the Hall of Science, you cross a bridge, made of glass, of course, into that wondrous Steuben factory described previously.

**Engraving Specialists**

Not to be forgotten in the Steuben factory is another rare artisan—the engraver. Many of the famous Steuben pieces are engraved by copper wheel, a difficult art. Working at a tiny lathe with copper wheels which vary from one-eighth inch to four inches in diameter, the engraver presses the glass against the revolving wheel which is fed with an abrasive mixture. The result is a shallow intaglio which appears as the design. Steuben designers create the designs for Steuben pieces and these are produced by the factory craftsmen and engravers.

The Corning Glass Center was built in 1951 to commemorate the 100th anniversary of the Corning Glass Works. It was the same year in which the Erie celebrated its 100th anniversary of the completion of the railroad from the Great Lakes to the Sea.

In addition to its exhibits and Steuben factory, the Center is a cultural center for civic, educational and cultural organizations which may conduct meetings and (Please turn to Page 24).
Kent Division Employes Enjoy Picnic

These pictures were taken at the picnic of Kent Division employes July 26 in Marion, Ohio.

300 New Boxcars Put In Service

By the end of August Erie had 300 new box cars in service to help alleviate the present freight car shortage.

The Erie has 200 more cars on order with another manufacturer and deliveries are expected in the near future. In addition, the Erie will shortly be in the market for the purchase of 1000 more freight cars which will bring the railroad's orders for new cars to $13 million this year.

W. S. Storms To Study European Operations

W. S. Storms, signal engineer, is visiting Europe to study how railroads there are meeting the problem of signal protection of so-called lightweight trains.

Mr. Storms is representing American railroads and will be the only railroader in the group from the United States. The trip will last three weeks, and the group will visit England, France, Belgium, Germany and Spain.

Erie Orders 550 New Steel Boxcars

The Erie has placed orders for 550 50-foot steel box cars with Greenville Steel Car Co., Greenville, Pa., at a cost of $6,937,500 for delivery early in 1956. Five hundred of the cars will be equipped with "damage free" stowing devices for shipping automobile parts and other freight. Total cost for freight cars ordered this year by the Erie is over $11,-600,000.

An Apology

Editors of the Erie Magazine owe the Bradford, Pa., Journal a profound apology. In our August issue we printed a feature about the Erie's rail tours to New York and other points of interest on our railroad. These tours are co-sponsored by many newspapers and radio stations in Erie communities. The magazine article mentioned these newspapers and radio stations and inadvertently omitted the Bradford Journal.

We think a lot of the Journal and the energetic guy who publishes it, not only because of his friendliness to us in the past but principally because he has been one of the long-time sponsors of tours over our railroad. So we feel particularly bad about overlooking the Journal. We hope the fine people at the Journal will forgive us this time for our boner.

LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started With Erie</th>
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</thead>
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<tr>
<td>Wayne F. Arters</td>
<td>Olean, N. Y.</td>
<td>Agent</td>
<td>8-3-42</td>
</tr>
<tr>
<td>A. A. Carbone</td>
<td>Corry, Pa.</td>
<td>Agent</td>
<td>8-5-43</td>
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<td>W. A. Scribner</td>
<td>Cuba, N. Y.</td>
<td>Track Supervisor</td>
<td>9-20-48</td>
</tr>
<tr>
<td>C. S. Bray</td>
<td>Warsaw, N. Y.</td>
<td>Track Supervisor</td>
<td>8-29-27</td>
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<tr>
<td>V. J. Welch</td>
<td>Hornell, N. Y.</td>
<td>General Foreman (M. of W.)</td>
<td>7-3-50</td>
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<tr>
<td>C. R. Fralick</td>
<td>Salamanca, N. Y.</td>
<td>Div. Teleph. Supv.</td>
<td>4-1-23</td>
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<tr>
<td>Thomas M. Carr</td>
<td>Jersey City, N. J.</td>
<td>Stationmaster</td>
<td>10-20-16</td>
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<tr>
<td>O. E. Blair</td>
<td>Youngstown, Ohio</td>
<td>Ticket Agent</td>
<td>5-7-23</td>
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<tr>
<td>A. T. Johnson</td>
<td>Akron, Ohio</td>
<td>Ticket Agent</td>
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<tr>
<td>J. R. Fortney</td>
<td>Marion, Ohio</td>
<td>General Foreman (M. of W.)</td>
<td>6-20-47</td>
</tr>
</tbody>
</table>
Severe Flood Cripples Main Line

... employes work valiantly to repair devastating washouts on Delaware Division.

By Jim Alan Ross

In the wake of one of the most disastrous rainstorms and floods in the eastern part of the United States, determined Eriemen in late August rolled up their sleeves, flexed their muscles and came to grips with the herculean task of rebuilding the main line of our railroad on the Delaware Division where traffic was immobilized due to paralyzing washouts.

Although our main line between Callicoon and Port Jervis was rendered impassable, resourceful employes worked out train detours via other railroads which permitted through freight and passenger service to continue on a curtailed basis between New York City and the west. However, as might be expected, trains were up to 24 hours late in each direction.

Damage from torrential rains became evident about 7:30 p.m. Thursday, Aug. 18, and grew progressively worse through Saturday. By that time there were four gaping holes in our main line caused by the rushing waters coming off the hillsides. Slides from the mountains and other washouts also obstructed our main tracks over a distance of 28 miles from Port Jervis west. The damage also extended to the Wyoming Division which was badly damaged at numerous locations, especially between Lackawaxen and Hawley. Dunmore car shop also was badly damaged.

This panoramic view shows what havoc was created on our railroad by the flood in the Dunmore, Pa., area near Scranton. Part of our big car repair shops are shown at the left. Our blacksmith shop here was ruined.

Tracks over Shohola Creek near Shohola, Pa., look like weaving snakes where the till and culvert were washed from under them.

The gigantic rebuilding job tested the stamina and resources of all the Eriemen involved in the work which was done under extremely trying circumstances. Nature seemed to choose the most inaccessible points on the railroad to
Members of an Erie signal crew disengage a communications pole which was left dangling from wires when the flood washed away the fill in which the pole was imbedded. This photo was taken at Panther Brook just west of Shohola, Pa., where the culvert and fill was washed away to a depth of 52 feet.

do its dirty work. Some of the places where the major damage occurred could be reached only by rail. In this area our railroad is carved out of the sides of mountains and hills overhanging the Delaware River and passes over steeply banked creeks and ravines. Repair work was hazardous and slow.

At the four places where major damage occurred the railroad had to be completely rebuilt. Employees faced the same task of bridging yawning gaps over ravines which their forefathers faced when they built the original Erie more than 100 years ago. The rampaging waters swept away culverts and landfills which had been put in when the railroad was built originally and had withstood all the previous onslaughts of nature.

Employes Earn Praise

The employees conducted themselves like heroes under pressure. It was a struggle against time, for each hour and day that the main line was closed meant a delay to shippers and passengers, and the employees responded enthusiastically to the call to get Erie's main line back in business as quickly as possible.

Most of the men were from the immediate area, but others came from all points on the railroad. They worked 12-hour shifts 24 hours per day. Those who lived in the area returned home during off-duty hours, while the others made camp cars and nearby hotels their home. The rebuilding job was under the personal supervision of John S. Parsons, assistant chief engineer, maintenance of way, who was constantly in the area during the whole time.

The greatest damage on the main line was at Parker's Glen, seven miles east of Lackawaxen, Pa.; at Shohola Creek, just east of Shohola, Pa., three miles east of Lackawaxen; at Panther Brook, just west of Shohola and at Mast Hope.
This map shows the portion of our main line which was rendered impassable by the flood and the detour routes which the Erie used via other railroads to maintain service. The stars point out the major damage points. The solid black line, of course, is our railroad. The dotted solid lines are the various detour routes used by our freight and passenger trains. The flood graphically emphasized the flexibility of the railroads, demonstrating their ability to quickly recover from severe damage. Although several railroads suffered enough damage to prevent use of their own tracks, their trains were able to continue to destinations via other railroads, an important factor in an emergency.

Pa., six miles west of Lackawaxen.

At Parker's Glen a 20-foot wide stone and concrete arch bridge and fill was washed away by a tiny rivulet which exploded into a raging Niagara during the height of the downpour. The resulting abyss measured 300 feet across and 70 feet deep.

At Milepost 105.79, the fill and a 50-foot wide stone arch bridge over Shohola Creek disappeared as did a 15-foot wide stone arch and fill over Panther Brook. These washouts left canyons 70 feet deep, 125 feet across at Shohola Creek and 160 feet across at Panther Brook.

