

**MISS
INDIANA
& DAD**

EP

OUR 52ND YEAR OF PUBLICATION

SEPTEMBER 1956

The President's Page

CAN YOU IMAGINE how disturbed you would be if suddenly the government issued a decree depriving you of your right to vote in the November election? I am sure you would feel that one of your most precious rights as an American citizen had been taken away from you.

History is filled with accounts of freedom-loving people who have fought and died for the privilege of casting a ballot --yet there are millions of Americans today who by their own neglect or indifference needlessly deprive themselves of the right to choose the representatives who will govern them.

We sometimes forget that with rights go responsibilities. In this case there are three primary responsibilities which every American of voting age should accept:

1. He should make sure he is properly registered in accordance with the laws of his state.
2. He should inform himself on the qualifications of the candidates and the issues involved.
3. He should go to the polls on Election Day and vote.

Unless we accept these responsibilities, we are weakening and jeopardizing our American system of representative government.

Now would be a good time to check with your Board of Elections or County Clerk to make sure you are registered and eligible to vote in the elections this fall.

A handwritten signature in black ink, reading "P.W. Johnston". The signature is written in a cursive, flowing style with a large, prominent "J" at the end.



Erie Railroad

Magazine

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

RAIL ENDS

Safety devices always have been a special interest of would-be inventors, although some of their ideas have been anything but safe. A half century ago, Weldon B. Heyburn of Wallace, Idaho, convinced the Patent Office that he had the preventive for head-on train collisions. His device, called the "Antitelescoping Railway Train Guard," was simple and effective: It derailed the oncoming train!

Average straight-time hourly compensation of railway employees for the first quarter of 1956 was \$2.11--the highest on record. It compares with \$1.92 in the corresponding quarter of 1955.

Railway taxes averaged more than \$3,000,000 a day during the first five months of 1956. The total tax accruals for this period--for Class I railroads--was \$462,348,000.

Those who saw recent television, newspaper and magazine pictures of the Virginia City, palatial private railway car owned by Lucius Beebe and Charles Clegg, may have wondered what fare the noted author-railfans pay when they ride the rails in such luxurious fashion. For attaching a private car to a train, railroads charge the cost of 18 first-class tickets between points. The charge for parking at a siding is 40 dollars.

Vol. 52, No. 7

September 1956

OUR OBJECTIVE

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

THE COVER --The pretty girl on our cover this month is the beauty queen of the state of Indiana. She is Mary Jane McNulty who last June was selected Miss Indiana. You can hardly blame the conductor with her for smiling no proudly for he is her father, Conductor Joe McNulty of Huntington, Ind. About the time you receive this magazine Mary Jane will be competing in the Miss America contest at Atlantic City, so you might make a wish that she wins. For more about Miss Indiana and her Erie family, please turn to Pages 4, 5 and 6.



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

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



Miss Indiana poses with some of her Erie admirers at our Huntington, Ind., station. Top row, from the left, Ora Gressley, brakeman; Lewis Weaver (sitting), yard conductor; Mark Floyd, yard conductor, and Harry Safford, engineer; below, Ned Martin, fireman; Mary Jane and her dad, Conductor Joe McNulty.

. . . Erie father beams
proudly when lovely
daughter captures
Miss Indiana crown.

In the opinion of many Erie employees at Huntington, Ind., the outcome of the Miss America contest of 1956 became a mere formality when Miss Indiana was selected last June. The Eriemen can't see how she can miss the coveted title.

Miss Indiana of 1956 is Mary Jane McNulty, the lovely and charming 22-year old brunette daughter of Joe McNulty, one of our passenger train conductors at Huntington.

It seems like every Erie employee in town knows the beauty queen, and even a neutral observer who meets Miss Indiana for the first time finds it difficult to imagine how anybody can be more qualified to wear the Miss America crown

New Miss America?



The two beauty contest trophies won by Mary Jane are ensconced in a place of honor in the family home in Huntington, Ind., by Conductor Joe McNulty as the attractive Miss Indiana looks on. The trophy on the left is the Miss Indiana award while the other was won in the Miss Fort Wayne competition.

of 1956. Take it from your reporter who recently spent the better part of two hectic days with Mary Jane on her strenuous schedule of activities as Indiana's reigning beauty, she has all the charm, talents and other qualities which are expected of America's recognized queen of pulchritude.

What are some of these qualifications? Well, first, of course, there is the primary one of beauty and an attractive figure. Obviously, also, Miss America must have a sparkling personality, talent and intelligence. These are the basic requirements.

However, there are many other activities a potential Miss America



Their deep affection for each other is expressed in this picture as Brother Pat picks up Sister Mary Jane and congratulates her with a kiss after she had won the title of Miss Indiana.



Demonstrating the accommodating attitude befitting a Miss America contestant, Mary Jane cheerfully obliges Erie Photographer John Long by posing for him in an Erie diesel cab.

must engage in to win public favor and acclaim. It's a merry whirl. For instance she must be able to smile genuinely while congratulating a mud and oil covered winner of an auto race with a kiss.

She must have the stamina to drive 200 miles to officiate at an auto race, discover that the race has been postponed by rain, cheerfully accept the bad news and drive back 200 miles to her home.

She must be able to wait three hours on her feet to make a three-minute spot appearance on a television show at the opening of a giant supermarket and be ready with a smile for her next duty.

All in all, Miss America must

have the energy and the innate desire to represent the American girl in accordance with cherished traditions.

You can be sure that Miss Indiana has these qualities in abundance, because all these things have happened to her.

Since her selection, first as Miss Fort Wayne, and then as Miss In-

With two of his lovely daughters, Conductor Joe McNulty peruses the family Bible which is the depository for the birth certificates and other vital papers of the McNultys. That's Mary Jane on the left and Elizabeth Ann.





Mary Jane visits with her mother at the hospital which Mrs. McNulty had entered for surgery the day the picture was taken.

diana, life for Mary Jane, the large McNulty family and everybody in their own sizable world has been anything but normal.

Personal Appearances

Requests for Mary Jane to make appearances and to officiate at ceremonies have been numerous, and everybody has been helping her. However, most of her preparations and planning are pointed at the week of Sept. 3 to 8, the climax week of the Miss America pageant at Atlantic City when Miss America will be selected.

Actually, there is little that the family can do except to cross its collective fingers and be patient. Each day the waiting becomes a greater strain.

Meantime Mary Jane has been assembling her wardrobe for the contest whenever she finds time with some help from her mother, who unfortunately was required to enter a Fort Wayne hospital for surgery the last week in July. Everybody was praying that she would recuperate in time to accompany Mary Jane as chaperone to the Atlantic City contest.

Because talent and intellect are such important factors in the Miss America judging, Mary Jane also has been devoting much time to singing and dancing. Never a professional, and minus dancing or vocal instruction, she has been courageously studying on her own. She will sing and do a soft shoe dance in Atlantic City.

Helping her with singing is her "big" brother, Pat, who is big physically as well as being two years older than Mary Jane. They have been devoted to each other

since childhood, and Mary Jane has always "talked things over" with Pat. He's the take-charge type of guy and has been a great help to his pretty sister. He attended DePauw College two years but now intends to become a priest and is attending Mr. St. Mary's Seminary at Cincinnati.

Pat plays the piano, and Mary Jane practices her singing with him. He selected the song which helped her to win the Miss Fort Wayne and Miss Indiana contests and which she will sing at Atlantic City. The song is "Singin' In The Rain."

Sister Popular

Moral support also is supplied by the baby of the family, Elizabeth Ann, two years younger than Mary Jane and also well qualified for beauty queen honors. Vivacious and extremely likable, Liz is

very popular. She is studying in nurses' school at St. Joseph's Hospital in Fort Wayne.

What does Pop have to do and say about all this fuss? Mr. McNulty seems noncommittal, but it's easy to see he is extremely happy about his daughter's achievements. He was beaming when Mary Jane brought home the Miss Fort Wayne and Miss Indiana trophies to add to the McNulty collection. On the job he just takes the bows --along with a good deal of good-natured Hoosier kidding. His buttons are sure to bust if Mary Jane comes home with the Miss America crown.

Mr. McNulty is the proud father of a remarkably happy and admirable brood. The family consists of eight children and 12 grandchildren.

The eldest is Don, 43-year old manager of a trucking firm, in Yakima, Wash. Bernard, 38, is in his 19th year in the Navy and is a recruiter at Parkville, Md. Thirty-six year old Mark is a co-pilot in Chicago for American Airlines. Joalys, 28, lives with her husband, a mechanic, in Spokane, Wash. Frederick, 27, is studying electrical engineering at nearby Purdue University. So, Mary Jane has a rooting section in almost every part of the United States.

Another group closely interested in Mary Jane's progress is the Fort Wayne Junior Chamber of Commerce. These young men conducted the Miss Fort Wayne contest, then backed Mary Jane in the Miss Indiana pageant and now are busy helping her prepare for Atlantic City. They are arranging for a float, press party
(Please turn to Page 21)



Wearing her crown, Mary Jane McNulty is helped in cutting her cake at a dinner in her honor. At left is Lloyd O. Allen, president of the Fort Wayne, Ind., Junior Chamber of Commerce, and at right is Fort Wayne City Attorney Paul W. Phillips.



TALL Smoke Stack 'Vanishes'

—Hornell, N. Y., TRIBUNE Photos

NOT YET . . . *It wasn't long after the picture above was taken before the stack hit the ground. Note the holes in the base of the chimney where wood timbers were inserted. That white spot in the hole is the tire eating away at the timbers. Smoke from the tire pours out of the top of the stack.*



IT TILTS! . . . *Here at the right the stack starts its plunge to earth. Note the crack in the base of the chimney opposite the hole in which the timbers are burning.*



A towering smoke stack which dominated the skyline of the Erie's sprawling yards and shops at Hornell, N.Y., for many years was demolished in less than a minute on Aug. 4 as workmen razed the stack and the abandoned power house.

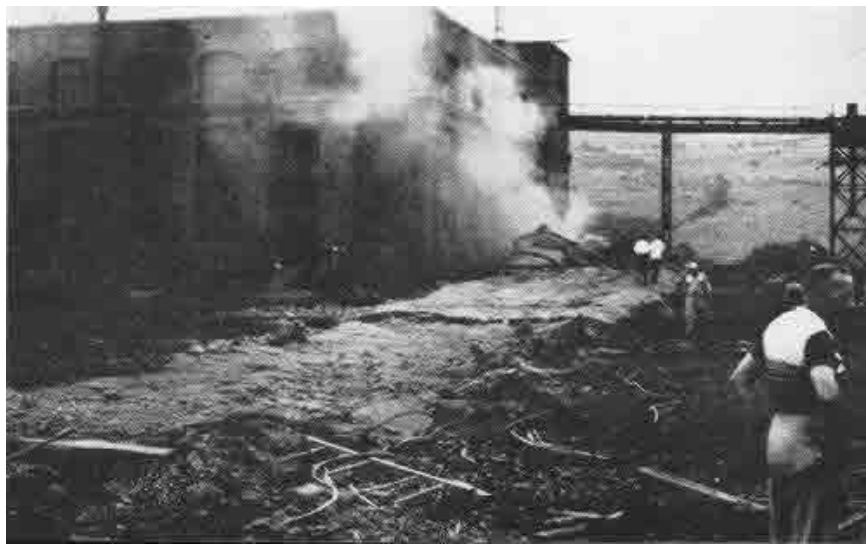
As spectators watched expectantly the 180-foot high concrete structure swooshed down and literally "vanished" into ground, pulverized into a pulp by its own impact.

The power house was abandoned when new boilers for furnishing power for our Hornell installations were constructed in the present blacksmith shop in December 1954.

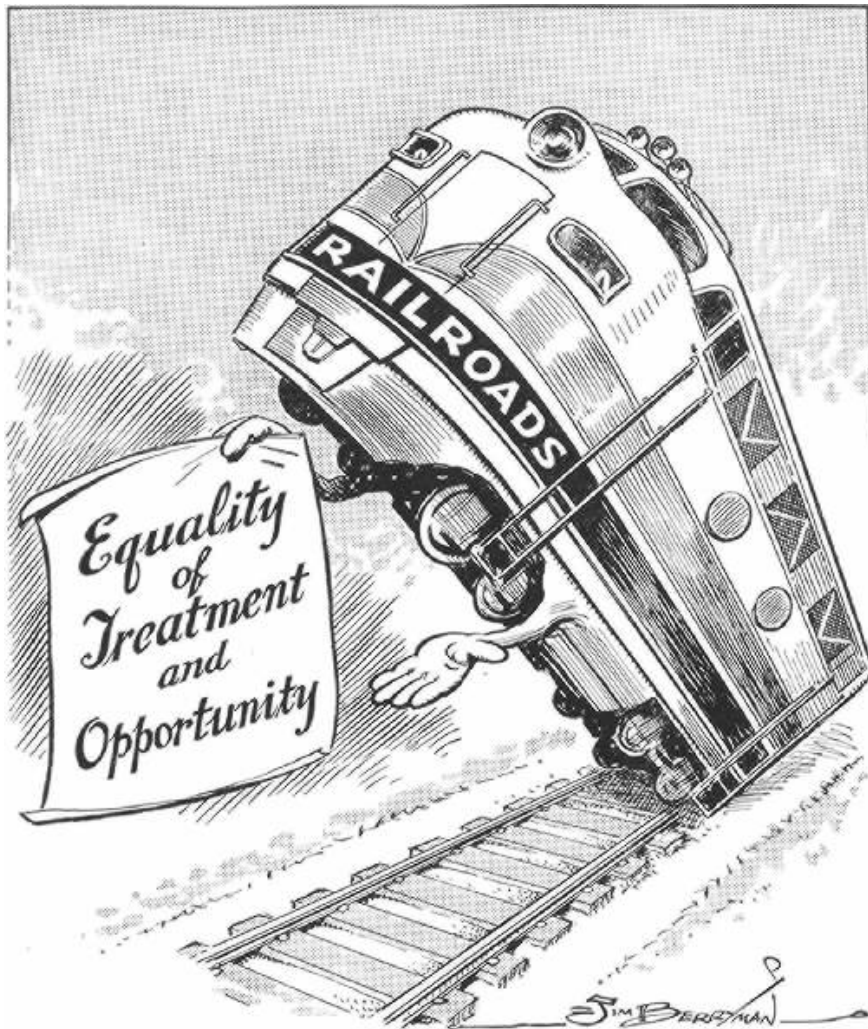
A rather interesting method was used to bring down the ungainly stack. Instead of dismantling it from the top, it was decided to topple it. Holes were punched in the bottom of the stack at ground level on the side on which it was decided the chimney should fall. As each hole was completed a wooden timber was inserted until almost one side of the stack was supported by the timbers. Then the wood was set afire, and when it burned sufficiently the stack came crashing down to earth.