At Mast Hope, tiny Mast Hope Brook was transformed into a violent stream and swept aside an abutment, plunging a two-span steel bridge into the creek and washing away the approaches to the bridge. The washout took 200 feet of track and fill from 10 to 20 feet deep.

The repair work was hampered because of the difficulty of getting men and equipment to the damaged areas. The work was started at Parker's Glen and Mast Hope first because those were the only two points which could be reached with equipment via rail. At Mast Hope...
the bridge for the westward track was raised from the stream, and track gangs helped by bull-dozers and a steam shovel replaced the fill by Wednesday, Aug. 24, when the single track operation was reopened so that work trains could proceed on to Panther Brook where repairs were started that night.

By Friday, Sept. 2, work was resumed on the eastbound track at Mast Hope.

**Job for Pile-Driver**

Repairs also were started immediately at the east end of the damaged area at Parker’s Glen.

The problem there differed from that at Mast Hope. Dirt fill was ideal at Mast Hope, but Erie engineers decided that the yawning gorge at Parker’s Glen could be bridged only by a timber and steel trestle bridge. That was a job for a pile-driver, and a work train with a mammoth pile-driver and wood and steel piles were dispatched to the scene immediately.

The workmen and supervisors at Parker’s Glen deserve medals for patience and perseverance. In the limited space in which the work had to be done, only the pile-driver could work. It thumped away at its own slow, plodding pace, each thump of the hammer making scarcely any impression on the long timbers which tried to bite into the stubborn rock terrain.

By utilizing their railroad talents and obtaining maximum output from the pile-driver, the workers were able to finish four timber bents (groups of pilings) and one steel bent by Aug. 26, six days after the driver went to work, to complete about 25 per cent of the job at the east end of the washout. The next bent consisted of 14-inch steel H-beams 90 feet long which would support one end of a 39-foot deck plate girder span. By Sept. 2 work at Parker’s Glen was 75 per cent complete and was finished on Sept. 7, and the crews on that job deserve an extra pat on the back for finishing as soon as they did.

By Sept. 2 the main line also was repaired at Panther Brook where a timber bridge structure replaced the former stone arch and fill.

One of the sternest skirmishes of the battle of the flood confronted

Once supported by a 50-foot wide stone arch bridge (left) and fill 70 feet deep, these tracks were left bridging nothing but air as Shohola Creek brushed aside the bridge and fill in its mad dash toward the Delaware River, only a few hundred feet away at Shohola, Pa.
One of the yawning gaps in our main line was here at Parker’s Glen, Pa., seven miles east of Lackawaxen, where the churning waters of usually placid Parker’s Glen Brook savagely battered away a 15-foot wide stone arch bridge and enough dirt to make a mountain. This abyss is 70-feet deep and 160 feet across. The immensity of the repair job at this point alone is indicated by the fact that it required Erie men working 24-hours per day from Saturday noon until the following Wednesday afternoon to drive the number of piles shown in this photo.

Erie men at Milepost 105.79 at Shohola where the working area is extremely cramped and tight-fitting. The canyon will be spanned by an all-steel trestle which will rest on a masonry foundation that carried the original single track bridge with a span of 109 feet that was installed when the railroad was built. Since this washout was in the middle of the damaged area and could not be reached from either end of the railroad, work could not start until the bridges at Mast Hope and Panther Brook were finished. By Sept. 2 work was begun at Milepost 105.79 when crews and equipment moved in over the repaired washouts at Mast Hope and Panther Brook.

Two large steel girders for the

The water ate away at the base of this bridge abutment near Dunmore, Pa., until it left the abutment supporting the bridge girders seemingly without a visible anchor. Those are DL&W tracks under the bridge.

Roaring Creek literally roared through our blacksmith shop at Dunmore, Pa., and left the interior a shambles. The swirling waters entered one end of the shop and emerged at the other end.
bridge east of Shohola at Milepost 105.79 were moved out of the American Bridge Co. plant at Ambridge, Pa., on Sept. 8. The two girders were loaded on three flatcars each and the Erie handled them by special movement from Youngstown after receiving them by special train from the Pennsylvania Railroad. They arrived at destination early Friday Sept. 9. The girders completed the last link on the main line, and by Saturday night, Sept. 10, the main line was opened again for through service.

Each of the girders was 109 feet long, 10 feet high and weighed 44 tons.

At present, there is single track operation over the damaged area. While the main line was out of service, freight and passenger trains were detoured over the tracks of other railroads from as far west as Elmira to Jersey City. The map on Page 12 shows the detour routes used.

Only Passenger Trains Nos. 5 and 6 operated through the damaged area by detouring over other lines. Train No. 5 terminated at Youngstown. Trains Nos. 1 and 2 operated only between Binghamton and Chicago. Train No. 7 operated from Youngstown to Chicago and No. 8 from Chicago to Hornell. Soon after the damage occurred a section of Train No. 5 was originated at Hornell and ran on No. 5's schedule to Chicago.

Although the washouts made it impossible for the Erie to provide train service in the 127-mile stretch between Binghamton and Port Jervis, the disaster-stricken residents in the flood area were not left without transportation service. Arrangements were made for buses to meet passenger trains arriving at and departing from Binghamton. These buses served all communities on the railroad as far east as Callicoon, N.Y.

**Wayfreight Service**

Wayfreights also served industries between Binghamton and Mast Hope, the most westerly of the washouts, and also provided freight service between Port Jervis and New York City.

The main line damage area received all the early attention since it is the life-line of our railroad, but there was also devastating damage on the Wyoming Division between Lackawaxen and Scranton, Pa., principally near our large car repair shops at Dunmore and in

(Please turn to Page 24)

*September, 1955*
The Eriemen in the pictures on these two pages are proof that employees can work safely and avoid accidents.

These employees are representatives of groups of Eriemen at many points on our railroad who have not had a reportable accident in 25 years. They join a select club which was started in 1954.

The men shown here received certificates for 25-year perfect safety records. They represent groups of employes under their supervision who compiled the notable records.

These supervisors received certificates for their groups at a series of dinners at six locations on the Erie. Five of the dinners took place on the business car of M. G. McInnes, vice president for operations.

Almost every department on the Erie was represented among the groups who received the specially-designed certificates, indicating that perfect safety records can be achieved in all types of railroad work. The records of these men are a challenge to other Erie employes.

The certificates were presented by Mr. McInnes, J. S. Parsons, assistant chief engineer, maintenance of way, and by C. S. Kinback, superintendent, Buffalo. They were assisted by Harold E. Shaughnessy, safety agent.

YOUNGSTOWN, OHIO—From top to bottom, on steps, H. P. Nickol, section foreman, Mantua, Ohio; G. A. Pearson, section foreman, Ferrona, Pa.; J. K. Metz, leading stockkeeper, Meadville, Pa; on ground, from the left, Mr. Parsons and M. V. Stone, engine dispatcher, Youngstown.

BUFFALO—From the left, R. C. Havens, division telephone supervisor, Buffalo; Francis Switalski, yard conductor, Buffalo, and C. S. Kinback, superintendent, Buffalo, who presented the certificates.

JERSEY CITY—From the left, Mr. McInnes congratulating Fred F. Weil, yard conductor; J. A. Kelly, floatmaster; H. T. Collins, leading stockkeeper; W. E. Doran, ticket agent; Leonard Van Olden, store keeper, marine yard, all of Jersey City, and Jesse J. Gladova, locomotive foreman, Secaucus, N. J.
ANDY KUBAN, blacksmith—“I believe that the new freight cars and the special freight cars along with piggyback are the biggest improvements.”

NICK MIROSOVIC, air-brake tester—“The biggest improvement has been in shop conditions and locker rooms. We have modern tools and machines.”

ROY KOSTAL, engineer—“Our passenger relations have been the biggest improvement. We are offering better service and really trying to win back passengers.”

Kamera Kwiz

QUESTION: Not considering the diesel locomotive, which improvement on the Erie do you think has been the most important in the past 10 years?

Employes in our diesel shops and yard at E. 55th St. in Cleveland were quizzed on the question of the month for this issue and came up with the answers on these two pages.

At E. 55th St. Erie men work on the locomotives operating between Cleveland, Youngstown and Pittsburgh and handle the passenger and freight cars in that area. Cleveland is our biggest ore terminal, and carmen at 55th St. service and repair many of these cars. 55th St. is a busy place, especially during the ore season.

ELIO LENARDUZZI (left), carman—“The biggest improvements have been in the new freight cars.” FRED SHEFFLER, carmen helper—“We have better facilities for employes such as new locker rooms, offices and showers.”
THOMAS VASKO, leading stockkeeper—"Working conditions have improved, and employees are learning to work smarter. They think more and have become more efficient."

ANTON ZUBANCIC, machinist—"I think the biggest improvement, next to dieselization, is replacement of muscle by machines. It is easier to work."