THERE IT GOES! . . . *A split second from the ground, with spectators watching breathlessly and photographers snapping pictures furiously, the stricken stack looked like this as it plummeted earthward with smoke belching from its base.*

WHERE IS IT? . . . *An instant after the huge chimney hit the ground there was nothing left but this pulpy path of crushed bricks and mortar.*



ALL THEY ASK



Valuable Express Rides In Style



Some of the most valuable express cargo ever to ride the Erie was shipped recently when these sleek trotters enjoyed a ride on our railroad. Two carloads of the pacers rode the Erie from the scene of this year's historic Hambletonian beside our main line tracks at Goshen, N. Y., to Chicago where they transferred to other railroads to complete their trip to Springfield, Ill. One car was in Train No. 1 on Aug. 9 and the other in the same train the following day.

4 TRAFFIC MEN WIN PROMOTIONS

Edward T. Butler, industrial commissioner in New York since February 1952, has been promoted to assistant freight traffic manager in New York, succeeding the late L. J. Burgott.

On Sept. 15 Mr. Butler will be celebrating his 25th year with the Erie. Born in Youngstown, Ohio, Mr. Butler attended Western Reserve University in Cleveland and received his law degree at John Marshall Law College there. He has been in the Traffic Department during his entire quarter century with the Erie.

Succeeding Mr. Butler as industrial commissioner in New York is Leo J. Slack who has been industrial commissioner at Cleveland. Mr. Slack will celebrate his 25th year with the Erie one week before Mr. Butler. Mr. Slack also has been in the Traffic Department during his Erie career. He is a native of Boston and worked in our office there until 1938 when he moved to New York, to Columbus, Ohio, in 1945 and to Cleveland in 1952.

Promoted to industrial commissioner in Cleveland is George W. Moorhouse who has been industrial agent there. Born in Pittsburgh, Mr. Moorhouse has been with the Erie since 1942. He worked in clerical positions, with time out for military service from 1943 to 1946, and was named Cleveland industrial agent in 1951.

Stepping up as industrial agent in Cleveland is John S. Parsons, Jr., who has been an industrial engineer since 1953. He first started with the Erie in 1947 while attending Kent State University, Kent, Ohio.

Rate Of Return Called 'Too Low'

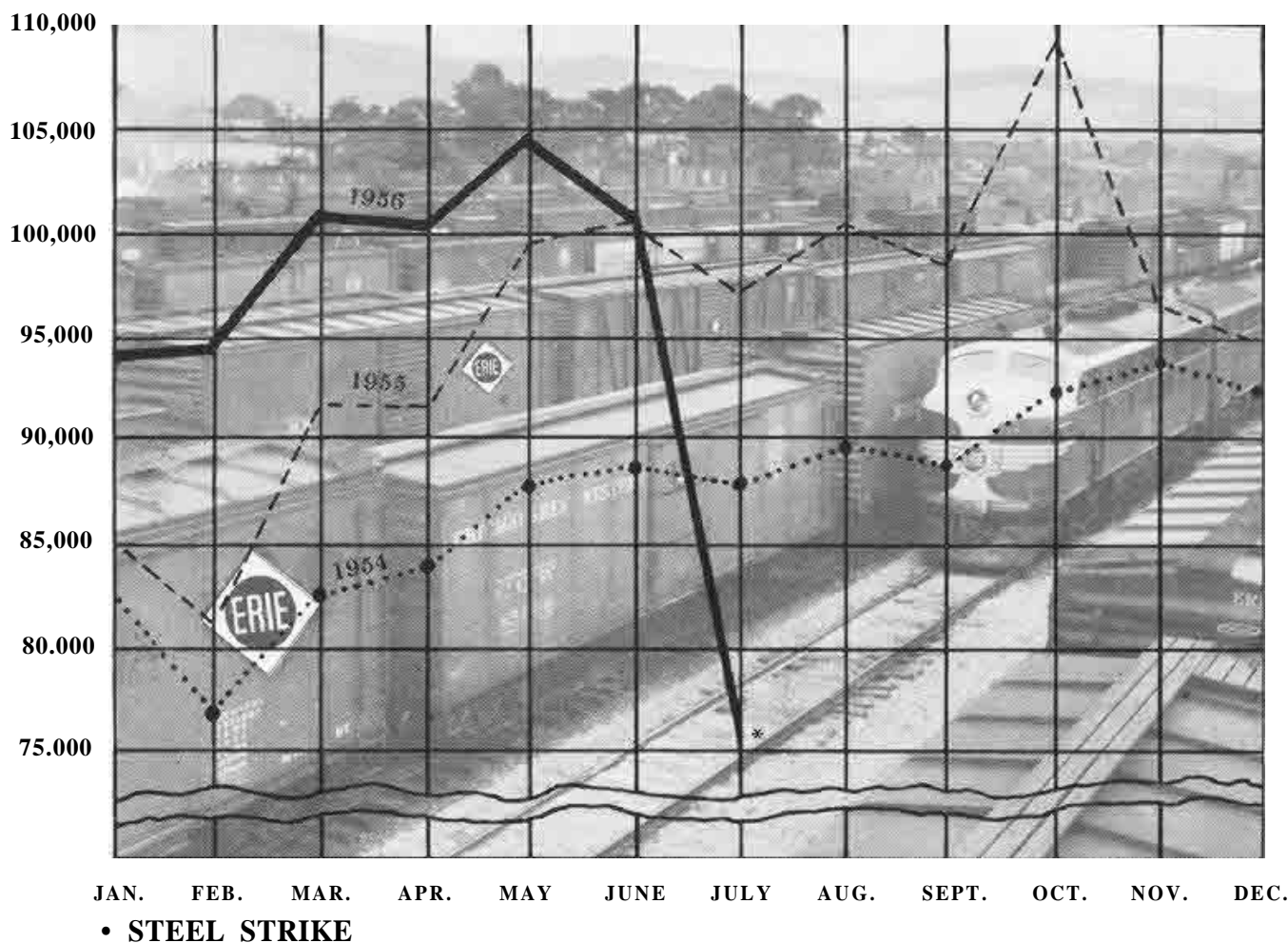
The head of the Interstate Commerce Commission is of the opinion that the rate of return on invested capital in the railway industry is "altogether too low."

Commissioner Mitchell expressed his views from the bench as the full 11 man Interstate Commerce Commission heard arguments on the question of continuing the temporary freight rate increases granted by the Commission in 1952.

In a colloquy between F. D. Dennison, attorney for the General Services Administration, and Commissioner Mitchell, the latter said: "American Telephone and Telegraph last year had a rate of return of 6.8 per cent, and the railroads had about 3.2 or 3.4 per cent, and this is altogether too low."

BUSINESS INDICATOR

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



Retired Employees, Survivors To Get Higher Benefits

On Aug. 7, President Eisenhower signed a bill amending the Railroad Retirement Act, which raises, up to 10 per cent, the monthly benefits for over 400,000 of the 650,000 persons now on the Railroad Retirement Board's monthly benefit rolls. In general, the higher rates became effective with annuity payments for July. However, because of the enormous job of making all the necessary adjustments, the increases cannot be reflected until the payments for the month of September. These checks will be dated Oct. 1. All persons on the benefit rolls will receive notices with their checks dated Sept. 1 advising them of the provisions of the new amendment.

The Board has requested that beneficiaries do not write in about an increase in their benefits before they receive their Oct. 1 checks, because it would only delay the making of adjustments in annuity payments. Also, beneficiaries do not need to make application for any increase to which they may be entitled.

About 300,000 of those who will receive higher benefits are retired employees, and most of them will get the full 10-per cent increase. In addition, some 40,000 wives and 25,000 survivors will also get benefit increases, although not as much as 10 per cent. The annuities for some 20,000 employee annuitants, 70,000 wives and 145,000 survivors will not go up. This is because they already are receiving benefits, calculated under special maximum or guaranty provisions, which are just as high as they could get under the newly amended law.

The amendments also mean higher

benefits for most retired employees and for some wives and survivors who will enter the benefit rolls in the future. The railroad retirement tax rate remains the same.

Erie Dining Cars Tops In Sanitation

In a report just issued by the U. S. Health, Education and Welfare Department, the Erie Railroad received a near-perfect rating for sanitation on its dining cars in 1955.

The average sanitation rating for our diners is 98 per cent according to the report. The report adds that the average for all such ratings for conveyances inspected in the United States in 1955 was 90 per cent, putting the Erie well above the average.

**A minute for safety is better than
a month for repairs.**



Let's hope Carl Briggs of Youngstown, Ohio, felt this cheerful after he had played his 18 holes in the tournament.



No doubt Jim Dean of Elmira, N. Y., would like to use his hand mashie to throw his ball out of this deep rough.



Warming up their putters are, from the left, E. D. Moynihan, Jamestown; Jim Brown and W. B. Coston, Hornell; Red Macklar, Jamestown, and Jim Dean, Elmira.

Salamanca Parshooter Wins System Trophies

Firing a commendable gross score of 73, L. F. Rettberg, yard conductor at Salamanca, N. Y., won both the low gross and low net championship at the Erie Railroad system golf tournament July 28 and 29 at the Hornell Country Club at Hornell, N. Y.

With the championships went two handsome trophies, the low net trophy donated by Robert E. Woodruff, chairman of the board, and the low gross trophy donated by W. A. Carlson, assistant superintendent of motive power.

Four merchandise prizes valued at from three to five dollars also were awarded in each section. The winners of low gross were Dan Berry 77, John Kelly and D. S. Schoonmaker 79 and W. G. Carlson 80. The other four low net winners were (gross scores) R. R. Macklar 100, S. Daniels 92, D. S. Schoonmaker 79, Dan Berry 77 and John Long 81.

Other gross scores were J. W. Mullaney 95, P. Lucas 97, H. Swartz 87, D. Frazier 102, J. L. Chapman 85, E. D. Moynihan 96, W. H. Jones 107, Don Brunswick 83, Jim Dean 113, H. Allen 104, W. Barnett 94, Sal Falzoi 90, J. Stoddart 92, S. G. Gorton 100, Bob Hann 88, Bob Wiley 86, Carl Briggs 98, J. L. Craft 86, Andy Grillo 88, C. H. Zimmerman 98 and Stewart Coleman 87.

This "gallery" on the first tee consists of, from the left, Jim Dean of Elmira and Joe McDade, Joe Sullivan, Harry Joyce, Mrs. James Hilton, Mrs. Walter O'Donnell and Mr. O'Donnell, all of Hornell.





With his ball under a pine tree, Harry Allen of Hornell might be better off with a cue stick than a golf club.



Here's the winner of the tournament and his family. L. F. Rettberg of Salamanca, IV. Y., had both the low gross and low net scores and thus won the Carlson trophy for low gross and the Woodruff trophy for low net. That's Mrs. Rettberg and son Jay with the champion.



Don Brunswick of Hornell, N. Y., who was a leader in organizing the tournament displays the two trophies which went to the winner. At left is the Robert E. Woodruff trophy tot low net which was donated by Erie's chairman of the board and on the right is the W. A. Carlson trophy tot low gross, donated by Erie's assistant superintendent of motive power.

Lining up an important putt is Hap Swartz (right) of Sharon. Pa. Watching him is Dave Frazer also of Sharon.



SPARE TIME

FLY BOY

Whenever he is beset by seemingly insolvable personal problems, Hugh J. Conway, telegraph and teletype operator, Youngstown, likes to go up by himself into the wild blue yonder. He says he always finds peace there.

However, he can do it, because he has a private airplane license. You see, his hobby is flying.

Among other Erie personal plane enthusiasts is Hale Clark, superintendent of transportation, Cleveland, who has had a pilot's license for about 15 years. Although he does not own a plane at this time, he has owned planes including an AT-6 trainer and a four-passenger cabin cruiser. He still flies, however, renting planes whenever he has the need or urge to get up in the air.

The amiable and friendly Mr. Conway, who seems like the last person in the world who would let anything disturb him very much, probably just uses the desire to get away from everything as an excuse to indulge in flying.

Hugh has been flying since 1934. Oddly enough he was already 42 years old when he got the flying bug. Until he took his first flight he had always been afraid of taking off and landing. Then one day in 1934 a friend took him up in Scranton, Pa., Mr. Conway's home town. The next day the new flying enthusiast took his first lesson, and he has been flying ever since--whenever he has the time and can afford it.

Mr. Conway was issued a private license in early 1935. He thinks it was one of the early ones, which makes him a pioneer in private flying. He was able to get his license after 10 hours which is quite an accomplishment. At that time license requirements

were more rigid than today.

430 Solo Hours

The veteran flyer has 430 hours of solo flight and says he has never experienced any really serious emergencies. He has had several forced landings but re-

Inflation

The railroad president looked at the exorbitant claims made for cattle killed by his trains. "It strikes me," he said, "that nothing improves the blood of American livestock like crossing it with a diesel locomotive."

ports with a smile that he always was near an airport when the emergencies occurred.

Flying is a means of personal pleasure for him. He says he has gotten his biggest thrills from his hobby. Most of his flights have

been short. He has flown from Scranton to Newark, N. J., for probably his longest solo. Otherwise he has just flown at airports around Vienna, Brainard and Warren, all in the Youngstown area. He has taken trips from Warren to Ashtabula, Akron and Cleveland in Ohio and Erie, Pa.

His big dream always has been to own a small private plane. He even has discussed owning one with his son. Both the initial cost and the upkeep always have been the drawback, however. It just takes too much money to own and operate a plane, even the small ones.

Hugh started with the Erie at



Genial Hugh J. Conway, telegraph and teletype operator at Youngstown and spare-time flying enthusiast, pauses at his key to have his picture taken for the ERIE MAGAZINE.

Dunmore, Pa., near Scranton in 1910. Then he was a telegrapher with the Associated Press for three years and with brokerage firms for another three years. Before returning to the Erie in 1943, Mr. Conway also worked at the arsenal at Ravenna, Ohio, for two years.