A. W. HARRY, hostler—"I think the biggest improvement is piggyback. It helps our business and takes a lot of trucks off the highways."

EDWIN JONES, apprentice electrician—"Our shops are cleaner and better equipped, and it is easier to work in them."

GEORGE KOZAK, test rack operator—"Piggyback and the new cars, like those for carrying steel coils, for instance, have been the biggest improvements."

WILLIAM HARPER, test rack operator—"Mechanization has been the biggest improvement along with improved working conditions."
Hundreds of veterans cheerfully made the best of a wet situation as Hurricane Diane demonstrated again the fickleness of a lady by drenching them with buckets of water with a day-long rainstorm to dampen the annual outing of the Erie Railroad Veterans Association Aug. 13 at Conneaut Lake Park, Pa.

Confined indoors, the veterans turned to inside pastimes, emphasizing gabfests between long-time friends who had spent years working side-by-side and gathered on this one day each year to renew old friendships.

Included on the program was a talk by President Paul W. Johnston.

Following were the officers elected for 1956: President, E. H. Stocker, Jersey City; 1st vice president, W. W. Turner, Meadville; 2nd vice president, L. E. Rodgers, Salamanca; financial secretary, L. H. Arold, Cleveland; recording secretary, R. P. Reebel, Youngstown; treasurer, R. G. Lewis, Youngstown, and director of social activities, F. P. Belling, Jersey City.

At the annual outing of the Erie Veterans at Conneaut Lake Park Aug. 13, President Johnston made the announcement of a new policy that will permit retired employees to qualify for 50-year gold passes.

Hereafter, a retired employee with a total of 50 or more years of continuous service in the Erie family, even though a part of it is after retirement, will receive a 50-year gold pass.

For example, if an employee had 45 years of continuous active service at time of retirement and has since accumulated five or more years of retired Erie family service, credit will be allowed for the issuance of a 50-year gold pass.

The present annual passes were issued for the years 1954 and 1955—these will be extended for 1956. However, any retired employees who now qualify for a 50-year gold pass may have such a pass at this time if they desire. If they will make a request upon their local officer of the department from which retired, he will in turn advance a special request form through regular channels to the Pass Bureau.

A separate 50-year gold pass will also be issued to the wives of such retired employees if they, too, desire to have one.
When rain washed out the softball game between Eastern and Western Districts, a coin was tossed to decide the victor. Carl Kinback (left), superintendent, Buffalo, representing the Eastern District for A. E. Kriesien, general manager of the Eastern District, who was occupied supervising repair of damage caused by Hurricane Diane on our railroad, won the trophy from J. P. Allison, general manager, Western District.

President Paul W. Johnston chats with two retired Erie veterans. At left is John Benz, retired Buffalo conductor, and at right is W. O. Hildebrand, retired veteran from Huntington, Ind., now living in Tujunga, Cal. Mr. Hildebrand made the longest trip to the picnic.

Above are three of the outing prize winners. Left is the oldest vet at the picnic, George C. Southworth, Buffalo, who was born Sept. 11, 1869, and retired from the Erie on Feb. 23, 1951, after more than 59 years' service. Center is James J. Lillis, clerk, Auditor of Revenues, Cleveland, who has more than 64 years' service with the Erie. He is 81 years old. At right is R. A. Westfall, electrician, Susquehanna, the youngest vet at the outing. He was born Dec. 11, 1917, and went to work for the Erie on Aug. 5, 1935.

September, 1955
Amid billowing clouds of dust and in the sweltering heat of mid-summer, men and mammoth earth-moving machines are carving out the foundation for the huge new General Motors Fisher Body stamping plant near Mansfield, Ohio, adjacent to Erie's main line.

Grading is nearing completion for the sprawling plant which will be served exclusively by the Erie. Pouring of cement for the foundations of the factory was to begin on Sept. 1.

While contractors work on the plant, Erie workmen already are well along with construction of our lead track into the plant area and other workmen with the grading for our new yard which will serve the plant. The yard will have a capacity of 653 cars.

The Erie also has completed tracks which will be used by contractors to haul in supplies for construction of the factory.

Production in the plant is expected to start by mid-1956. Some production lines will operate before other parts of the factory.

The first pile for our bridge over the new highway bypass around Mansfield at the Fisher Body plant site is driven into the ground.

The new General Motors Fisher Body plant on the Erie near Mansfield, Ohio, will look like this when it is completed. This is an artist's sketch.
era1 Motors Institute at Flint, Mich.
At a luncheon in Mansfield, James E. Goodman, GM vice president and general manager of the Fisher Body Division, predicted that no "boom town situation" would arise in the city because of the industrial expansion. "We look upon this as an advancement of the natural industrial development of Mansfield and the area," he explained.

**Labor Pool a Factor**
Mr. Goodman revealed also that only a few "key personnel" for the top administrative jobs would come into Mansfield from outside the area. Other employees would be hired from the labor pool in the vicinity, and the fact that quali-
(Please turn to Page 24)

Below is a photograph of the huge press pit around which the Fisher Body plant will be built. The floor of the pit is 30 feet below first floor level.

The Erie's industrial development department, which assists industries in locating new plants along our rails, worked closely with officials of the Argonaut Realty Division of General Motors in securing the land for the plant and on other details of the negotiations.

R. H. Gathman has been named manager of the new plant. He has been with General Motors since 1933 after graduating from Gen-

September, 1955
GM continued

ried workmen were available near-
by was one of the major reasons
why it was decided to locate the
plant near Mansfield.

The Mansfield plant is part of
the new expansion program which
General Motors announced in June.
A total of $500,000,000 will be
spent for new facilities and tools
to expand the corporation’s pas-
enger car production capacity.

As part of this program Fisher
Body will add 4,500,000 square
feet to its production space with the
Mansfield plant part of that
total. That also includes another
plant the same size as the Mans-
field factory.

Announcement of the additional
expenditures by GM brings to two
billion dollars the amount of money
which the company has allocated
for expansion and modernization
since January 1954. Since World
War II GM has spent a total of
four billion dollars to increase its
production capacity in the United
States and Canada.

The expenditures are an expres-
sion of faith by the biggest com-
pany in the United States in the
economic health and future of our
country. One announcement from
General Motors said recently that
the company was planning to hire
28,000 new employees a year to help
produce more of everything for the
growing population of the nation.

GLASS continued

present programs in facilities pro-
vided by the Center.

One of the units of the Museum
of Glass is the library which is
thought to be the largest and most
comprehensive library of books,
prints, engravings and other refer-
ence material about glass now in
existence anywhere in the world.

Professional Theater

The Center also contains a small
and a large auditorium, a snack
bar, a retail sales counter and a
lounge. During July and August,
summer theater is presented every
evening except Monday by a pro-
fessional company in the large
auditorium. The Center is complete-
ly air conditioned.

All facilities are open from 9:30
a.m. to 5:30 p.m., Tuesday through
Sunday, closed all day Monday.
Admission is free. The director of
the Center is James M. Brown III.
The average daily number of visi-
tors is about 3000 during the sum-
mer and as many as 7000 have
toured the showplace in one day.

Other points of interest and ac-
tivity also are located adjacent to
Corning and the Glass Center. The
famed Finger Lakes are nearby,
and the area is ideal for fishing,
camping, touring and all the other
forms of sports and recreation.

A multi-million dollar building
project, largest in the 103-year his-
tory of Corning Glass Works, in
the immediate vicinity of the Cen-
ter will enhance the appearance of
the area. Construction was started
this year. The new construction
will more than double the present
research facilities for glass.

The plans include a three-story
research laboratory, a one-story
structure to house the laboratory
and development shops and a nine-
story office building.

If you like beauty, you won’t
want to miss the Corning Glass
Center—and the best way to get
there is on one of Erie’s main line
passenger trains, three daily from
the East and three from the West.

FLOOD continued

the vicinity of Hawley.

Surging waters from Roaring
Creek plunged through our black-
smith shop at Dunmore and tore
out one end in entering and the
other end in leaving.

The fill, bridges and culverts
supporting our tracks approaching
the Dunmore shops were washed
away for blocks and left the rails
dangling in mid air or lying gro-
esquely in the creek bed.

After a personal inspection tour,
M. G. McInnes, vice president for
operations and maintenance, said
that Wyoming Division points un-
der embargo since the flood were
expected to be reached from the
West about Oct. 1.

On the New York Division, the
excessive rain caused damage by
washout to branch lines and track
serving the newly opened Ford
assembly plant at Mahwah, N. J.,
but this damage was repaired im-
mediately and service was not in-
terrupted.

Eriemen Aid Residents

Many residents searching for un-
reported relatives and friends con-
tacted Erie stations and employes
for information, and on many such
occasions the Eriemen were able
to reassure the worried citizens.

One man in Farmingdale, N. Y.,
concerned about his sister who
lives near Shohola, telephoned our
dispatcher in Jersey City to try to
obtain information about flood con-
ditions near his sister’s home. In
writing President Paul W. Johnston
to commend the Erie employes, the
man said unfortunately he did not
obtain his name. However, the Erie
man seemed familiar with Shohola
and was able to assure the man
that he did not think the sister
was in danger as there had been no
trouble reported where she lived.
The man wrote that later he heard
from his sister and that the Erie-
man had evaluated the situation
accurately, much to the relief of
everyone.

In summary, the flood created
one of the biggest crises in the
history of the Erie, but thanks to
the spirit and wholehearted re-
sponse of cooperative and willing
Eriemen, the railroad will be re-
stored to normal without crippling
losses.
of Lynn C. Crooks and Andrew Grillo, retired boilermakers, who passed away June 29 and July 25 respectively.

Helen Schwarz, clerk in the general master mechanic's office, and husband vacationed in Amsterdam and Saratoga Springs, N. Y.

Norma Nilson, stenographer, general master mechanic's office, and husband stopped in Dayton, Ohio, on their vacation.

The correspondent and family spent a vacation in Cooperstown and Skaneateles, N. Y.

BUFFALO DIVISION
BUFFALO MACHINE SHOP
By Frank Habibeb
General Foreman A. L. Beatty and family spent a vacation in the Thousand Islands and Montreal.

F. E. Donnelly spent his vacation at "Lake Unknown" trying to land the big ones, but caught only little ones.

E. Bayer, machinist, is the proud father of a baby boy, born July 13. Sympathy is extended to Norman C. Schiller and family on the death of his father July 8.

J. Hassett is back from vacation. He toured the town of Attica and reported that it is very large.

NEW YORK DIVISION
SUPT.'S OFFICE, JERSEY CITY
By Mary A. D. Meyer
Assistant Chief Dispatcher Neil Fulton's son, Paul, now is in Munich, Germany, with the 5th Infantry Division. He competed in field championship events with the division and won the shot put and discus throw. He also trained for the all-Army championship games held in Berlin last month. Paul, who has been in military service nine months, was discus and shot put champion at Adelphi College, Long Island.

The following changes were effective July 1:
Christina McNamara, fruit clerk at Duane Street, New York, now is 812 clerk here. Joe Naiewaiki is file clerk; Harry Close is general clerk in place of Phil Schmidt; Phil is car record clerk in place of Ed Ringle, now at Weehawken Docks; Barbara Coan is clerk-steno to station supervisor; Carol Engleander transferred to the Baggage-Mail Department. Violet Ameer is steno-Ediphone operator in place of Maureen O'Keefe. Maureen transferred to the office of the superintendent of employment.

In the dispatcher's office, Francis Bookstaver now is third trick west end main line dispatcher, Bob Campbell is at Rutherford Junction and Charles Anderson, from Monroe, is first trick operator at Jersey City. Bill Sutherland is third trick side lines dispatcher.

Vacations: Richard Young, Joe Angelo and Mr. and Mrs. George Ameer, local trips; Phil Schmidt, farm at Otisville; J. F. Campbell and family, Wildwood, N. J., upstate New York, and fishing; Joe Mamary, Lavallette; E. F. Bunnell and family, Catskills; John McBride and family, the shore; Floyd Conklin, local fishing trips and tennis.

Glad to have Tom Kelly and H. A. Rhoads back after illnesses.

Sorry to learn about Dan Crowley's accident. Dan is on the mend now and taking his vacation.

Recent office visitors were Myron Hendricks, George Ervin and Eleanor Salley.

Floyd Conklin, side lines dispatcher, saw his team, the Boston Red Sox, with Ted Williams beat the Yanks 4-2 and 10-5 at Yankee Stadium July

Jersey City Stationmaster Feted

Concluding more than 49 years' service with the Erie, Thomas F. Dooley (white shirt), stationmaster at our Jersey City terminal, retired Aug. 1 and was honored by friends and fellow employees at a dinner. He is shown receiving a gift from H. A. Bookstaver, superintendent, Jersey City, who presented the gift on behalf of the others. Included in the photo, standing, from the left, are Jim Conway, trainmaster; Mr. Bookstaver; Oscar Frauson, superintendent, Lighterage & Stations; Jim McFadden, trainmaster; Mr. Dooley, and P. F. Arroyo, manager, mail, baggage and express.

September, 1955

Puns "N" Patter...

AT ALL ERIE STOPS

EMPLOYMENT
JERSEY CITY, N. J.
By V. T. Bustard

We are grateful for the reception given us by our new neighbors in the offices of W. J. Flusk, agent, Jersey City Local, and L. G. Obermeyer, manager, New York Terminal Station Accounting Bureau.

Best wishes to Florence Skelton for health and happiness in her retirement.

Welcome to Maureen O'Keefe, former stenographer in the superintendent's office, who has transferred to this department.

LIGHTERAGE
NEW YORK, N. Y.
By Regina F. Frey

Sympathy is extended to Caesar Seville, shore foreman, on the death of his wife.

We welcome Sam Comer as messenger.

Lil Skupin and Frank McGarrity have returned from their vacations looking well rested. Jack Lewis motored to Florida with his grandson.

Joe Di Mitri spent his vacation at Montauk Point.

Service anniversary congratulations to Herman Miller, Loretta Londeregan, Al Kennedy and Bill Gannon, and Happy Birthday to Frank Nolan (Sept. 8).

SUSQUEHANNA DIVISION
HORNELL DIESEL SHOP
By R. L. Hammond

Francis A. Zaph, boilermaker, retired July 14.

Sympathy is extended to the families...
4. Floyd got a good suntan that day.
   Christina McNamara spent a week-
   end at Hornell and Mr. and Mrs.
   Harry Close went to Carbondale.
   Mr. and Mrs. N. J. De Vito vaca-
   tioned in Atlantic City, New England
   states and Canada.
   W. J. Fitzgibbons, retired operator
   from the dispatcher's office, spent a
   vacation in the Poconos. Mary Salley,
   4.
   end at Hornell and Mr. and Mrs.
   retired stenographer, sent cards from
   mentioned in Atlantic City, New England
   hours in Maine. Mr. and Mrs. Mar-
   cus Montagano made a motor trip in
   Connecticut. Marion Kaiser got a good
   suntan at Wildwood. Mary Molinaro
   visited with her parents in Scranton.
   Jim Parkinson went sightseeing in the
   Boston area (we heard he attended a
   revival of the old fashioned tea party).
   Joe O'Brien took a scenic
   New Hampshire. John Sees went tour-
   ing through Garfield and someone
   saw him down at Asbury Park. We
   welcome a new staff member, Irene
   Gallagher. Recent station callers were
   E. J. Markham of the Boston and
   Maine Railroad; R. J. Coragher,
   Texas & Pacific, and G. S. Egbert,
   Piedmont & Northern.

   STATION FORCES
   By N. J. De Vito

   PASSAIC FREIGHT—Charles W. Kane, son of Agent E. W. Kane and
   recent graduate of New York Uni-
   versity, was tendered a party at his
   home. About 200 guests were present.
   Myra Gliniski had a well earned va-
   cation in Maine. Mr. and Mrs. Mar-
   cus Montagano made a motor trip in
   Connecticut. Marion Kaiser got a good
   suntan at Wildwood. Mary Molinaro
   visited with her parents in Scranton.
   Jim Parkinson went sightseeing in the
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   Gallagher. Recent station callers were
   E. J. Markham of the Boston and
   Maine Railroad; R. J. Coragher,
   Texas & Pacific, and G. S. Egbert,
   Piedmont & Northern.

   MOUNTAIN VIEW—Agent H. M.
   Houghtaling has a new granddaugh-
   ter, born to his daughter, Mrs. H. G.
   Polinkas.

   PINE BUSH—This popular summer
   resort has been filled to capacity this
   season. A new camp for children was
   opened.

   MARION DIVISION
   14TH STREET, CHICAGO
   By Chris Hardt

   Wanda P. Kelley, cashier's clerk,
   and family went to Bangor, Maine, on
   vacation. Wanda is the proud mother
   of two children, daughter and son.
   Marcella Bradley, clerk, made a
   nine-mile trip around Mackinac Island,
   Mich., on the steamship North Amer-
   ica.

   John J. Novotny and family mo-
   tored to America's most famous moun-
   tain, Pike's Peak. Vern Felgenhauer
   and family enjoyed the cool lakes in
   upper Wisconsin where fishing al-
   ways is good.