Because he always has been careful and alert at the controls, this flying railroader has never let the hazards of flying bother him, and he's looking ahead to many more years in which he can spend some time up among the clouds high above the cares of the world. Longevity, incidentally, runs in his family. His mother is 87 years old and still living. Beside his son and wife, Mr. Conway's family also includes five brothers and one sister.

Never race a train; the road may suddenly turn across the track !

Knockout

Wallop



Shown at work here is the new shovel which loads cars with ore at our North Randall, Ohio, ore storage dock. The shovel replaces the ore handling bridge which was blown down during a severe wind storm. The bull-dozer shovels the ore to the shovel which picks it up and dumps it in the cars.

the mills.

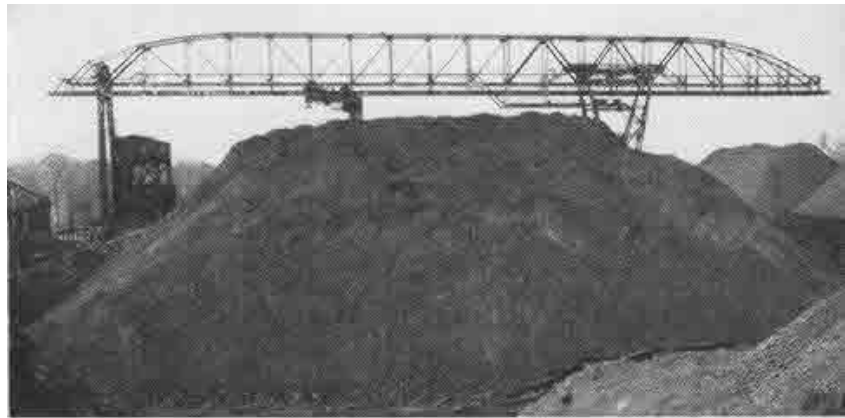
It has not been decided yet whether or not the ore bridge will be replaced. A new bridge would cost in excess of \$1,250,000. A
(Please turn to Page 16)

Mother nature, which had pummeled the Erie mercilessly a year ago in the form of Hurricane Diane in the East, dealt our railroad another smashing blow on July 26 when a vicious wind and rainstorm demolished our traveling ore handling bridge at the North Randall, Ohio, storage dock.

The bridge was damaged beyond repair and has been cut up into scrap. For one week ore was loaded into cars by temporary means. Then a large tractor-shovel was and has been doing the loading since Aug. 16. A crane knocks ore down from the top of the mountain-like piles of ore, then bull-dozer push it to the shovel which scoops it into cars. There are about 570,000 tons of ore stored at the dock at the present time. It has a capacity of one million tons.

The ore is stored at the dock for winter use in the steel mills at Cleveland, Warren, Youngstown, Sharon and Pittsburgh. During the summer while ore boats can ply the Great Lakes between the ore fields on Lake Superior and the steel mills, the ore usually is shipped directly to the mills. However, when the lakes are frozen during the winter, the Erie storage dock at North Randall where the ore is deposited during the navigation season supplies ore for

BEFORE . . .



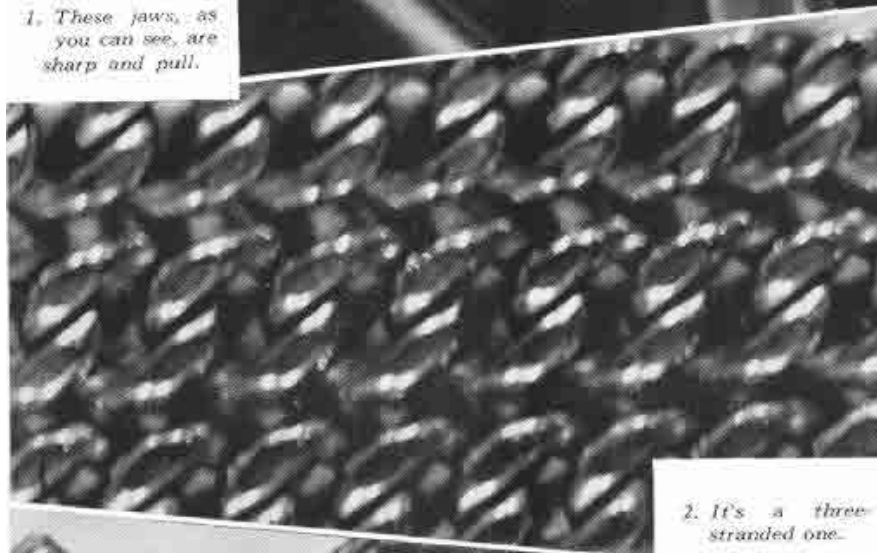
AFTER . . .



What's Your Guess?



1. These jaws, as you can see, are sharp and pull.



2. It's a three-stranded one.



3. This is the business end.

Here's a picture quiz which very likely will give your imagination a test. Can you guess what these three pictures show? For answers, please turn to Page 21.

Fast Action !

The station inspector, new on the job and unknown along the line, was making his first tour of the road. One morning, he stepped into the waiting room of a suburban station and found it as cold as ice. Half a dozen patrons were huddled around a fireless stove.

"Why hasn't a fire been started?" the inspector demanded.

One of the customers jerked his thumb in the direction of the agent's office. "No use asking him. Says he's too busy to build a fire." The inspector stepped over to the agent's window and asked him the reason for the cold stove.

"Got no time for that," snapped the agent. "This here freight's gotta be billed and after that, there's a pile of telegrams to send."

The inspector took a blank from his pocket and scribbled a message to headquarters concerning the agent's neglect, asking for authority to discharge him. "Here," he said "put this with the other wires you have to send."

The agent snatched the blank, hastily scanned it, then slammed it down on the desk and headed for the kindling box.

"Got no time to send any telegrams," he snapped. "I gotta make a fire in that stove yonder !"

For Better Railroads

The major railroad companies in the United States will invest approximately \$1,318,000,000 in additions and betterments to their physical properties in 1956, according to *Transport Economics*, the monthly bulletin of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. This estimate is based on actual expenditures during the first quarter of the year and estimates furnished by more than 100 major railroads covering the last three-quarters of the year. In only two previous years in railway history did capital expenditures exceed the above figure--in 1951 and 1952 when they were \$1,414,000,000 and \$1,341,000,000 respectively. The figures apply to the Class I railroads.

RAILROAD SAFETY



Be Their Pal

September is back to school time. And a lot of kids won't be exactly bubbling over with joy at the thoughts of returning to the classroom.

If their reluctant route to school takes them near railroad tracks or yards they may get into trouble.

It's up to you to help 'em stay safe.

They may want to get their minds off of book larnin' by investigating the activities going on in a yard. How about explaining to them just how a yard works, so they can understand the hazards of playing around standing cars.

Tell them how helpless an engineer is to stop a train in a hurry, so that they'll know enough to look carefully before crossing tracks. Explain how foolhardy it is to play on the right of way.

Watch out for the kids, protect 'em clad let 'em have a chance to grow up.

Accidents Are Blind

You needn't worry very much about avoiding temptation as you grow older--it starts avoiding you!

Too bad the same thing can't be said of accidents. But they go right on happening regardless of age or sex or wealth or color of eyes. An accident is no respecter of persons. It can strike anybody, anytime . . . even you, if safe habits and attitudes aren't a basic part of your daily living.

Crossing Tracks

In the yards or out on the road, it's necessary for you to cross tracks countless times. And there's only one thing on which you can depend to keep you safe when you're around those tracks--that's *you!*

Pause and check in both directions before crossing a track, and remember to stay *off the ball*--step between the rails and avoid a painful fall.

Never relax around tracks. Be constantly alert and continually observant.

FOR SAFETY'S SAKE . . . If your wife insists on driving, don't stand in her way!

PICK UP

If you've got a youngster in your house, you know what a job it is to pick up all those toys that are scattered around the house at the end of a day.

Not only is it troublesome, but those cars and dolls and soldiers and blocks can be a real hazard.

Of course, being a grownup, you never leave things scattered around, *or do you?*

Do you leave tools, equipment and materials lying around where they can be slipping or tripping hazards? Or in places where they could fall and injure someone who's working or passing below?

Wake up. Grow up. Keep things picked up and in their proper places.

No Broken Bats

Ever see a ball player batting with a broken bat or a tennis player with no strings in his racket or a fisherman with no hook on his line? Silly, huh?

But not half as silly as a railroader who uses tools in an unsafe condition.

The expert worker chooses and inspects his tools carefully, sees that they are in safe condition, or exchanges them for tools which are in good repair.

Pass 'Em Along!

You may not be a safety engineer or a safety director, but that doesn't mean that you can't come up with some smart, workable ideas on safety.

When you do, don't keep 'em cooped up in the old noggin. Pass your suggestions and ideas along to the boss or to the safety man. You'll be doing your fellow workers, your railroad and yourself a real favor.

Clear-Eyed

Your eyes are merely windows for your mind to look through, and you sure need those windows when you're working. So *keep your mind on your job* by looking through the windows and interpreting what you see for safety's sake.



A nurse's cap was presented in June to Roberta Specker, daughter of Yardmaster and Mrs. Herbert L. Specker, Hammond, Ind. Nurse Specker became a nurse at ceremonies of the Holy Cross Central School of Nursing, Notre Dame, Ind. She is a 1955 graduate of Bishop Noll High School, Hammond.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

I've come to the conclusion that what life does to you is pretty well determined by the attitude you take. If you meet whatever comes with good humor, trying to be as impersonal as possible and not letting things get you down, you are likely to get along rather well. This applies to unconscious reactions also, for often people act badly because of unconscious resentments within them, and not because they want to be that way.

Some people are indifferent and some have no sense of responsibility. Still others are concerned, kindly and helpful. But however and whatsoever may come into our experiences, the mature person imperturbably takes people and happenings as they come, and learns from them.

These thoughts were stimulated by an experience recently at a baseball game. With my wife, our three children and my stepmother, we went to Ebbetts Field in Brooklyn to see the Dodgers play Pittsburgh. It was a great day, especially for my stepmother, it being her first big league game. As we entered our box, she said, "I'm so excited I'm walking on air." My late father was a devoted Dodger fan, as I am also, and in his invalid last years, he was at the television every day to root for his favorites. "Sometime I want you to go to Ebbetts Field and see them play," he said to her. "It will be a wonderful experience for you." Well, it sure was, but not in the manner he visualized.

We sat in a field box near to first base. Soon from the upper stand everything started coming down onto the field--spectators, paper containers, apples, balls, even metal objects. Finally a heavy tin can hit my stepmother squarely on the head. Blood ran through her hair and down her face and she slumped dazed in her seat.

Now I had a chance to see some interesting personality demonstrations. The policeman who to this moment had done nothing ran off somewhere. The usher sprang to her assistance, as did an unknown man who helped her to the first aid station, declaring stoutly, "Such things could never happen in Pittsburgh". A kindly nurse and doctor efficiently cared for her. An official to whom I spoke while hunting the doctor said, "It's not my responsibility." When I said, "Judging from the blood, she may be dying," he replied, "Well, I can't help that." Other functionaries said, "We can't do anything else about things like this. We're helpless against rowdies."

Ushers seemed harrassed by screaming children running up aisles and over seats. It was delinquency in active demonstration as these boys and girls packed the runways, looking down on the defeated Pittsburgh players and hurling jeers, boos and epithets as they quietly passed through to their quarters.

The startled spectators who witnessed the ghastly impact of the heavy can on the white hair of a gentle lady were concerned and sympathetic. No doubt they were humbly thankful to escape themselves.

But it was my stepmother who showed the stuff real human beings are made of. When the doctor finished cleansing the deep wound he politely asked if he might assist her from the park. "Not at all," she said, a determined smile passing across her white face. She tried gamely to fit her once pretty hat over a big gauze bandage. "I'm going right back and see the finish of my first game if it kills me."

She was braver than I was. I decided I'd see my ball games hereafter in the safety of my television room. But I'll go back, the lure of the game being what it is. All in all, it was quite an afternoon, and I'll never forget my gallant stepmother bravely returning to the wars. It's all in the attitude you take.

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WALLOP *continued*

new bridge is being studied as well as other methods of unloading and loading at North Randall.

Collapse of the bridge was a somewhat freakish accident. The huge, lumbering bridge, 455 feet wide and 112 feet high, straddled the mountains of ore and ran along tracks on stilt-like legs. During periods of high wind velocity, the bridge was tied down. Any time the wind had a velocity of more than 30 miles an hour, a whistle blew, and workmen anchored the bridge to prevent accidents. When the bridge blew down, the velocity of the wind was estimated at 80 miles an hour.

The two legs of the bridge were tied down both mechanically and by clamps. However, the storm on July 26 hit the area so suddenly and fiercely that workmen were able to tie down only one leg. The fierce wind pushed the other leg along its tracks, the bridge twisted and then crashed to the ground.

"Doctor, this is Mr. Henpeck. My wife has just dislocated her jaw so I thought if you were out this way in the next month or so, you might stop by."

ERIE VETERANS

Luncheon Honors Alice Cunningham



After more than 42 years of service in the Mechanical Department, Alice M. Cunningham, clerk in the office of the superintendent of motive power, retired on Aug. 1. Miss Cunningham is shown here with Superintendent of Motive Power C. K. James who is admiring the retirement certificate which he presented to Miss Cunningham at a luncheon in her honor recently in Cleveland with about 60 persons present. She also received a cash gift from friends.

Jersey City

By G. C. Kalle

We have secured 90 new or reinstated members since the first of this year. Our goal is 120 and we have very little time left to reach it. Brother Pete Leverton and his membership committee could use a little assistance. If each one of us succeeded in bringing in only one new or reinstated member, our goal would be reached and exceeded. Won't you all help?

The chapter picnic will be Sunday, Sept. 23, at Werner's Grove, North Haledon, from noon until 7 p.m. Tickets for adults will be \$3.50 and for children \$1.50. Picnic Chairman George Sisco assures us that there will be plenty to eat and drink and good entertainment. Tickets can be obtained from your local representatives or at the meeting.

Brothers Douglas Horn, Dominick Palumbo and Charles Swarz are reported on the sick list. We wish them speedy recovery and hope to see them back at work soon.

Brother L. J. Burgott, traffic department, died June 24 and our sym-

pathy is extended to the family.

Effective with the August meeting, the time and place were changed. Until further notice we will meet the fourth Friday of each month at the Odd Fellows Hall, 320 Market Street, Paterson, which is two blocks east of the main station.

We had the unusual pleasure of greeting Brothers William J. Smith and Horace Fitzgerald and presenting their life membership cards and fifty-year pins by Brothers Belling and Cohen, respectively. We trust that both veterans will continue to enjoy a long and healthful retirement.

Approximately 300 Jersey City chapter veterans and members of their families enjoyed the annual picnic at Conneaut Lake.

We have approximately 35 unpaid dues as of Aug. 1, and if you have not already taken care of your 1956 dues, won't you please do so promptly? Forward your remittance to Secretary G. C. Kalle, 129 Lily St., Paterson, N. 5., or to your local collector, or at the next meeting. We would like to have a 100 per cent report.

Veteran Andrew Bimson has been appointed executive assistant to Perry M. Shoemaker, president of the Lacka-

Fellow Veterans:

An innovation at the annual outing this year brought forth much favorable comment. Retired veterans present were readily identified by a white badge bearing the word "Retired", as distinguished from the employed veterans wearing a yellow badge.

The attendance at our outing, exceeding 2000, reflects the great interest veterans have in this annual summer get-together. I would, however, point to two features of our program of events wherein we can and should have broader participation by veterans, (1) the contest for the awards to the oldest and youngest veterans, and (2) the return of ballots for the election of officers of the association. Let us try to promote a more active participation in these events for future outings.

With the summer coming to a close we all look forward to the usual fall activities of our chapters. These include both social affairs and matters for the good and welfare of the association. Veterans can play a part in advancing the position of the association by attending chapter meetings and offering suggestions for the mutual good of the association and our railroad. If you do not find it possible to attend meetings, send your suggestions to your local chapter secretary.

Reports of the special membership campaign continue to show gains. Keep up your efforts toward bringing in new members and reinstating former members.

In closing I wish to again express appreciation on behalf of the officers for the full cooperation given by the committees, the local chapters and the rank and file veterans towards achieving success in the conduct of our outing.

Fraternally,

E. H. Stocker
President

• • •

wanna Railroad. Congratulations are hereby extended by the Erie Veterans and Andy's former Erie associates.

Daniel Klimkiewicz, son of veteran Carpenter Foreman Joseph Klimkiewicz, Weehawken, was presented recently with the Commendation of Merit by Mayor Bernard J. Berry of Jersey City for first aid rendered in saving the life of Albert Albutus.

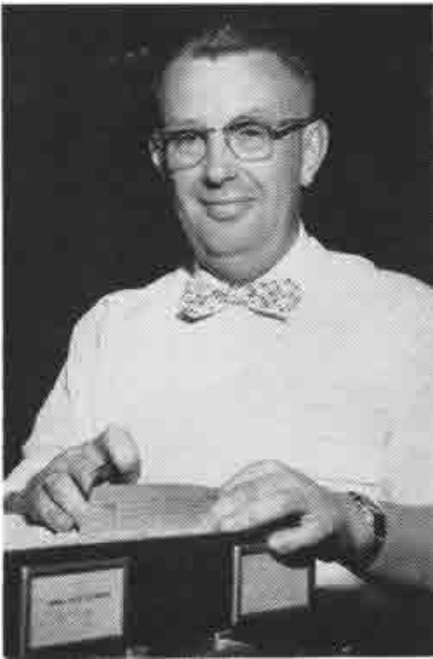
Youngstown

By R. P. Reebel

The regular monthly meetings start for the season on Sept. 5 and will be on the first Wednesday of each month, starting at 8 p.m., on the 3rd floor of the K. of C. Bldg., South Hazel St., Youngstown.

We serve refreshments at every meeting and it makes a fine place to meet fellow veterans you do not see often. Come and meet the boys and

(Please turn to Page 23)



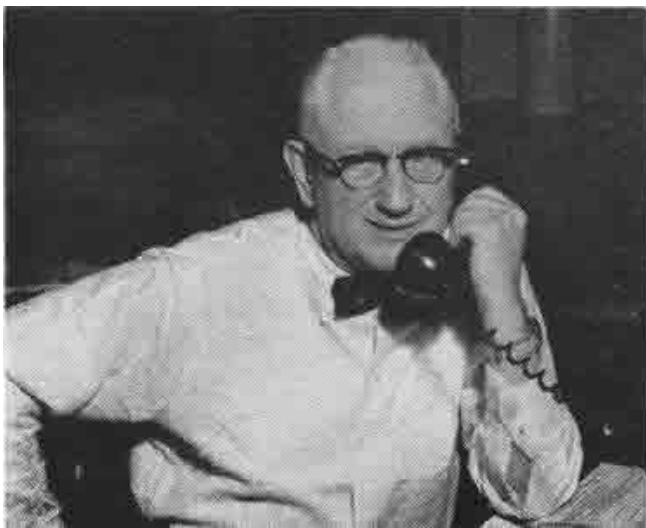
HOWARD C. SCHRODER, contract clerk--"The facts which I develop enable our management to properly act upon agreements or contracts with other companies and railroads."



JOHN PAPA, mail clerk--"My job is an important part of a large machine which would not function properly without my job."

MARIANNE TOBIN, mail clerk-messenger -- "Correspondence often requires immediate action, and I can speed up the action by doing my job well."

J. J. WALSH special agent, operating department-- "When done properly, my job will increase the efficiency of the railroad."



B. P. CRAIG, teletype operator-- "I believe that prompt, accurate handling of teletype information is a 'must' on a railroad."



JAMES E. MADDEN (left), chief clerk to engineer, Maintenance of Way, Western District--"The data which I accumulate assists maintenance of way forces on the Western District to do their jobs better and more safely." ELMER D. LOHR, assistant chief clerk--"Many of the decisions made by the Maintenance of Way Department of the Western District are based on the work we do on the budget."



Kamera Kwiz

QUESTION: Why do you think your job is important to the Erie Railroad?

This month's question seems to be rather simple to answer, but if that is your immediate reaction, just try to answer it yourself. You'll find it's more difficult than you think.

For publication, the question was answered by employees in the general manager's office at Youngstown, and they did a commendable job with a rather tricky query.

JERRY McHALE (left), report clerk "Through my job the Erie knows what is being accomplished by the various maintenance of way gangs and thus can plan work better." DON KIMPLE, secretary to the general manager, Western District--"I am in a position to help the general manager carry out his duties in a better and more businesslike manner."



DON FISHER, teletype operator --"My job helps to keep our trains moving and moving on time."



PAUL SIMBALLA, secretary to the assistant general manager, Western District --"The many necessary details that I handle for the assistant general manager give him more time to devote to major duties."

BOOK CORNER

BOOKS :

Super Railroads for a Dynamic American Economy, by John W. Barrider. Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N.Y. 100 pages. \$2. An analysis of the vital and significant physical and economic facets of railroading and a proposal for charting the railway industry's course in the future.

Chapters include: 1. Basic Elements of the Railroad Problem; 2. Operating and Economic Characteristics of Railroads; 3. Accomplishments of Railroad Management; and, 4. Requirements for a Modernized Railroad System. Published in June, 1956.

A Picture History of Railways, by C. Hamilton Ellis. Published in Great Britain in 1956; republished in America by The Macmillan Co., 60 Fifth Ave., New York 11, N. Y. 408 illustrations; 14 pages of text. \$5.95.

Shipper & Carrier Dictionary, 1956 edition. Shippers Service Bureau, Mills Bldg., Washington 6, D. C. 104 pages. \$5. An authentic and comprehensive transportation dictionary covering all forms of transportation and containing data for forty-seven categories.

Piggyback Transportation -- An Economic Analysis, by Harold L. Johnson. Division of Business Research, School of Business Administration, Georgia State College of Business Administration, Atlanta, Ga. 54 pages. \$1. An economic study of piggyback transportation together with a history of its development and a description of what it is. Summarizes advantages truck-rail haulage offers to motor carriers, railroads, shippers and the public.

American Heritage, June, 1956. "Varnish for the Nabobs," by Lucius Beebe. Pages 48-50, 80-82. Published at 551 Fifth Ave., New York 17, N.Y. An illustrated article describing railroad private cars in the United States from the mid-nineteenth century to the present time.

Electrical Handbook for Model Railroaders, by Paul Mallery. Simmons-Boardman Publishing Co., 30 Church St., New York, N. Y. 256 pages; 242 illustrations. \$4.95. Model railroaders' instruction book for simple wiring or more complex circuits. Published in 1956.

The Train Was On Time, by Heinrich Boll. Translated from German



On almost any railroad track gang under the hot sun in the summer months, you will find high school and college football players hardening their bodies so they can knock down other football players in the fall. Shown here is one college player with a high school coach who prepared for this football season on an Erie track gang. At right is Dave Nelander, tackle at Wooster College, Wooster, Ohio. Giving him a pointer during a lunch break is Art Pardee, coach at Coventry, Ohio, high school, who also was on the track gang near Wadsworth, Ohio, and who played his college football at end for Bowling Green State and Kent State in Ohio.

by Richard Graves. Criterion Books, Inc., 100 Fifth Ave., New York 11, N.Y. 142 pages. \$3. A novel about a German infantryman in World War II. Published in 1956.

United States Army in World War II--The Technical Services, by Chester Wardlow. Office of the Chief of Military History, Department of the Army, Washington, D. C. Sold by U. S. Government Printing Office. 564 pages. \$4.25. This is the second of three volumes on the Transportation Corps in World War II. It evaluates the machinery and the procedures employed in moving troops and materiel within the United States and to overseas theaters of operation. It outlines the methods used and the problems encountered in training troops and providing equipment and supplies needed to maintain effective transportation services in the overseas commands.

BOOKLETS:

Railroad Facts--1956 Edition. Issued by Association of Western Railways, Public Relations Office, 105 W. Adams St., Chicago 3, Ill. 96 pages. Free. Statistics relating to Class I railroads of the United States in 1955 and prior years, as well as for Class I railroads in Western territory.

Nation's Press Endorses Freer Competition in Transportation. A pamphlet containing editorial comments of newspapers throughout the country on recommendations by the Presidential Advisory Committee on Transport Policy and Organization. Prepared by Carlisle Barger and Associates, a Washington (D. C.) Public relations firm. 16 pages. Free. Apply, Association of American Railroads, Transportation Building, Washington 6, D. C.



Mr. and Mrs. Anthony English of Port Jervis, N. Y., celebrated their 56th wedding anniversary on June 30. Mr. English is a retired track foreman on the New York Division. He retired in 1938 after 45 years' service, is 83 years old and still feeling chipper enough to look after his garden where he specializes in growing fig trees.

Miss Indiana continued

and press agent, essentials for the contest.

First Contest

Oddly enough, Mary Jane had never entered or won any other popularity contest. Actually, she became a Fort Wayne entry somewhat by accident. Mary Jane has been a secretary for several months at the Farnsworth Corp. in Fort Wayne. Her best friend there, Jeanne Smith, had entered the Miss Fort Wayne contest and persuaded Mary Jane to join her. Ironically, Jeanne was the runner-up but now reigns as Miss Fort Wayne since Mary Jane was chosen Miss Indiana.

Nothing in Mary Jane's childhood forecast the Miss Indiana title. A close pal of Pat's, she usually tagged along with him as a child and was known as a tomboy. He taught her to swim simply by tossing her into his gang's favorite swimming hole, a clear, 70-foot deep quarry, and yelling, "Now swim!" The other boys encouraged her with taunts.

Mary Jane received some dra-

matic experience with small parts in high school and Catholic Youth Organization plays and did a little modeling in her sorority.

She likes to read in her spare time, and her favorite authors are Ernest Hemingway and Daphne DuMaurier. The reading has been good preparation for the intelligence quiz to come at Atlantic City.

An outdoor girl, too, beside swimming Mary Jane has played tennis and a couple of summers ago took up golf which is her favorite sport now.

Incidentally, she is engaged. Her boy friend graduated from Notre Dame last spring and now lives in Yonkers, N.Y., with his family, and no doubt will be rooting for Mary Jane at Atlantic City.

Before the beauty pageants, Mary Jane was thinking only of marriage, but her astonishing victory has changed her plans for this year. Her boy friend, how-

ever, unhesitatingly agreed with her that she deserves the glory that goes with the beauty crown and could manage to wait a year for their wedding.

For the record Miss Indiana's measurements are 34-24-36. She is five feet six inches tall and weighs 125 pounds. The lucky girl says she has no weight problems and eats anything she likes.

All this evidence seems to point to one conclusion. Mary Jane is exactly the type of girl we all have in mind when we think of the American dream girl. You can see why Erie employees at Huntington have such a high regard for their Miss Indiana.

Guess What Answers

- 1. A staple remover.
- 2. A three-stranded wrist-watch band.
- 3. A house key.

Report unsafe conditions.