   Congratulations to William Cer-
   venka, check clerk, on his recent mar-
   riage.

   A welcome visitor from the Cleve-
   land office was Frank Spitzer, brother
   of our chief clerk, Edward Spitzer.
   Frank brought along his daughters,
   Margaret and Ellen.

   Robert D. Meek, son of the assist-
   ant agent, Robert J. Meek, is attend-
   ing Culver Military Academy, Culver,
   Ind., during summer vacation.

   Dannie Blake Pacella attended a re-
   union at Lexington, Ky., of the 112th
   Military Police. He said it was mar-
   velous to meet his comrades once
   more.

   CHICAGO POLICE
   By J. S. Steen

   Patrolman J. V. Bowler finally was
   successful in finding an apartment in
   points in New England.

   D. H. Sutherland, Largo, Fla., re-
   tired dispatcher, and wife stopped at
   the home of Mr. and Mrs. H. R.
   Coleman in Rutherford while en route
   to Middletown for a visit with rela-
   tives. While in Rutherford the Suther-
   lands also visited with Mr. and Mrs.
   H. B. Storms (retired dispatcher).

   Master's Degree Winner

   John F. Toolen, clerk to the mas-
   ter carpenter and signal super-
   visor, Buffalo, last June received
   his master's degree in education
   at Canisius College, Buffalo. His
   thesis was entitled "A Survey of
   Business-Industry-Education Day
   at the Erie Railroad Company
   1952-1954." The purpose of the
   thesis was to determine the atti-
   tude of teachers toward B-I-E
   projects and to discover if mate-
   rial and information teachers ob-
   tained was incorporated in the te-
   acher's curriculum. Mr. Toolen has
   worked for the Erie for five years
   and is a member of the Central
   Railway Club of Buffalo, the Fed-
   eration for Railway Progress and
   is president of the Brotherhood of
   Railway Clerks Premier Lodge No.
   491, Buffalo. His father has
   worked for the Erie for 40 years.

   which to move his own family and
   his mother. His vacation time was
   spent in moving and doing necessary
   redecorating.

   We welcome a new member, Charles
   W. Salyer.

   Members who worked under R. P.
   Steen while he was captain at Chicago
   wish to extend congratulations on his
   recent promotion to assistant super-
   intendent of property protection and
   fire prevention, Youngstown.

   The correspondent attended the Po-
   lice Academy of the Association of
   American Railroads in Chicago, July
   11-22.

   CHICAGO GENERAL OFFICE
   By Denise J. Alkim

   Helen and Don Hill took great plea-
   sure in announcing the arrival of Mark
   via stork express July 25. This big
   lad, 8½ pounds, will never fit into
   the small coonskin cap, sweater and
   sneakers that Toni Battaglino had
   made for him.

   Vivian Cetnar has a new sparkler
   on her left hand. The lucky fellow is

   Erie Railroad Magazine
Members of Boy Scout Troop No. 7 of Sharon, Pa., admire part of the model railroad of Frank R. Lanschak, Sharpstown, Pa., in his basement. The Scouts visited Mr. Lanschak's layout to learn about modern railroading. His railroad has about 100 feet of double track and another 100 feet of yard sidings. Included in the equipment are 40 cars and six diesels, all O-gauge scale models. Mr. Lanschak is holding the Erie diesel, lower right.

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 nearly 300 railroads.

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Ralph J. Godzicki.

Nancy Carlton and Bob Randall, payroll clerk, are having the nuptial knot tied in the near future. Our best wishes go with Nancy who has left the Erie to complete plans for the wedding.

Cigars and candy from Hank Vandenberg are due to his being blessed with James Henry, a chip off the old block.

Observations: Bob Voltz, with determination, planning to submerge in the sea of matrimony. . . Handsome Art Cervinka high-minded about his new library card. . . Alice Siikorsky describing recipes in harmony with gourmandise. . . Helen Griffin looking like an ad with her new eyeglasses. . . Barbara Roess yearning for a return visit to her grandfather's farm. . . Fred and looking chipper after a vacation in California.

Birthday congratulations to Carrie Saydak, Fred Drews, Nedra Troll, Art Cervinka, Ellsworth Bretland, Al Anderson and Etta Hendricks.

Casting away care with rod and reel, Louise Le Veille fished in Wisconsin lakes. . . Allen Anderson journeyed to Detroit. . . Myron Keel toured the Rockies in Colorado. . . Marge Ellis alertly inspected the boards in the walk at Atlantic City and did a little sightseeing besides. . . Herb Boumann checked the temperature in Kansas. . . Don Reynolds, after two years' absence, motored to his hometown in Michigan. . . While in Los Angeles, Blanche Lewan was hobnobbing with celebrities. Blanche shared a swimming pool with Faye Emerson and hubby, Skitch, and Steve Allen and better half, Jane. . . Joyce Evans took her favorite flivver to Wisconsin. . . Beverly O'Bel and Jack Soll enjoyed active sports on opposite sides of Michigan. . . Carrie Saydak was captivated by the panoramic view of the Wisconsin Delta. . . Sophia Ciulla is all a-flutter while describing her trip to the West Coast. . . Frank Nolan and family dieselied to Eagle River, Wis. . . Dick Taylor looked at but did not dip into Niagara Falls. . . And among those who delighted in relaxation at home were Vivian Cetnar, Ronald Dykman, Frank Hickey, Frank Kovarik, Don O'Connor and Helen Griffin.

Our best wishes go with L. J. Burgott, now assistant freight traffic manager in New York, and John Fischer, promoted to general agent in Des Moines. The office welcomed L. E. Newman, assistant general freight agent, and Carl Griffith, commercial agent. Congratulations to all of them and also to F. R. Drews, D. A. O'Connor and F. M. Hickey on their promotions.

HAMMOND CONSOLIDATED

By Grace Connolly

General Foreman F. D. Wright and wife traveled to Vancouver, British Columbia, on vacation. The itinerary included a trip through the Rockies and a two-day tour of Glacier Park.

Charles Klemsman, relief clerk, wife and daughter stopped in Atlantic City, New York City and Philadelphia during vacation.

A freak accident caused Fred Keene of the car department to lose over 100 fish while fishing at Monroe, Ind., with his father-in-law. Fred says he lost his balance, his knee unhooked the burlap bag of fish and

STILL GREATER PROTECTION—For Cars and Lading

Cardwell Friction Bolster Springs to absorb vertical and lateral forces

Cardwell and Westinghouse Friction Draft Gears to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.
by the time he recovered the bag from the water, exactly five fish were left. Mrs. Keene says that was just as it should be as it saved her precious hours of sleep, not having to spend the night preparing the fish for the deep freeze.

IBM Operator Patricia Sowell and mother traveled to New York on the Erie in June and made several bus and boat trips to surrounding points. She sent us a picture card of the Empire State Building and one of the Franklin D. Roosevelt bedroom at Hyde Park. We imagine there must have been some connection between the picture of that very inviting looking bed and her tour. She must have been sorely tempted to occupy that bed until train time.

Switchtender Joseph Machay, wife and daughter, Joanne, are back home after a vacation trip to Crystal Falls, Mich. They occupied a rented cottage and did a lot of fishing and swimming.

Bob Woodall, retired locomotive engineer, dropped in recently with samples of the produce he raises on the ground he leases from the Erie under an employee's agricultural lease. We want to go on record as proclaiming they don't grow 'em (green beans and red raspberries) any tastier in famed sunny California.

It is good to report that Lee Gillis, roundhouse employee who has been absent for some time due to illness, is improving rapidly and expects to return to work soon.

We purposely don’t get into difficulties in our communications department, but when we do, we can’t think of anyone more able and willing to straighten us out than Telegraph Traffic Supervisor William Huffman. On his latest trip we plied him with questions regarding the work and received the correct answers.

Lloyd Connole, chief clerk, and wife motored in scenic Wisconsin and Minnesota during vacation, stopping with Lloyd’s folks at Litchfield and Minneapolis during vacation, stopping with Lloyd’s folks at Litchfield and Minneapolis.

E. W. Brady, assistant chief yard clerk, spent three weeks’ vacation during June and Frank Harris, patrolman, again is guarding Erie property after visiting in Anniston, Ala., with members of his family.

Sympathy is extended to the family of Stanley Nowicki, car inspector, who passed away July 8. He had 39 years' service with the Erie. Also, to Sylvester Poleczynski, yard clerk, whose grandmother, 76, passed away June 21 at Nashville, Ill.

**MAINTENANCE OF WAY**

By Maralene Trainer

Signal Supervisor and Master Carpenter Clerk G. H. Robison of Huntington has returned to work following his vacation. Also, Track Supervisor Clerk R. A. McKenna of Hammond has returned from vacation.