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Becker, Adam William	Boilermaker	Meadville, Pa.	7- 8-56
*Bieber, George Michael	Crossing Watchman	New York Division	5-15-56
*Boone, David Ambrose	Car Inspector	Avoca, Pa.	6-23-56
Burnette, Harry Frank	Engineer	Kent Division	7-13-56
*Bushweller, John William	Car Repairer	Port Jervis, N.Y.	6-21-56
*Button, Floyd Homer	Conductor	Susquehanna Division	6-14-56
*Byrne, William Joseph	Barge Captain	Marine Department	5- 2-56
*Calamusa, Guglielmo	Coach Cleaner	Jersey City, N. J.	6-15-56
*Crivelli, Salvatore	Crossing Watchman	Mahoning Division	4-22-56
Cunningham, Joseph Clement	Claim Investigator	Cleveland (Aud. Rev.)	6-28-56
*Deibert, Don C.	Chief Clerk, D. F.A.	Marion, Ohio	7-29-56
*Diamond, Lewis Baughman	Crossing Watchman	Mahoning Division	5-19-56
Douglass, Robert James	Trackman	Meadville Division	7- 1-56
*Eley, Charles	Carpenter	Marion Division	7- 7-56
Elko, John D.	Tractor Operator	Salamanca Car Shop	7-28-56
*Ferris, John William	Operator	Meadville Division	5- 56
*Hall, Oren	Yardman	Marion Division	5-15-56
*Hirschman, William John	Station Baggage Agt.	Rochester Division	5-27-56
*Horan, Vincent	Patrolman	Port Jervis, N. Y.	7-10-56
Kramer, Paul Francis	Extra Stower (28th St.)	New York, N. Y.	6-23-56
Kunkle, Louis Emerson	Machinist (Loco.)	Cleveland, Ohio	7-19-56
*Ludwig, Donald Deloyd	Leading Carpenter	Mahoning Division	5-18-56
*Lund, George E.	Asst. Supt. Motive Power	Cleveland, Ohio	7-13-56
*Mayer, George Frank	Crossing Watchman	Susquehanna Division	4-27-56
McCluer, Charles Curtis	Trackman	Mahoning Division	6-27-56
*McIntyre, Oscar Robert	Asst. Maintainer	Meadville Division	4-17-56
*Mead, John Chauncey	Boilermaker	Port Jervis Locomotive	6-24-56
*Mecca, Angelo Antonio	Welder	Dunmore, Pa.	7-10-56
*Milstead, Marshall Nevitt	Marine Engineer	Marine Department	7- 4-56
*Moran, Frank John	Trackman	Delaware Division	6- 2-56
Mowers, Alvin	Stationary Engineer	New York, N.Y.	4-10-56
*Polanski, Thomas	Fire Cleaner	Buffalo, N.Y.	5- 8-56
Rice, Leo Jacob	Pipefitter	Meadville, Pa.	12-23-55
*St. Clair, T.J.	Train Dispatcher	Meadville Division	7-24-56
*Sams, James	Crossing Watchman	Mahoning Division	4-14-56
*Sapinski, Martin Joseph	Laborer	East Buffalo Car Shop	6- 3-56
*Sengstock, Walter Frederick	Checker	Hornell, N.Y.	5-12-56
*Shaffer, Charles V.	Supply Train Stkpr.	Meadville, Pa.	7- 2-56
Striebel, Edward Michael	Yard Conductor	Kent, Ohio	6-23-56
*Sweeney, Hugh Terence	Asst. Fght. Traf. Mgr.	Chicago, Ill.	5-28-56
Timoney, Patrick Francis	Yard Brakeman	Jersey City, N.J.	6-27-56
Velazquez, Cruz	Stower	Weehawken, N.J.	6-11-56
*Watkins, David "J"	Carpenter	Susquehanna Division	5-12-56
*Wiles, Joseph Thomas	Conductor	Kent Division	6-13-56
*Retired Employees			



Scranton Club Enjoys Erie Ride



This is part of the group of 200 persons who enjoyed the outing and train ride of the Scranton Club of Scranton, Pa., on the Erie's passengerless Wyoming Division. Everybody on the trip seems to agree that it was immensely successful.

Sir:

On July 19 I put my two young boys on the Erie train leaving at 9:30 a. m. from Chicago to Warren, Ohio. At that time I asked the porter [John H. Lemons] who worked at the rear of the train to look after them to see to it that they were helped off in Warren where they would be met by their grandparents. I have received word that he did an unusually fine job of taking care of the boys. It was done in such a splendid spirit that I thought he should be complimented for it.

I thought you would like to know about this in view of the fact that such personal service as this is today quite a rarity. It is regrettable that we all don't have more experiences like this, but at least it shows that there are some very loyal employees who go beyond the regular call of duty to be helpful and to render unusual service. The Erie is to be congratulated on having such an employee as the man I describe.

Richard C. Eaton, Mgr.
HOLIDAY
Chicago 1, Ill.

Sir:

May we express our appreciation for the service rendered on Erie car 97307 which departed Elmira on the evening of July 10, routed Erie, CB&Q-NP, which car arrived in Seattle at 10:30 p. m., Sunday, the 15th?

This will enable us to make the delivery requirement of July 16 for exhibition purposes at the Washington State Firemen's convention.

We certainly appreciate the effort made by the carriers to accomplish this very definite time record from Elmira to the Pacific Coast.

John J. De Laney, Traffic Mgr.
American La France Corporation
Elmira, N. Y.

Sir:

We wish to express our deepest gratitude to you and Mr. Boise [S. T. Boyce, car shop foreman, Penhorn]

for the services of a repairman to pack our journal box lubricator with waste.

Our initial runs were very successful in establishing a standard for development purposes due to your kind cooperation. Thank you again.

J. J. Bayerl
United States Rubber Co.
Passaic, N. J.

Sir:

Miss van den Heuvel and I want to thank you (Conductor William Hoffman, Train No. 56) for helping to make the train ride for our first and second grade classes a fine experience.

We have drawn the train, written about the trip from Port Jervis to Middletown and now are ready to paint a large picture of your train, the long tunnel and all the other things we saw.

Mrs. Robert Mather
Wantage Consolidated School
Sussex, N. J.

Sir:

I would like to thank you for your cooperation in having our car placed for us July 7. At this time I would also like to thank the men of the Erie for their splendid cooperation in tracing lost cars and making special spots. After talking to other

feed dealers doing business with other railroads, it is gratifying to know that we can depend on the Erie to get our cars through even though we know it is quite inconvenient to everyone. It seems to me that the Erie must have a slogan like we use in business, "Service Is a Must With Us."

At this time we would also like to thank all the men on the Erie who were so helpful to us after the August 1955 flood. I guess all we can say at this time is "Thanks a lot for a job well done."

Robert Nelson
Nelson's Feed & Supply Co.
Lackawaxen, Pa.

Sir:

All too seldom we have the opportunity to write a letter of this type.

We wish to thank the managements of the Erie and the New Haven railroads for their co-operative handling of the seven carloads of merchandise that we have received within the last two weeks. An excellent job has been done and we feel that on a difficult operation such as this, a word of praise is definitely in order.

We appreciate this service, and we look forward to a continuing of this pleasant relationship.

Tom Carroll, Gen. Mgr.
Mascon of Rhode Island, Inc.
Providence 4, R. I.

Climbing Costs Of Rail Equipment Double In Decade

How much are the railroads paying for new equipment, and how do current costs compare with the costs of similar equipment 10 or 20 years ago? Answers to these questions are found in reports of the railroads and the Interstate Commerce Commission.

Recently an Eastern railroad purchased a large number of all-steel box cars, for which it paid \$6,500 to \$7,500 each. In 1945, according to the Interstate Commerce Commission, the average price paid for box cars was \$3,297, and in 1935 the average price was \$2,209.

A Western railroad recently ordered a quantity of automobile cars for which it will pay \$7,725 each. In 1945 the average price of automobile cars purchased was \$3,795. In 1935 the price was \$2,786.

Covered hopper cars, according to the latest purchases on record, now cost around \$7,800. The record does not show purchases of this type of car during 1945, but in 1935 manufacturers delivered many of these cars to the railroads at an average price of \$2,707 each.

While the design and construction of these cars have changed to some extent with the passing years--and therefore the cost figures are not fully comparable--the differences in cost are mainly because of general increases in wage and price levels then and now.

VETERANS continued

have a good time.

As usual, our annual stag picnic (our 14th) was well attended and was a very enjoyable occasion. If you missed it we are sorry for you, but try and make it next year.

Meadville

By R. C. Miller

The regular meeting of the veterans and the auxiliary was July 26. Mrs. W. Hadden, Mrs. Russ Unger, Mrs. Blanche Flick and Mrs. Edna DeViller served as a committee for the tureen supper. At both meetings it was voted to hold a picnic supper at Waterworks Park, Aug. 23.

At the veterans' meeting Charles King and Irving Hoy were appointed by Chairman Smallenberger to make plans to help finance the system meeting to be in Jamestown, N. Y.

All members must have a 1956 dues card in order to attend the stag party to be at Waterworks Park, Sept. 8. The committee is looking forward to a good time for all.

Those who died since our last meet-



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Claude S. Bagwell	Captain of Police	Buffalo, N. Y.	7-16-56	39
George W. Bailey	Road Conductor	Port Jervis, N. Y.	7- 1-56	46
William R. Bouslough	Bill Box Clerk	Ferrona, Pa.	7- 6-56	35
Robert F. Buntzen	Clerk	Cleveland, Ohio	8-15-56	37
George W. Dewey	Air Brake Foreman	Hornell, N.Y.	8-31-56	48
John J. Doran	Machinist	Jersey City, N.J.	7-20-56	48
John H. Driscoll	Crossing Watchman	Susp. Bridge, N.Y.	6-25-56	46
Michael J. Driscoll	Engineer	Jersey City, N.J.	7-12-56	39
Eugene B. Dunn	Engineer	Hornell, N. Y.	7-19-56	44
Clare O. Durlin	Locomotive Engineer	Kent, Ohio	7-30-56	49
Elmer H. Earley	Conductor	Meadville, Pa.	7-10-56	44
Joseph M. Ferraro	Carpenter	Jersey City, N. J.	7-31-56	30
John Flood	Engine Dispatcher	Secaucus, N.J.	7-31-56	48
Norman D. Grant	Crane Engineer	Salamanca, N. Y.	8-31-56	30
Carl B. Heasley	Passenger Conductor	Meadville, Pa.	6-30-56	44
Thomas A. Hill	Car Inspector	Kent, Ohio	7-31-56	38
Edward J. Huff	Crossing Watchman	Lima, Ohio	7-13-56	28
Theodore Jacobson	Fore. of Maintainers	Lima, Ohio	8-31-56	34
Edward A. Keenan	Car Foreman	Jersey City, N. J.	7- 3-56	43
Emil W. Kuhn	Trackman	Lackawaxen, Pa.	7- 3-56	24
Orazio Lattanzi	Car Inspector	Brier Hill, Ohio	7-30-56	34
Mary Martin	Clerk	Cleveland, Ohio	8-16-56	41
Herman Meyer	Engineer	Jersey City, N. J.	6-21-56	50
Robert F. Miller	Yard Brakeman	Kent, Ohio	7- 6-56	39
Lewis N. Moore	Tugboat Deckhand	Jersey City, N.J.	7-23-56	45
Ross Paone	Car Inspector	Kent, Ohio	7- 5-56	39
Carmine Pascale	Tugboat Captain	Jersey City, N. J.	7-31-56	28
Bronislaw Rakowicz	Machinist	Jersey City, N. J.	7-28-56	42
LeRoy F. Reed	Car Inspector	North Judson, Ind.	7-10-56	47
Michael Rinaldi	Car Inspector	Dunmore, Pa.	7- 5-56	43
George B. Roselle	Patrolman	Jersey City, N. J.	7-23-56	30
Paul J. Savage	Locomotive Fireman	Marion, Ohio	7- 2-56	46
Charles E. Schmidt	Tugboat Captain	Jersey City N.J.	7-30-56	38
Merlin L. Seamon	Box Packer	Susquehanna, Pa.	7- 9-56	23
Charles I. Schorne	Locomotive Engineer	Marion, Ohio	7-24-56	36
William M. Skinner	Carpenter Foreman	Susquehanna, Pa.	8-31-56	33
Stanley E. Smitka	Crossing Watchman	Dunmore, Pa.	7- 9-56	27
Thomas hi. Somers	Conductor	Dunmore, Pa.	7-19-56	38
Charles J. Stevens	Barge Captain	Jersey City, N.J.	7- 3-56	30
George R. Swanson	Machinist	Hornell, N.Y.	7-19-56	36
Alexander Szybatowicz	Stower	Jersey City, N.J.	5-16-56	43
Edgar Taylor	Loco. Crane Engineer	Port Jervis, N.Y.	6-11-56	48
Andrew L. Teeple	Yardmaster	Jersey City, N. J.	8-31-56	39
John L. Tigue	Conductor	Avoca, Pa.	7-17-56	43
Alex Witiaz	Car Inspector	Elmira, N. Y.	7-19-56	37
Frank R. Wohlscheid	Blacksmith	Port Jervis, N.Y.	7-17-56	49

ing were George Lund, James Urquhart and Adam Becker.

Mr. and Mrs. Loyd Rynd spent part of their vacation in Chicago.

Buffalo-Rochester

By Ruth Nise Munger

Sixty-eight members enjoyed our annual picnic at Conneaut Lake Park, renewed old acquaintances and met new members. The showers did not dampen their spirits and all are looking forward to next year's outing.

Our auxiliary board meeting and luncheon was Sept. 4 at McDowl's, with a book review by Mrs. Adolph Pokrandt. Mrs. Stretton, president, presided.

The George Feltzes are proud of their new (eighth) granddaughter.

Birthday greetings to Mrs. Ruth Halbleib and Mrs. Ruth Lanza.

A new member is W. E. Bennett, division freight agent at Rochester.

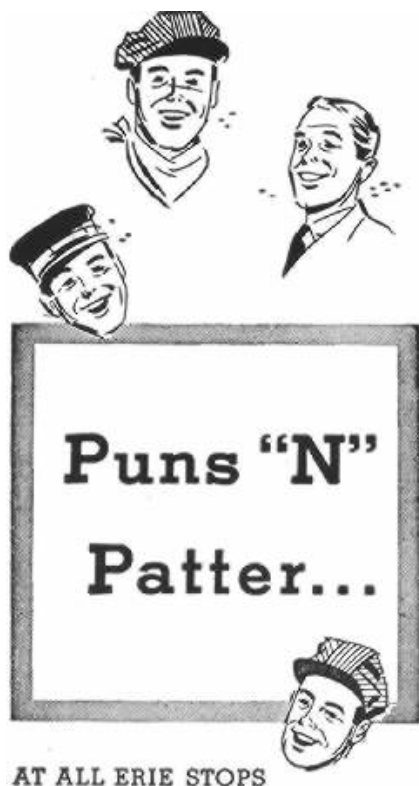
Margaret Higgins traveled to De-

troit on vacation to visit her son and family. The Mike Reddings spent much time as usual at the lake (Ontario). Retired Agent Charles Henry and wife enjoyed a trip to the Canadian west coast, including a day cruise via the inside passage to Alaska, 134-mile trip to the White Pass & Yukon Railroad from Skagway, and a few days at Victoria Park and Jasper National Park. The H. J. Schultzes made a trip to the Thousand Islands and scenic northern New York.

Capt. C. S. Bagwell of our police department retired July 14 and was honor guest at a dinner in the Hotel Lafayette. Chief R. P. Steen, Al Pierce and Gene Petteys arranged the party. Our best wishes to Capt. Bagwell and greetings to his successor, Capt. Ed Bethmann.

We happily report that Larry Soule is on the mend after eye surgery.

Remember the United Association of Railroad Veterans' meeting in Pittsburgh Oct. 12-14.



MARION DIVISION

MAINTENANCE OF WAY

By Maralene Trainer

Clerk-Stenographer Lois Snover and husband of Huntington have returned from vacation, some of which was spent in Pennsylvania.

Our sincere sympathy is extended to the family of E. C. Gray of Rochester who passed away recently. Ed had been retired for several years.

Best wishes go with Crossing Watchman E. J. Huff and Theodore Jacobson, foreman of maintainers, who have retired after many years of faithful service.

Congratulations to Communications Supervisor H. A. Kelly on his election as second vice-president of the Erie Veterans' Association at the annual outing at Conneaut Lake July 21. Retired Section Foreman Willis Foraker of Bippus and retired Crane Engineer G. Y. Knight and wife of Huntington were in attendance. Employee representing the division were R. S. Overholt, Earl Overholt, O. D. Young, R. J. Frederick and A. C. Smith and their families.

TRANSPORTATION

By C. R. Swank

Harry J. Teems, operator, WR tower, and wife are parents of a daughter, Loretta Theresa, born July 25. Harry A. Teems, dispatcher, Huntington office, and wife are the grandparents.

Frank E. Pontious, dispatcher at Huntington, and family spent their vacation touring the West en route to visit Frank's brother in California.

Assistant Chief Dispatcher J. E. Aughinbaugh went camping near Lake Michigamme in upper Michigan.

C. S. Koons, agent, Uniondale, made

a vacation trip to Yellowstone National Park.

Engineer Fred Wiles has been off duty on account of illness. Here's hoping he is back working real soon.

Emmett Schell, assistant chief clerk to the superintendent, and wife spent their vacation touring Wisconsin.

Helen Myers, clerk-stenographer in the superintendent's office, and sister-in-law, Mrs. C. D. Hilyard of Hornell, N. Y., spent the Fourth of July and the weekend taking in the sights of New York City.

Mark West, cashier at Huntington freight house, returned recently from a two-week fishing trip in Wisconsin. Understand Mark made daily trips to a nearby fish market.

CHICAGO POLICE

By Lieut. J. S. Steen

We welcome new patrolmen, R. W. Falstad and L. C. Hansen.

Congratulations to E. J. Mitros on the birth of a daughter.

14TH STREET, CHICAGO

By Chris Hardt

Our regrets and sympathy to the Kearney family. Clara M. Kearney, wife of our veteran billet, Stanley J. Kearney, passed away quite suddenly after an extended illness and long hospitalization.

Our sympathy also to the Felgenhauer family. John E. Felgenhauer, father of our assistant timekeeper, Verne, died July 8, also quite suddenly after having recovered from an

operation.

Joseph Broniec and family enjoyed a fishing trip to Algonquin, Ill., known to be the best fishing spot in the state.

Jewell Creswell enjoyed a trip to New York City with her children and did not forget to send postcards to friends and associates in the freight house.

Edna Bourne, billing department, and Robert Gould, general clerk-typist, have progressed their hobby, organ music. Both now definitely are studying the technique of organ playing. Edna's instrument is the popular Hammond organ. Bob has been more successful in purchasing an metes organ.

Our hats are off to James Thornton, clerk, for substituting excellently during the three-week vacation of Senior Route Clerk Otto Jordan.

O. T. Lee, chief rate clerk, came into possession of a new Ford and it was not long before he had an opportunity to take to the road with it, touring Michigan.

Jerry Dempsey, assistant rate clerk, and wife spent a week's vacation in their hometown, Swampscott, Mass., on the B. & M. Railroad.

Thomas Madai, revision clerk, is contemplating completing his G.I. college work after three years' service with the Army in Japan and Korea. For the purpose of being able to attend school during the day, Tom took a new job as yard clerk at 51st St. yard office. We congratulate Tom and wish him continued success in his college work.

We were happy to have two of our veterans attend the Erie Railroad vet-

40 Years of Marriage Celebrated



Forty years of marriage were celebrated recently by Mr. and Mrs. I. S. Jersey of Jersey City, N. J., at a party given by their children. Mr. Jersey has been with the Erie 40 years. Mrs. Jersey is the daughter of the late Edmund F. Onderdonk, at one time an Erie dispatcher at Jersey City.

erans' picnic. They were Sam Matzel, check clerk, and George Wherry, rate desk.

Bennie Crivellone, clerk, was welcomed back after an absence of more than three months, undergoing treatment for a painful leg ailment. We are happy to know that he is well and trust there will be no recurrence.

HAMMOND CONSOLIDATED

By Grace Connole

Congratulations to Mr. and Mrs. L. Dessart (car department) on the arrival of a son June 29. The baby weighed eight pounds, seven ounces at birth and has been named Randall Curtis. He has a brother, Leonard Forest, four years, and a sister, Kathy Lynn, two.

Eunice Turner, IBM operator, has resumed work after a two-week vacation. Although she didn't travel this summer, Eunice said just not having to listen for the alarm clock was vacation enough.

Lloyd Connole, chief clerk, and wife, in addition to visiting with the Conhole family in Minnesota during their vacation, stopped at the home of Gen. U. S. Grant in Galena, Ill., and at the Villa Louis in Prairie du Chick, Wis. At this stop young ladies in colonial garb took guests on a guided tour and graciously answered any and all questions asked by the curious.

Mr. and Mrs. Carl Kinzie of La Crescenta, Cal., son and daughter-in-law of Rate Clerk H. L. Kinzie, announced the arrival of their first child, Gary Dean, July 10. The new baby is Mr. Kinzie's eighth grandchild.

We welcome Sylvia Lara and Loren E. Handley, relief clerks, to the force.

Patrolman Frank Harris vacationed in Alabama and Florida. His first stop was at Anniston, Ala., to visit a sister and then to Birmingham where he joined his brother and wife on a trip to Florida. A brief stop was made at Fort Walton and the rest of their time was spent in Panama City Beach, Fla. During Frank's visit the gulf was quite rough and no deep sea fishing was possible. There was, however, plenty of dancing, bathing, etc.

On a recent visit to the yard office, L. L. Worland, retired inside yard clerk, informed us that he has sold his home in Munster, Ind., and will leave for Bradenton, Fla., in September. The Worlands have visited in Bradenton on several occasions and we feel certain they will be happy in their new location.

Emma Keen, general clerk, spent her vacation locally.

Deep sympathy is extended to Louise Davis, IBM operator, whose mother, Mrs. Anna Schleizer, passed away July 25.

CHICAGO GENERAL OFFICE

By Denise J. Alkim

Belated August birthday congratulations are extended to Don Reynolds, Harriet Anshel, Ronald Bullard, Beverly O'Bel, Frank Kovarik, Sophia Cialia, Al Roberts, Louise LeVeille, George Lange, Walter Myrer, Phil Morgan, William Powell and Robert Kolalis.

We welcome Harriet Anshel and

Daughter Wed



Sandra Kay Ward, daughter of Mr. and Mrs. Ronald K. Ward, Hammond, Ind., was married recently to James W. Cobbs of Hammond. Mr. Ward is relief clerk at Hammond. About 75 persons attended a reception. The newlyweds honeymooned in Wisconsin.

Ronald Bullard.

Helen Marie Matteson is the lucky little girl who inherited Helen Griffin for a grandmother June 21. Helen Marie weighed eight pounds, 11 ounces that day; her grandmother's weight

is a secret.

Erie perpetuity has been made the more sure with arrivals of two new future prospective employees. It was a boy, Trevor Gregg, eight pounds, 13 ounces, for Mary and Bob Soderholm on July 14. Mother is the former Mary Green. Cynthia Lynn weighed in at seven pounds, six and a half ounces on her July 21 arrival to Barbara and Gene Siwik.

Donna Henning, a promising photographer, showed us very interesting shots taken at a seashore and of her trip through the scenic Wisconsin Dells . . . Allen Anderson had a very lively time at the Wisconsin Dells . . . Carrie Saydak acquired her lovely red sunburn at Cedar Lake . . . Gladys Owens took her first plane trip to Miami Beach and enjoyed the night life best of all . . . Sophia Ciulla diseled to New York to check the elevators in the Empire State Building and compare their service with ours . . . Jack Soil enjoyed the scenery while motoring through Michigan.

While standing in the rough waters of Lake Michigan in Marquette Park, Ind., Bernie Klein suddenly was left without a bathing suit when a surging wave peeled it off . . . Roger Kirtland studied nature in Marquette Park, Ind. He met Sylvia Lair of the Hammond yard office on the beach dressed in disguise . . . Bill Powell and Bill Voltz are campaigning in Wisconsin. Don Reynolds motored to his hometown in Michigan . . . Art Hofer and Al Watkins enjoyed water skiing in Cypress Gardens, Fla. . . . Harold Keeler visited kinfolk in Iowa . . . Beverly O'Bel toured the "land of smog," California.

Another leap year victim, Tom Keating, asked Barbara Hawk to relinquish her solo and perform a duet as Mrs. Keating. Barbara is flaunting a beautiful diamond.

William Powell didn't feel a thing when he had three teeth extracted . . . Packy Breland baled 15 acres of straw on his farm . . . Phil Bateman says,

Buffalo Clerks Enjoy Picnic



A line time was had by these picnickers who enjoyed themselves at the first annual family picnic of Erie Railroad Clerks' Premier Lodge No. 491 at Chestnut Ridge Park, Orchard Park, N. Y., recently.

"Comiskey Park is now air-conditioned. There's a fan in every seat." Warner Holcombe and Dan Rogovich are doing a fine job of cleaning up the 14th St. surplus room . . . Jett Owens received her first ticket from a very nice highway patrolman which made it not so hard to take. A frolicksome time was had at the Erie picnic at Conneaut Lake by picnickers Grace and Toni Battaglini,



Evelyn Coakley, R. E. O'Grady, C. V. Harrow, L. E. Newman, Fred Bell, Harold Keeler, Art Haase and Art Hartman.

Celebrating birthdays under the sign of Virgo are Fred Drews, Nedra Troll, C. V. Harrow, Carrie Saydak, Packy Breland, Al Anderson and Etta Henricks.

ALLEGANY DIVISION GENERAL FOREMAN & WRECKMASTER SALAMANCA, N. Y.

Sympathy is extended to Wade McNeil, car inspector, Bradford, on the death of his wife and to Peter Pedacchio on the death of his father-in-law, Anthony Kaczmariski.

John Elko passed away at his home July 28 after several weeks of illness.

Bob Edmund, machinist apprentice, is back at work after his marriage July 21 and a honeymoon trip into Canada.

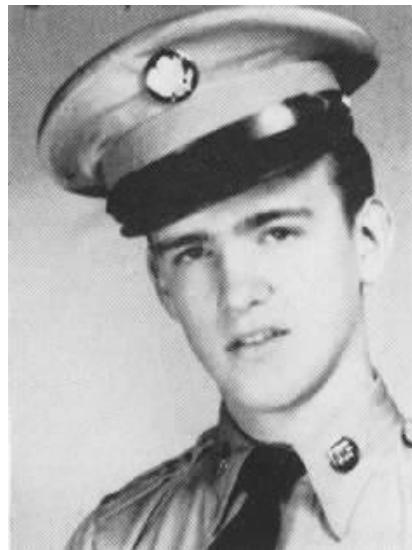
Russell Carr has resigned from Erie service.

SALAMANCA, N. Y.

By S. Minneci

Yard Clerk Bernard J. Pruner and wife left July 13 for the west coast by rail. They flew to Hawaii by United Airlines and returned to Los Angeles on the steamship Lurline. After stopping a week with North Hollywood relatives, they returned

Korea Steno



Army Specialist 3d Class Gerald W. Van Dyke, Jr., formerly employed by the Erie and son of Gerald W. Van Dyke, Sr., crane engineer at Hornell, N. Y., has been assigned to the United Nations Command Military Armistice Commission in Korea. He has been in service since April 1955 and received his basic training at Fort Dix, N. J. He is a stenographer.

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Yard Brakeman R. D. Plunkett and two other Salamancans, John E. Pilarski and William Vail, were among 100 naval air reservists who left Niagara Falls in five bombers July 8 for Port Lyautey, Morocco, and returned July 27. The trip for Brake-man Plunkett was marred by engine trouble. They were in Halifax a week for repairs. However, they completed the trip OK.

Night General Yardmaster John R. Kennedy started his vacation July 23. He stayed close to home and took it easy. The only job he did was to break in his new Olds 88.

Chief Caller E. G. Abers and wife spent part of their vacation in Buffalo with their daughter, Mrs. Hubert Duen, and family. Mrs. Duen was recovering from a recent operation.

Yard Conductor Less Rettberg, six-time club champion at the Elkdale Country Club, won the inaugural golf tournament for Erie employes July 28-29 at the Hornell Country Club. He finished with low gross of 73 and shot rounds of 37 and 36.

William H. Hillmiller, chief clerk at the freight office, resumed work July 30 after vacationing on his farm on Hetzle Street, Salamanca.

"Fresh Air" kids from New York City and Brooklyn arrived in Salamanca July 25 on Train No. 1. Conductor Eugene Frost of the Bradford Division and wife met one of the boys, Edmond Ortolani, and took him to their home. Later he was taken to Allegany State Park where he fed the black bears and raccoons. He also went muskie fishing in Conewan-

Erie Railroad Magazine

Paterson Patrolman Retires



A veteran of 30 years with the Erie, Patrolman George B. Roselle has retired and is shown here being congratulated by Capt. George R. Kell at a luncheon for Patrolman Roselle recently in Paterson. At the luncheon Patrolman Roselle received a miniature patrolman's badge and a cash gift while a bouquet of roses was sent to Mrs. Roselle who could not attend.

go Creek.

Barbara Ann Poydock, M. of W. steno-clerk, and Gerald S. Fordham of Jamestown, who is agent at Lewis Run, Pa., were married Aug. 4 in St. Patrick's Church, Salamanca. The wedding trip was to Ontario and Quebec.

David J. Wagner, Jr., former freight handler, who is a staff specialist in communication with the Air Force, and his English bride arrived in Salamanca Aug. 2 on 30-day leave. They stopped with his parents, Ticket Agent David J. Wagner and wife.

ACCOUNTING

OFFICE OF COMPTROLLER

By Bill Harter

This seems to be a year of migration. Joe Keenan, special accountant, finally is settled in his new home; Henry Neureuther, chief clerk, is getting settled after moving July 16; Joan Vinesky, stenographer, plans to move in October.

Nancy, daughter of Howard Wilhelm, bookkeeper, Buffalo Creek, is home from Catholic University at Washington. Nancy, in competition with students from all over the country, won first place in editorial writing and third place in news feature writing while studying journalism.