Sorry to learn that former Carpenter Foreman H. L. Mauger's wife is suffering from a fracture sustained when she fell recently.

The small son of Assistant Section Foreman R. W. Schwortz of Ham...
Actually, we have no news angle for printing this picture, but an editor never needs a reason for using the photo of a pretty girl. Anyway, the temperature was in the 90s when this picture appeared, so the editor can be excused for running the picture even if there is no news attached to it.

Theresa Pacella, stenotypist at our 14th St. freight station, Chicago, is so pretty, that's enough reason for using the photo. And if the editor gets any more pictures of girls as pretty as Theresa, he guarantees to find some excuse for using them, too.

Chicago Eyetraction

TRANSPORTATION
By C. R. Swank

Our best wishes to Engineer R. R. Lewis who retired July 1 after completing more than 48 years' service, and to Engineer A. C. Fryer who retired July 8 after 43 years.

W. L. Gray, monitor, Huntington, spent a vacation at his lake cottage, fishing and taking life easy.

Dispatcher E. L. Elick is back on the job after a fishing trip.

H. V. Welker, junior clerk, spent his vacation at home, just resting up.

KENT DIVISION
MARION MECHANICAL
By Susan Baker

Our deepest sympathy is extended to Robert Hart, diesel clerk, and family whose son, William, died in the crash of an Army plane in Alaska on which he was serving as a radio operator. Also, to George Lockwood, retired engine dispatcher, whose wife died suddenly.

Best wishes for speedy recovery go to Frank Wilmes and A. J. Paetzold who are hospitalized.

Congratulations to Bill Haubert, machinist, and wife on their new arrival, a daughter. Also passing out cigars recently were Bob Hickman, machinist apprentice, whose wife presented him with a son, and Elton Shuster, laborer, another proud father of a baby boy.

A recent office visitor was Richard Latimore, former machinist apprentice, who has been serving with Uncle Sam for the past three and a half years. Dick expects to be out of the service and back to work within six months.

Mr. and Mrs. A. G. Clemence (road foreman of engines) motored in Pennsylvania and New York on vacation, stopping with relatives and friends. They added 1,600 miles on the speed-
ometer of their new Buick.

Newest additions to the diesel shop are Delbert Huntsman, machinist apprentice, and Arthur Raabe, special electrician apprentice.

Fred Ervin, electrician helper, is a very happy and proud husband due to the fact that his wife won one of the $1,500 cash awards given away each month by the Drum & Eagle Corporations.

The two most popular men in the diesel shop building are A. H. Specker, trainmaster, and A. G. Clemence, road foreman of engines, whose offices are air conditioned.


AKRON, OHIO

By Bessa Westbrook

William Schumacher, ticket clerk, and wife announced the arrival of a son June 19 (William, Jr.).

Kenneth Beeching, roundhouse electrician, and Joe Collins, general foreman at Salamanca, and son spent a vacation fishing in the Province of Quebec, Canada.

New cars are appearing in all departments, F. M. Smith, claim clerk, a Ford; John Bosley, relief ticket clerk, Nash; Ronald Holman, stenographer, general agent's office, Plymouth; Bill Thompson, roundhouse foreman, Nash; Harold Bennett, chief clerk, general agent's office, a Roadmaster Buick.

A. W. McCullough, flag clerk, and wife have returned from Spokane, Wash., where they visited with their daughter, Doris, and first grandchild, Rickey Dauson.

Employees here have organized a credit union with W. J. Moore, general foreman, as president; Anne Keller, telephone operator, vice president; A. L. Coffman, timekeeper, secretary, and E. K. Bennett, flag clerk, treasurer.

L. W. Brillhart, chief clerk, Revi-
sion Bureau, and wife motored in Michigan on their vacation, accompanied by Mrs. Brillhart's brother and wife.

Early Moore, comptometer operator-
typist, has been transferred to Duan-
Street Station, New York. Jerry Mich-
unas is now comptometer operator-
typist, and C. D. Hinds, Jr., is general clerk.

AMPLEY-MEADVILLE

SALAMANCA, N. Y.

By S. Minneci

F. G. Keyes, retired train baggageman, Meadville Division, and Mrs. Keyes have sold their home on Kent Boulevard and on Sept. 15 will move to Daytona Beach, Fla., where they will make their home. We all wish them happiness in their new surroundings.

Nick Reach, section foreman, and wife became grandparents for the 20th time when Michele Marie Carey was born to Mr. and Mrs. Allan Carey July 24.

Arlington T. Thompson, file clerk in the superintendent's office, has been promoted and transferred to Cleveland as secretary to Chief Claim Agent J. F. Murray.

Yardmen on vacation last month were A. F. Rojek, William and Lester Reitberg.

Speedy recovery is wished for Freddy Ballard, yard brakeman, who is recuperating from a recent illness.

OLEAN, N. Y.

Track Foreman Sam (Cucchiari) Ketelia was honored by fellow em-
ploys and friends July 30 at the Cuba Lake cottage of his son, Joseph. Sev-
eral gifts and a framed Certificate of Retirement signed by President P. W. Johnston were presented by Division Engineer Louis Rossman. Mr. Ketelia, who completed 50 years of con-
tinuous Erie service on June 25 and was given a system gold pass, re-
tired July 31.

MAHONING DIVISION

M. O. W., YOUNGSTOWN

By Catherine Holzbach

Floyd Burns, of our engineering corps, had good fishing on his vaca-
tion in North Bay, Canada.

There was another wedding in the E. E. Clair family (leading clerk to master carpenter and signal supervisor) when daughter Jacqueline was married Aug. 20 to Dr. Raymond S. Blonfield of Pittsburgh. The reception was at the bride's home in Youngstown.

E. T. Mulhall, clerk, who also was on vacation in Canada, was called home after three days due to the ill-
ness of his wife who had to be hos-

tilized.

Quick recovery is hoped for F. W. Holland, crossing supervisor, now on the sick list.

Assistant Division Engineer Paul Crowe's son, Dr. Francis (Bing) Crowe, was transferred from Savannah, Ga., to Ketchikan, Alaska, where he arrived July 15 with his wife. He is a dentist for the U. S. Public Health Service.

Congratulations to G. J. Maley, of the carpenter forces, on his recent
marriage. Also, to Anthony Bello, signalman, who celebrated his 26th wedding anniversary last month.

MEADVILLE DIESEL SHOP
SIGNAL REPAIR SHOP
MOTOR CAR REPAIR SHOP

By R. C. Miller

Glenn Whiting and wife spent their vacation cruising in the Thousand Islands and stopping with the Gus Cran dallis in Buffalo. The correspondent and wife motored in southern Ohio and also attended a few baseball games in Cleveland. The John Zuch eros visited with relatives in Buffalo and celebrated their 36th wedding anniversary. Willis King and family motored in Canada.

Mac McCue visited relatives at Williamsport, Pa., Percy Himes went fishing in Lake Erie, Tony Catalano and family visited relatives in New York City. Babe Lawyer and wife visited their daughter in Franklin, Ind. Merle Sippy and family motored in the Smoky mountains and some southern states.

Sam Browder and family visited relatives in Virginia and the Gus Craigs stopped with friends in Lewiston and Harrisburg. Russell Lair visited with his daughter in Bellefonte. Dick Nagoette painted his house, Vincent Gladys painted his house and attended a few baseball games.

Vic King and wife flew to California and arrived at the same time as the stork. It was a baby girl for their daughter. Charles Forbes and wife visited relatives in New York and Long Island. John Miller visited his daughters in California and Washington, D. C. Charles Puckett and Mrs. visited relatives in Jersey City. A. Terrill and Mrs. visited relatives in Utica, N. Y., and Akron, Ohio.

John Kukis is driving a new DeSoto. John Metz, stockkeeper, was presented with a special plaque by J. S. Parsons, assistant chief engineer, Maintenance of Way, for having worked 25 years without a reportable accident.

Mabel Scholl spent her vacation taking 72 Girl Scouts to Canadohta Lake.

Sympathy is extended to J. W. Lucas on the death of his mother; to Jim Neff whose father has died, and to the family of Clyde Carpenter, retired machine shop foreman, on his death July 26. Also, to the family of Nick Lener who died July 26. Mabel Schubb has resumed duty following a recent illness.

OPERATING

VICE PRESIDENT'S OFFICE

We all wish Gilbert Bowman, junior clerk, good luck in his new job with the Passenger Traffic Department. We welcome in his place Donald Glen, from the Engineering Department. We also welcome a new stenographer to our staff, Delores Scott, from the Land and Tax Department.

We are all pulling for John Tanis who is at home, feeling a little under par.