C. G. Lehmann, assistant comptroller, left for Europe July 7 and spent a month in the "old country" seeing all the sights. He kept the office reminded of the fact that he was a "man of leisure" and his whereabouts

by sending postcards from each stop. Dorothy MacDougall, former stenographer, stopped in the office to say hello.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Mr. and Mrs. Ed Shroyer visited in Minnesota. . . While vacationing in Florida, Freddie Cortese found some flashy sport shirts that Truman didn't buy and now he's wearing them around the office. . . John Young has bought a house in Canisteo. . . Pauline Bove and Dick Schieder were fishing in Canada. . . Lt. Jerry Curran went to summer camp at Fort Eustis with his reserve outfit. Kippy Condon did the boardwalk at Atlantic City with his Mrs. . . Mary Recktenwald spent a rather cool week at Silver Lake. . . Lillian Karl went south of the border to Hershey, Pa. . .

The Walter and Tyson families were in Huntington. . . Instead of going to Jersey, Henry Drury had Marshall Metzger and family visiting him. . . Ed Deegan now drives to work. . . Mr. and Mrs. Robert Hillman and son spent a week at their cottage on Keuka Lake. . . Karl and Pearl Koskie attended the music dealers' convention in New York. . . Harry Vanderhoof spent a little time in St. James Hospital. . . Bobbie Sheridan sailed on Lake Ontario. . . Dorothy Marks was at Cassadaga Lake. . . We had another successful bureau outing with the following committees appointed by President James Barnett: Jim Hogan and Bill Siriana,



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<input type="checkbox"/> Diesel Electrician	<input type="checkbox"/> R. R. Car Repairer
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<input type="checkbox"/> Diesel Engineer & Fireman	<input type="checkbox"/> Roadmaster
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Scranton Agent Retires To New Home



Ending a career of 46 years with the Erie, Fred H. Reum, agent at Scranton, Pa., is retiring to live in the home he has dreamed about, a brand new house at Silver Springs, Md. Mr. Reum (center) is shown here receiving his retirement certificate from Supt. C. S. Kinback at a testimonial dinner Aug. 2 at Scranton which was attended by 120 persons. Mrs. Reum is looking on.

co-chairmen; dinner arrangements were in charge of Lillian Karl and Goldie Loghry, Dottie Rixford and Pearle Koskie assisting; Bill Cregan and Bill Leonard were at the helm for golfing; Dick Sayles was in command of the horseshoe tournament with help from Heinz Muhleisen and Don Clark; shuffleboard chairman was Bobbie Sheridan who had Ruth Hunt and Irene Lyke working with her; the putting contest was in the capable hands of Pauline Bove and Dick Schieder; music was handled by John Hitchcock; refreshments had a hard-working crew of Dick Wheeler, chairman, Jack Meehan, Ed Kunicky, Tom Halloran and Fritz Singleton; decorations were in charge of Lynn Lamb with Annie Lindeman, Mary Recktenwald, Jane Moore, Ernie Dungan, Jack Loree and Ben Bayly doing the work; Watson Walden and Jack Burlingame were in charge of the prizes; the nominating committee consisted of Chairman Don Clark, Ernie Dungan and Tunny Vet. . . Carolyn Benson thumbed rides with Jack Burlingame while they vacationed at Loon Lake. . . Paul Smith spent his vacation working in his father's store. . . Margaret Wood toured Canada. Ed and Anne Dressier visited their daughter and family in Rochester, Minn. The Birthday Club had a picnic "at" the Benson cottage on Loon Lake. . . Tony Ziarnowski finally saw Niagara Falls under lights.

Bob Gregory says they have put on a new record by Muzak. . . Bob Pebbles had an old army buddy visit him for a week. . . Bob Argenti keeps in shape by helping his father-in-law with the hay. . . Harry Lemen visited his old hometown of Dansville and spent some time at Sodus Bay. . . Yours truly and wife, Helen, were delegates to the state American Legion and auxiliary conventions in Rochester. . . The three musketeers, Bob Gregory, Henry Dru-

ry and Freddie Cortese, attended the Legion clambake. . . Dick Tyson and family visited his brother in Indiana.

9. . . Bob Willey visited his old hang-outs. . . Mr. and Mrs. Roscoe Dressler visited at Marion, Ohio. . . Lodge 486, B. of R.C., had a family picnic at Canaseraga Park. . . After a softball game between the second and third floors everyone adjourned to the patio and game room of the Kelly residence and had a wonderful time. It was very generous of Marie and John to open their lovely home to such a crew as was there that evening.

TRAFFIC

VICE PRESIDENT, COAL,
FREIGHT, PASSENGER

By Marilyn Becker & Therese Dilske

The song goes, "Wedding Bells Are Breaking Up That Old Gang of Mine". However, in the case of the traffic department two members of the "gang" will be united. Congratulations are in order for Carol Alexander and Bill Offutt on their recent engagement. . . A farewell luncheon was held July 25 in honor of Marie Pebley. Stepping into Marie's shoes as steno-clerk in the passenger department is Kathryn Haydu. At this writing Kathryn was enjoying the sunny beaches of Florida. . . Reporting to their local resorts and favorite vacation spots this year were the following traffic personnel: John Shipp went on a cross-country tour to California and John Van Der Velde was California-bound also. Heading east, Bill Vorback and his two daughters were amongst the honeymooners at Niagara Falls. Bob and Dolores Spencer spent a week at Blue Water Manor, Lake George, N. Y. Ken Dean visited his daughter and her family at Aberdeen Proving Grounds, Md., and heading south, John Summa and

SOME CATCH



Sealer-Cooper L. J. McCullough, Akron, Ohio, shows off his catch made in Lake Helen in Canada on June 13. He says he caught 14 like this in one hour.

family visited in-laws in South Carolina. Looking north toward dude ranch country, Marilyn Becker and her cousin spent a week at the Jack & Jill Ranch in Rothbury, Mich... Coincidence: Joan Lindsen and Carol Alexander celebrated birthdays on Aug. 5 and exchanged identical gifts of towel sets to be placed in their "hope chests."

FREIGHT CLAIM

CLEVELAND, OHIO

By Joe Revana

The Elmer Zabriskies motored in the Pacific Northwest on vacation, Mary Brand rested at the Jersey shore, Jack Tornsey went to Pennsylvania and Charlie Dunn relaxed in Fairview Park. Jim Tischler looked hale and hearty on his recent visit... Our newest employe is Michael Davidson, recent high school graduate. . . Bill Jordan has no explanation for the dismal showing of the New York Giants. There's always next year.

OPERATING

VICE PRESIDENT'S OFFICE

Ruth O'Connor stopped in Rochester, N. Y. on vacation. From there she motored into Canada to try her luck at fishing.

We all wish Alice Cunningham a very pleasant retirement... We welcome Evelyn Collins in the motive power office in Alice's position. . . We are all more than pleased to hear good reports about Harry Frank who is resting at home after a couple of weeks in the hospital. Perhaps by the

time you read this he will be spending a couple of hours each day at the office.

R. A. Mylius and family motored in West Virginia and Florida on vacation... Mr. and Mrs. Violand visited their two daughters, one in Detroit and the other in Chicago. Herm fast is becoming an exponent on the Ohio Turnpike usage. . . Walter Haire spent his vacation testing his new Cadillac in New Jersey and vicinity. . . Bill Middaugh and family spent a couple of days visiting relatives at Jamestown, N. Y.. . Bob Wilhelm spent his vacation fixing his home and yard.

KENT DIVISION

AKRON, OHIO

D. L. Jenkins, caller; A. W. Mc-

Cullough, flag clerk, and L. J. McCullough, sealer-cooper, motored to Lake Helen, Canada, June 13 to hunt and fish. They returned with three bears and plenty of fish.

A. B. Cushing, general clerk, and family vacationed with their parents in Foxburg, Pa.

Congratulations to Dave Hinds, general clerk, on his recent marriage to Betty Smith.

Andrew Kavulla, Jr., and family motored to Florida on vacation.

Speedy recovery wishes to Mantle Shultz, stenographer at the freight station, who underwent surgery recently.

Sympathy is extended to the family of H. F. Burnette, engineer, due to his recent death.

The Adolfo Delmors, grandparents of Eddie Delmoro of the division pas-



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THE TRAVELERS
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HARTFORD CONN.



senger agent's office, recently celebrated their 50th wedding anniversary at their home in Hudson, Ohio. The grandfather worked as a car repairer for the Erie and retired in 1953 after 37 years' service.

MARION, OHIO

Lloyd Young, former employe of the division freight office, called recently.

Duncan Kirk, chief clerk to the division freight agent, and family are enjoying their vacation.

Congratulations to J. J. Keggan and wife who now are grandparents of two granddaughters. One was born June 12 to son, John, and his wife and the other July 1 to son, Bob, and wife. Also to D. E. Marquis, assistant chief clerk to the division engineer, and wife on the arrival of a son July 26.

Jackie Huff and husband have returned from a week's vacation at Lakeside, Ohio.

Dave McWherter, messenger in the superintendent's office, has a new Lincoln convertible and Supervisor of Stations and Car Service E. A. Blair is driving a new Nash Rambler.

MARION MECHANICAL

By Ruth D. Harming

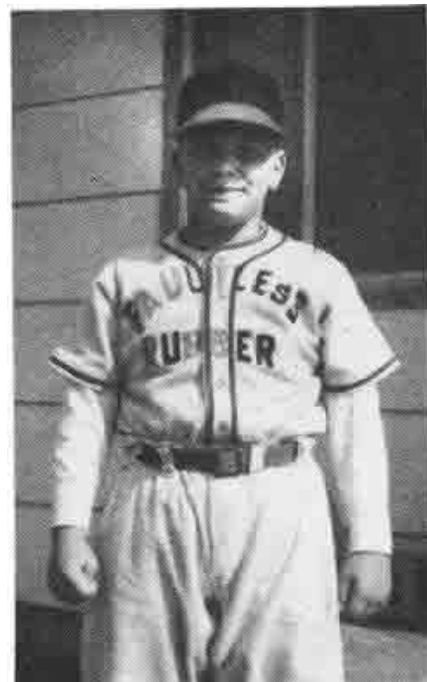
Birthday congratulations to Ellsworth Caret, G. H. Collins, O. W. Cooper, L. C. Cunningham, L. W. Davis, F. E. Dean, C. P. Dillon, J. Eckert, D. Felter, J. E. Freeman, D. L. Gorenflo, J. T. Hannegan, R. H. Hart, M. D. Harvey, J. C. Herrod, W. E. Hobson, J. W. Hood, W. T. Jackson, A. J. Korody, R. C. Latimore, G. Marshall, J. E. Masters, E. W. Myers, R. V. McCrery, E. E. Moore, C. L. Pace, C. L. Parr, P. G. Reiff, K. R. Seaman, E. N. Shuster, W. H. Simmons, J. E. Smith, C. B. Spears, G. L. Stansbery, G. D. Steed, A. R. Strawser, G. E. Titus, M. A. Turner, J. VanBuskirk, K. E. Watzel, H. Williams and W. D. Young.

Our good wishes go with Ronald Geer, machinist apprentice, recently transferred to the transportation department as a fireman. Also to E. W. Hobson, electrician, transferred from Marion diesel shop to Hammond, Ind.

Joseph Riley, representing the Central America Railroad from Guatemala, recently visited the diesel shop to observe equipment and general operations.

Our good wishes are extended to Charles Emmons who is recuperating at home after undergoing surgery in a Cleveland hospital. Charles is a machinist apprentice in the diesel shop, also to Clifford E. McClarey, who is recuperating at home after undergoing surgery twice in the past two months due a serious illness.

Future Big Leaguer



This budding young baseball star is Robert L., 11, son of Patrolman Robert E. Hamilton. Young Robert is a catcher on the Faultless Rubber Co. team in the Little League at Ashland, Ohio.

We are sorry to learn that Air Force Captain Virgil Geer, son of Luther Geer, retired machinist, is confined to Walter Reed Hospital in Maryland on account of surgery and is reported to be in very serious condition.

MAHONING DIVISION

M. OF W., YOUNGSTOWN

By Catherine Holzbach

Best wishes to Trackmen Leroy Jenkins and Dominic Funciello who retired June 5 and 15 respectively.

Congratulations to G. J. Kahl, assistant chief clerk, P. L. Crowe, assistant division engineer, and E. E. Clair, leading clerk for the master carpenter and signal supervisor, who became grandfathers recently, Mr. Clair for the first time.

Marian McCarthy, secretary to the division engineer, became Mrs. Burdette Baker on June 30 and was given a dinner party at the Mural Room, Youngstown, by Erie women who presented a gift.

Bob Gott, track supervisor's clerk, and Tom Vestal, clerk for the signal supervisor, spent vacations at home and on local trips.

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets visited friends in Meadville, Pa., recently.

Patrolman Andrew Herrick says his dogs are in fine condition for the hunting season this fall.

Patrolman Robert E. Hamilton spent most of his vacation working around home and attending Little League ball games.

Erie Railroad Magazine

STILL GREATER PROTECTION--For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical and lateral forces

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to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.

CAPTAIN RETIRES



Approximately 60 persons attended a testimonial luncheon for Capt. M. J. Cannon recently at Dunmore, Pa. Capt. Cannon has retired after almost 33 years with the Erie in the Police Department. He received a miniature police badge as a memento of his service and also a cash gift from the department retirement fund at the luncheon. Mrs. Cannon received a bouquet. As further testimony of his popularity, Capt. Cannon was guest of honor at another party on June 2 at which about 150 persons were present. He expects to continue to be active in community affairs in Dunmore. A son, Edward Cannon, is personal claim agent for the Erie at Youngstown.

CAR ACCOUNTANT

By Ella Carpenter

A vision in white nylon and lace with fingertip veil and crown, attended by three bridesmaids in daffodil yellow, was our JoAnn Corsi as she walked down the aisle of Holy Name Church on the morning of Aug. 18 to exchange marriage vows with Edward Zrimsek. An evening reception was at Adriatic Hall and the new Mr. and Mrs. honeymooned under the Miami moon.

Mrs. Elizabeth Baird, with her grandson and his wife, drove to Washington, D. C., to attend the wedding of her daughter. They subsequently visited points in historic old Virginy.