After Harry Frank's daughter, Audrey, left by auto for California last month, Harry felt rather blue and lonesome. He decided to take his vacation and go west, too, and was there to greet her upon her arrival.

Len Riker and Herm Violand were on vacation last month.

Happy Birthday (August) to W. B. Coston and B. W. Pierce.

CAR ACCOUNTANT
CLEVELAND, OHIO

By Ella Carpenter

G. F. Dunathan visited his mother at Huntington, Ind., during his vacation and H. G. Strom entertained his father-in-law from Hawthorne, N. J.

Lula Featherston accompanied her husband to New York. They registered at the Essex House and participated in the many and varied activities at the 46th Triennial Conclave, Grand Encampment of the Knights Templar.

Donna Medley went to see her brother and his family in San Francisco and while there visited a number of points of interest.

Mary Ann Sabo took a tour of the Golden West, including Yosemite, Los Angeles, San Francisco and highlights en route.

Dora and Bob Alves motored to New England, hoping to cool off and maybe play a little golf.

Shirley Walker had a restful vacation nearer home, Conneaut Lake.

Mrs. Elizabeth Baird spent her time...
Another visitor to the Jersey shore was Violet Autyansen who had a quiet vacation at Ocean Grove. Also, Joe Pearson and family vacationed at Indian Lake and other Jersey points.

A versatile young lady is our Betty Schneider who spent a week each at Vacation Valley and Mt. Airy Lodge in the Poconos. She took in all the activities they had to offer and climaxd the vacation with several days in New York.

John Sarli has planned a motor trip to Georgia and Florida with stopovers along the way.

Our deepest sympathy goes to Ruth Smith whose husband, George, passed away July 19. Ruth had retired July 1 to take care of him. She always has been very active and vitally interested in everyone and everything, so we are sure she soon will find a new niche for herself. An ardent antique collector, Ruth says she will probably buy herself an antique with her cash gift from the office.

That jolly, friendly Irishman now helping to sort the mail and keep things lively around here is Ronnie Doyle, new mail clerk.

The two pretty feminine additions to the key punch department are Christine Lesniak and Loretta Goslin.

We regret the retirement of head waybill abstractor Kathryn Phelan. She is the kind of person that makes everyone share the activities they had to offer and cli-

The Char-

tine

St. Michael's Hall the couple left for Chicago for herself. An ardent antique collector, Ruth says she will probably buy herself an antique with her cash gift from the office.

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We congratulate co-workers celebrating birthdays this month, Nelson Stoddard, Bill Storm, Tom Montrose, Wally Ayers, Don Auleto, John Scott, Ann Meigh, Jim Lenahan and Dan Douall.


Mable and John Roach and the kidd-

Nick Passarelli started his vacation with a bang—the rear end of his car. Nick said it didn’t matter as he was going in direction.

Mildred and Gabriel Chiccone and kiddies stopped at Lake Hopatcong. Mel Mar- del Rogers headed for the romantic Pocono mountains. Mable and John Roach were New England bound. Francis Dunne was suttanning at Manasquan. California, here we come, said Francois and Tobias Friedlander. Ann and
Dom Auletto vacationed in Cedarwood, N. J. John Sullivan and the kiddies spend weekends in New York State. Did you know that Bill Carragher caught the largest fish this season in Coney Island? It's true—a capacity load.

I'm told Paul Westhelle is car-shopping for a television set?

Sporting crew-cuts with very few cuts are John Conway, Jerry Collins and Wally Ayers. Wally returned recently after a vacation with the National Guard.

Good luck wishes to Charlotte Schall in her new home.

There was plenty of heat at Mary Skelly's home recently. While the temperature soared into the nineties, the janitor erroneously sent up 9° more. Now Mary belongs to the Ninety-Nine club.

Our deep sympathy is extended to Jerry Collins on the death of his mother. Incidentally, there is a new arrival at Jerry's home.

We heartily welcome our new neighbors, A. J. Schilling's personnel department and P. A. Scullion's claim department.

Wedding anniversary congratulations to Ann and Dom Auletto and Loretta and Jim Hughes.

AUDITOR OF DISBURSEMENTS
By Don Keister and Rita Talbott

The form of information and addenda contained herein is somewhat experimental in nature—towards any way. We've neophytes in the world of printer's ink and journalistic endeavor. This by way of introduction.

During the scorching summer days, the bridal department and the sunshine shop were the busiest areas in this store of activity. On July 9, Agnes Cosentino became the bride of Ross Fortunato at Sts. Peter and Paul Church. Given in marriage by her father, Natale Medaglia, Agnes' gown was of silk taffeta and Chantilly lace. Her veil was held by a beaded tiara. After an evening reception at the Polish National Home, the couple flew to Miami Beach, Fla., for the honeymoon.

Frank Kelly disliked the summer season. Reasons being the Yankee's dwindling margin on first place and the heat chewing him out of better golf scores.

Don Reisland threw some of the office force into a state of shock when, after receiving a call from home, he announced the arrival of triplets. When the excitement died down, he said they were baby guinea pigs.

Off to Sisters Lake in Michigan were Mr. and Mrs. Tom Mayer and some friends. Tom reports he had an excellent time swimming, loafing, boating, and—sampling the local brew.

Also making the most of some vacation time were Mr. and Mrs. William E. Rane who motored in the East on a ten-day tour. Don Bundy and family spent a week at Marblehead near Sandusky, Ohio; Nelson Carini after picture has sent, was off in the wilds killing bear and catching huge fish with his bare hands. Memo to Casey: if the fish in the picture you sent was that big, maybe you'd like to tell us about the one that got away, eh?

Lenore Wygonski became Mrs. Daniel Skrovan July 16 at Corpus Christi Church. Given in marriage by her father, Lenore wore a gown of lace over satin with a beaded portrait neckline. Her silk net veil was held by a matching lace crown. Lenore chose her parents' anniversary as her wedding day and during the nuptial mass, a special blessing was given to both couples. After an early evening reception, the newlyweds left for Miami Beach and other points south.

Florida seems to have a siren call for newlyweds and "old marrieds" alike. Virginia and Bob Farson spent two weeks in and around Orlando during July.

Welcome to Lillian DeCorpo who joined our "family" as a comptometer operator July 18.

Congratulations to Don and Yolanda Keister on the birth of their second son July 9. Donald Alvin weighed in at 7 lb. 7 oz.

Ask Neva Rook who her favorite baseball team is and she'll no doubt tell you Chicago, Cleveland, Cincinnati, or Calamazoo (pardon the unpoetic license). At any rate, as long as it begins with a "C" she likes it. That's her lucky letter this year as far as the baseball pool is concerned.


TINKEN ROLLER BEARINGS ! . . . . TIMKEN ROLLER BEARINGS ! ! ! THAT'S ALL THEY EVER TALK ABOUT ! ! !

Now! You can own a FULL 1/2-ACRE in FABULOUS FLORIDA! A Real Investment Opportunity!

THIS IS YOUR CHANCE to acquire a HALF ACRE of high, dry, valuable Florida land at just $10 DOWN and $10 A MONTH and prepare for a happy, healthy, secure retirement future!

UNIQUE ADVANTAGES included in this offer are: free title insurance policy and land survey (these two items are necessary and save you over $100); ideal location—about 12 miles from Ft. Myers on Florida's booming southwest coast; land is fertile so you can grow your own vegetables and fruits; each half-acre lot, nineteen to twenty-four feet above sea level, fronts on a graded street; utilities, churches, schools and shopping centers are conveniently nearby.

NO HIDDEN EXTRAS! Full price of these desirable half-acres is $495 each—no interest, no taxes, no hidden charges. Buy one or several, as you choose—in nearby subdivisions, buyers are paying this price for much smaller lots.... 3 or 4 times as much for equivalent footage!

BIG PAY-OFF POSSIBILITY! If Florida land values continue to increase at same rate as in the past 10 years, your half-acre when fully paid for may well be worth five, even ten times your original purchase price!

SEND US A POSTCARD and we will immediately forward, without cost or obligation, our colorful Lehigh Acres folder and a map of the land for sale.

Member Fort Myers and Lee County, Florida, Chamber of Commerce

LEHIGH ACRES DIVISION KG-2
Lee County Land and Title Company, Fort Myers, Fl.
OFFICE OF COMPTROLLER

By Joe Keenan

A few members of the office took advantage of their vacations to escape the heat. The Lehmanns spent a week in upper Michigan. Marge Kitzrow and her boys spent a week in Canada, fishing. Marge has pictures to prove it. Wilma Kanovsky made a sightseeing tour through the Dakotas.

The G. W. Oakleys spent a restful week at Cambridge Springs, Pa., with only golf to interrupt their relaxation. Milt Adams visited the Finger Lakes and the Adirondacks while on a tour through the East.

We welcome a new addition to our stenographic department—Ed Herdman, from the Medical Claim Department.

Howard Wilhelm and Bill Gornik have something new to argue about—the respective merits of their new cars.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

The officers of the golf association announced a good slate of committees for the annual outing. Jack Mehan and Ed Bottomley were co-chairman. Jim Barnett headed the committee with Neil Crandall as helper. The horseshoe committee had Dick Schieder as chairman of the putting with Bill Siriani and Nipper Trowbridge working with him. Pauline Bove, chairman, with Ruth Hunt and Irene Lyke on the shuffleboard contest. Greens refreshments were capably in charge of Walt Whitman, Fritz Petersen and Bill Pawling. Delores Lindeman devised the decorations with the assistance of Mary Recktenwald, Carolyn Benson, Ginny Argenti, Betty Leonard and Mary Hillman. Watson Walden and Jack Bunting served as prize chairmen. Chairman Bill Barnett with Jane Moore and Joe LaChiusa composed the nominating committee. Ask Dottie Rxford about her new method for warming her feet. Bob Willey, Cleveland Yankee fan and former co-worker, was a visitor. That new flash that blinks as you go by Mr. Krider's office is his new car and a half diamond. Danny Swift bought Harold Dunton's home on East Washington Street. Harold moved to within a stone's throw of Mr. Krider. There are three girls, the latest being Ann Marie. George Hussong has announced his candidacy for alderman of the Third Ward. Angelo PetrWo on leave due to a broken finger suffered while playing softball. The Maintenance of Way Department had a paper shower for Ed Gillette on his first wedding anniversary. Eileen and John Gibi have purchased a home on Maple Street. The Jim Cortese family are proud of their latest addition, Therese Lorraine. The car trading season hit the office rather suddenly and hard with Mary Recktenwald, Irene Lyke, Jim Cortese, Leo Harkins and Tom Halloran benefiting with new means of transportation.

Mr. and Mrs. James Schofield vacationing at Asbury Park, N. J. Edna Metzger visited Mrs. Mary (Haubert) Trainer at Marion and Mrs. Celia (Dunn) Raters at Indianapolis. Mrs. Trainer and Mrs. Raters were employed in the former Marion, Huntington and Youngstown accounting bureaus. Watson Walden says he doesn't miss Lefty Angell one bit and wonders if Ruth Hunt, who took Lefty's job, could be the reason.

Zip Zannieri feeling much better after hearing about Bill Pawling's visit to the city building department that happened to the "Jim Cortese Tiger Contest" that the boys in the machine room were running. Mrs. Jeanne (Flaighting) King of Hyde Park, Mass., former employee, was a most welcome visitor. Bill Leonard saving his money for his new "Kid-lillac." John Young to Illinois to visit his son. Joe LaChiusa resigned and moved to San Diego, Calif.

Paul Henry gets good mileage on a Rick of gum. Back and killed a fox a la Davy Crockett style with his bow and arrow. Carrie Walter very smart in her homemade black dress of silk. The machine room card club claim to have aided greatly in the purchase of Jean Leland's new home.

The heat bothered Fred Gillette. He left when it blew the glass out of the rear window of his car. Danny Swift cut his eye while playing softball.

Carolyn Benson vacationing in Europe. Francis Cassidy, the East Avenue baron, spent a week at Loon Lake. Coots Congelli has purchased a half interest in a hardware store.

Mr. and Mrs. Fred Cortese and son enjoyed themselves in Florida.

Jim Barnett and Dottie Rxford sightseeing out the window one day. The machine room thermometer hit an even 100 one day during the hot spell. Helen Josie Huff really had a big time for herself at the Shriners' convention. Nipper Trowbridge visiting at Alexandria Bay and the 1000 Islands. Bob Gregory missed the Legion clambake because of a trip to New York to take in several ball games.

Ruth Hunt vacationed in Canada. Bob Kraft casing Salvatore prior to the bartenders and tavern owners convention.

Dorothy Marks touring in Maine.

Goldie Loghry touring the countryside, stopping in Olean, Rochester. Andover, Corning and most points in between.

Edna Metzger seen dining at the Monroe County Airport in Rochester. Bob Pebbels and wife have purchased a house on Maple Street.

Bobbie Sheridan attended the air show at Niagara Falls and came back with a beau-u-u-tiful sunburned nose.

Nell Singleton says she has been on a lot of streets in the city recently that she never existed.

Jerry Vosburg doing much better with his new choppers.

Yours Truly was real cool and comfortable for one afternoon during the hot spell. Those Bermuda shorts really are OK.

Judge: Aren't you ashamed of being in court so often?

Prisoner: No sir, y'r honor. I always thought this was a pretty respectable place.

Erie Railroad Magazine

PROGRESS IN TRANSPORTATION—AND BRAKES

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

Use "AB" for today's freight trains.

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

The New York Air Brake Company

230 Park Avenue, New York 17, N. Y. Plant: Watertown, N. Y.
A couple of years ago I addressed a meeting in a certain city, after which a man came up to me and introduced himself as the mayor of a neighboring town.

"I'd always wanted to be in politics and I finally got a chance to run for mayor of our small city," he said. "I didn't think I'd be elected, frankly. But somehow I got in. And now that I am mayor, I realize that I'm not fitted for the job. I just don't know enough. I guess everything my opponent said about me in the campaign is true—and even more. How can I get some confidence in myself?" was his honestly troubled question.

So I asked him, "How do you know you aren't fitted to be mayor of your city? Maybe God called you to be mayor."

He looked surprised. "Does the Lord call people to be mayors?"

"Every occupation in life should be thought of as God's calling," I replied. "In the case of a public servant, the voice of the people is the voice of God. He selected you out of all the people in your city to be mayor, and He will see you through if you seek to do His will and trust Him."

"I'm not a religious man," he told me, "and it is difficult to feel that I could be singled out to implement the Divine purposes. But I will try to feel that, as mayor, I am called to serve God in that capacity."

As it happened, just before I had gone to this meeting, I had picked up the Gideon Bible in my hotel room. Opening the book at random, I saw the Twenty-second Chapter of the Book of Job. And my eye lit upon part of one verse. This is what it said, "If thou return to the Almighty, thou shalt be built up." As I talked to this troubled mayor, those words seemed a message for him. They mean, of course, that if you return to God, He will lift you above your inadequacies and build you up to whatever strength and insight are necessary in meeting your responsibilities adequately.

I told this to the mayor. He looked at me with obvious interest and I could see that the Scripture passage had gripped him. "That's tremendous," he said. "I get the idea."

Later he wrote to me: "That was certainly a message from God. And by letting that faith work within me, I finally gained the self-confidence I needed. That doesn't mean I did not have to work and study awfully hard. God helps them who help themselves."

If you, too, need to achieve self-confidence, take a pencil and paper now and write those words down: "If thou return to the Almighty, thou shalt be built up." And, more important, inscribe them on your mind. Commit them to memory. They have power in them. Use these words from the Bible to remind you of the great creative truth that, through faith, you can be built up to all the strength and wisdom that you require.

One of the greatest personal problems of our time is the feeling of inadequacy so many have. It is at the root of much mental illness and unless overcome, can result in your becoming that one who in each ten persons, as Dr. Karl Menninger of the Menninger Clinic points out, suffers some form of mental trouble.

Just as the great vaccine developed by Dr. Jonas Salk offers hope for freedom from the dread disease of infantile paralysis, there is also a "spiritual vaccine" which often prevents that mental distress which causes breakdowns. This is an "injection" of creative faith into the mind.

How easy it would be if a doctor could treat the inferiority complex by giving the patient an injection of faith. Well, nothing is easy in this life, and getting the quality of faith that counteracts inadequacy feelings requires time, patience, prayer and much trying. But, by persistence in the practice of faith attitudes, substituting positive for negative thoughts, you can ultimately recondition your mind and gain self-confidence.

"If thou return to the Almighty," the Bible tells us, is the secret of making yourself adequate to meet life successfully. People who humbly and sincerely live by faith attain that self-confidence which gives victory over life's difficulties.

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An Erie freight agent is a man on the go every minute of his day—and sometimes beyond. He supervises operations in the freight house, checks on hurry-up cars in the yards, keeps in close touch with shipments coming into his community by Erie freight. He sees to it that the food, clothing, machinery, building materials and all of the many things that mean better living for Erie community families reach them safely and on time.

The Erie freight agent in your town is just one of the 19,000 Erie men and women who are working together to bring better service and help contribute to the growth and prosperity of your community. Many of them are your fellow neighbors and home town partners. They can be depended upon . . . therefore, the Erie can be depended upon.

As your community grows, so grows the Erie

Erie Railroad
Serving the Heart of Industrial America