An itinerary which included Portland, Seattle, Vancouver, Victoria, climaxed with the breathtaking beauty of Lake Louise and Banff, fulfilled a longtime dream of Violet Auryansen to visit the Northwest.

Pete Scherr and family visited relatives in New Jersey and took in a number of New York shows.

Carol Anne Kilbane took her mother to New York which was quite a thrill for both as Mom hadn't been on a train trip since she arrived here from Ireland many years ago.

Shirley Walker is making sure her vacation at Conneaut, Ohio, isn't too quiet by having her pals, Betty Schneider and Jean Brady, visit her weekends while she's there.

H. G. Strom and family vacationed in a cottage at Atwood Lake near New Philadelphia, Ohio.

Welcome home to Larry Gustin who has returned to active duty here after four years with the Navy Hospital Corps.

Margaret Boesch, who left us to await a visit from the stork, was given a send-off by her pals in the key punch department and presented with some very useful items for the future heir.

A warm welcome to this month's addition to the force, Bernice Batcha, PR clerk.

BUFFALO DIVISION BUFFALO TERMINAL

By F. J. Rombkowski, Jr.

Melvin Schlemmer returned to work recently after five months' illness. He finally traded the steering wheel for a pencil...

Birthday (July) congratulations to Betty Horning, Steve Prescott, Florence Hurley and Lillian Ransbury. . . Vince Meegan, hold and re-consigning clerk, spent part of his vacation motoring to Detroit in his new Plymouth. . . R. J. Symington, son of R. E. Symington, chief freight received clerk, was married Aug. 11...

Sympathy is extended to Supt. J. M. Moonshower on the sudden death of his sister in Chicago July 13... Our forces watched the demolition of the old freight office at East Buffalo. It will be replaced by a new building which will accommodate the yard forces and inspectors...

Carl Gressman, caller, spent his vacation in California. . . A basket picnic was held at Chestnut Ridge Park July 21 by Lodge No. 191, Brotherhood of Railway Clerks. The weather was perfect... Wedding bells rang out Aug. 4 for Theresa Beer, traffic steno. . . George Scales, chief car inspector, re-

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In any weather, you stay dry in U. S. Industrial Rainsters. Every seam is vulcanized for complete waterproof protection. And each item of apparel is cut freely for roomy comfort.



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- ventilated cape back
- corduroy-tip collar
- deep pockets • ball-and-socket fasteners

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- rugged, heavy-coated fabric • full-length jacket • high bib overalls • adjustable suspenders • in black or safety yellow

U. S. FOUR-BUCKLE
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- tempered rubber • net lined • Black Royal tread design



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SIGNAL AND TRACK DEVICES
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NEW YORK 17, N. Y.

turned to work July 20 after recovering from a gall bladder operation... We were sorry to hear of the passing of George Lund, former master mechanic, in Meadville, Pa., July 16... C. F. Henry, retired assistant agent at East Buffalo, spent a vacation in July in Alaska and other northwestern points... Carl Crowley, milling-in-transit clerk, visited his brother in suburban Kenmore recently and decided to take a short cut home. He wound up in Erie, Pa., 80 miles from Buffalo. He says he zagged instead of zigged... Bill Coughlin, assistant demurrage clerk, is nicely tanned after a two-week vacation... Bob

Walker, BX operator, spent a few days in the hospital... Vince Hall, patrolman, East Buffalo, was taken suddenly ill while on duty and spent a couple of weeks in Emergency Hospital. He is feeling a lot better but must remain off duty for a while... Claude S. Bagwell, captain of police since 1940, retired July 16 after completing 36 years' continuous service with the police department. Many guests attended the testimonial dinner for him Aug. 9 at the Lafayette Hotel. A gift was presented and good wishes were extended for a happy retirement at his new home in Miami, Fla. We welcome his successor, Capt.

E. C. Bethman.

BUFFALO MACHINE SHOP

By Frank Halbleib

Master Mechanic F. D. Kennedy wishes to commend and congratulate all mechanical department supervision at Buffalo, Salamanca and Jamestown for their efforts in setting a 100 per cent safety record in 1955. This achievement was accomplished by very hard work and diligent efforts in safety work with their men.

Sympathy is extended to the family of G. E. Lund, Meadville, Pa., on his recent death.

Walter Christ, report clerk, spent his vacation at Black Lake. We heard the usual fish story on his return.

SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

Back shop employees had their annual vacations from July 2 through July 20.

Vacations: Helen and Ed Schwartz, Canton, Ohio, and their cottage at Loon Lake; Norma and Don Nilson, Cortland, N. Y.; Ralph Hammond and family, Hershey, Pa., Atlantic City and Philadelphia; Mr. and Mrs. Earl Branning visited their son and grandchildren at Canton, Ohio; J. J. McInerney and family, Florida, and J. J. Recktenwald and family, Texas. Yolanda and Hugh Weidman spent their vacation moving into a suburban home on the Hornell Airport road.

J. R. Mahoney is at home, convalescing from sickness.

We wish James F. Watt, pipefitter, speedy recovery from an illness.

Sympathy is extended to the family of Joseph A. Carbone, retired machinist helper, who passed away July 30.

MARINE

By Jesse E. Baker

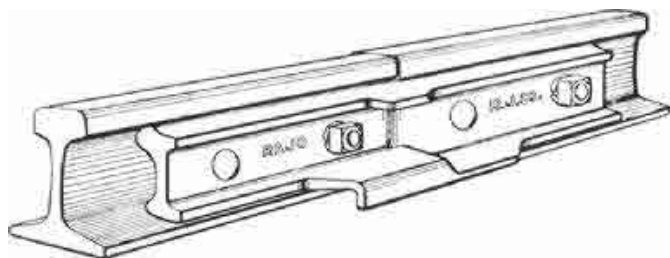
It was nearly quitting time Friday afternoon, July 20, and Capt. Fred J. Fraquelli of Barge 295 was making his boat fast for the night near the end of Pier 51, N. R. Fred took a last look around to see if everything was in order when he saw the body of a baby floating in the water. He took his pike pole and pulled the body to his boat and at the same time called Joseph Tuckeroski, the pier watchman. Other employees on the pier were called, also the police and the F.B.I., as it was thought it might be the Weinberger boy. This proved to be not true as this baby was only a few hours old when it died. The Weinberger boy was a month old when kidnapped. It is against the law to remove a body from the water before the police arrive, but when they did, Joe jumped into the water and pushed the body into a burlap bag. The police then pulled the bag onto the pier.

Walter Wright, retired ferryboat engineer, left for France and Switzerland Aug. 8 on the Queen Mary. Walter will be gone three months.

John Hermansen, captain on the tug Cleveland, will leave for Sweden the week of Sept. 16. He will be gone until Christmas.

Two captains retired within one

Erie Railroad Magazine



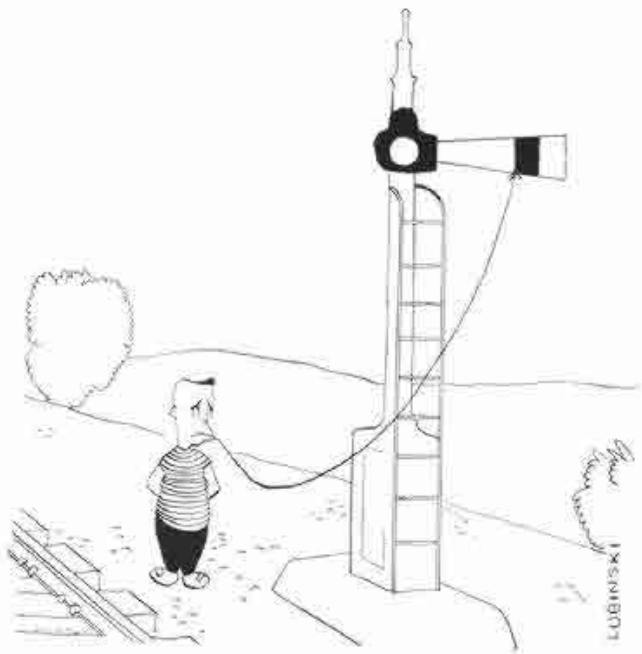
RAJO COMPROMISE JOINTS

● **Rajo Compromise Joints are designed to connect rails of different sections, and those of the same section having varying amounts of vertical and lateral head wear. These joints are made of cast alloy steel, heat treated, with physical properties equivalent to those of rolled steel joints.**



THE RAIL JOINT COMPANY, INC.

New York, N. Y.



week, Charles F. Schmidt of the tug Rochester, (July 30) and Carmine Pascale (Aug. 1).

Marshall Milstead, retired engineer of the tug Johnson City, passed away at his home in Maryland recently.

Do you know that on July 10, 1956, the first five piling were driven for the new heliport at the foot of W. 30th St., North River, New York City? There will be a 10-foot wall all around the heliport to keep the wind from interfering with takeoffs and landings. The heliport will be used for mail and passengers from air ports around the city and for commuters.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

Jack Hazzard and family spent part of their vacation in Cleveland and stopped at Niagara Falls on the return trip.

Other vacationists who have returned are Mrs. A. T. Dobler who went to Florida and John J. Callahan who enjoyed a few days at Seaside Heights, N. J., and just relaxed the rest of the time.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

In a ceremony performed June 30 at 11 a.m. in St. Mary's Church, Plainfield, N. J., Joan Smith and Thomas C. Rooney, Jr., son of the chief car distributor, were married by the Rev. Neil J. Smith. Reception was at the Dunellen Elks Club. Mary Ellen Rooney was bridesmaid and Robert Rooney was usher. The bride is a graduate of Dunellen High School. The groom is a graduate of St. John's High School and Madison Institute, Newark. He now attends Newark College of Engineering evenings and is the owner of the Rooney Television Service of Paterson. The

honeymoon was to New England and Canada.

Vacations: Cliff Beckwith and family, Kansas City, Mo.; Harold Terwilliger and family, the Poconos; Mr. and Mrs. Thomas Kelly, local trips; Bob Gallagher, George Ameer, local trips; J. D. McFadden and family, Conneaut Lake and Meadville, Pa.; Phil Schmidt, the farm, Otisville, N. Y.; Mr. and Mrs. J. G. Meulener, the shore; Joe Nalewski and family, Lake Hopatcong; Floyd Conklin, fishing, tennis, ball games; Christina McNamara and Laura Reed from H. A. Wilson's office, Lake Louise, Banff, Vancouver, Los Angeles, San Francisco; Helen Hopple flew to Los Angeles; Barbara Coan, Fort Lauderdale, Fla.; Mr. and Mrs. Daniel Crowley, the shore; Dick Young, local trips to Asbury Park, Empire State Building, to Rockaway on the subway and a

ride on Train No. 1 to Binghamton.

We welcome Margaret Straut as ediphone operator-steno in place of Mary Malloy who resigned.

Wedding anniversary (43rd) congratulations to Mr. and Mrs. Abe Kleiman (June 22). . . Best wishes to Gladys Gousen whose engagement was announced recently... Christina

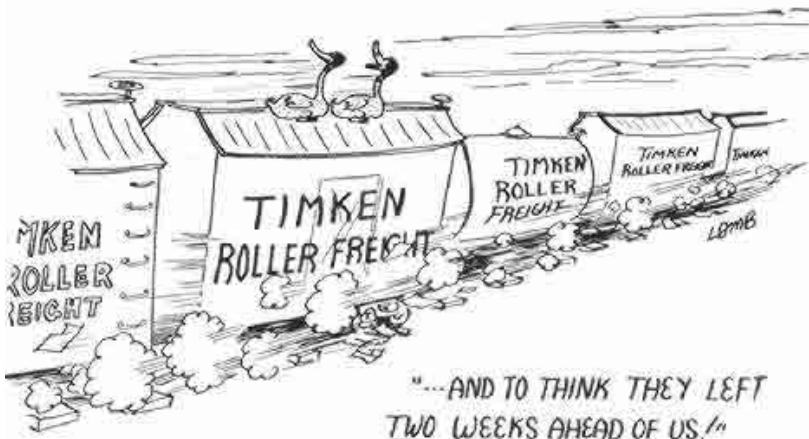
For Railroad Men



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

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"...AND TO THINK THEY LEFT
TWO WEEKS AHEAD OF US!"

(Advertisement)

McNamara's mother is at home in Goshen, N. Y., from St. Vincent's Hospital, New York.

Mrs. J. Angelo left Idlewild Airport, New York, June 29 via Pan American Airlines to visit relatives in southern Italy and to be present at her son's (S. J. Angelo) graduation from the University of Rome Medical College. He has been in Rome since 1951 and expected to return to this country in August, to interne in the Newark Medical Center Hospital. He served with the U. S. Marines two years and is a graduate (1950) of Seton Hall College.

The telegraph office has acquired a feminine touch—Ruth Klink as extra operator. . . Neil Fulton was on vacation a week at Cupsaw Lake, Ringwood, N. J. His son, Paul, arrived in Brooklyn July 14 on the U.S.S. Buckner from Germany and joined the family at the lake... Mr. and Mrs. Harry R. Coleman were guests at the 50th wedding anniversary dinner for his aunt and uncle, Mr. and Mrs. A. Coleman, in Paramus. They are the parents of Walter Coleman, road foreman of engines at Youngstown.

JERSEY CITY FREIGHT CAR

By Bill Downes

Nicholas Buscio, carman at Penhorn shop, became a proud father July 30 with the birth of a son to his wife at the Margaret Hague Hospital. The infant weighed seven pounds, four and a half ounces and has been named Michael.

Gene Garvey, assistant to the foreman at Penhorn shop, and family returned recently from a vacation at Point Pleasant, N. J.

Vincent Pegnataro, tractor operator at Penhorn shop, and family spent their vacation at the seashore.

Harold P. Hazell, relief foreman, Croxton, and family made a vacation trip into New York State and parts of Canada.

SECAUCUS, N. J.

John Flood, engine dispatcher at Secaucus shop, retired Aug. 1 after 47 years' continuous service. He is a member of the Eagles, Masons, Erie Trowel Club, Erie Veterans Association, Secaucus Y and Lodge 543, B. of L. F. & E. The Floods recently celebrated their 50th wedding anniversary with a family dinner at their home in Rutherford where they have lived 29 years. They have a daughter, Mrs. Neil Di Lorenzo; a son, the Rev. Louis H. Flood, pastor of the First Church of Inner Truth, and three grandchildren.

WEEHAWKEN LOCAL & DOCKS

Vacations: J. Murphy, cost clerk, and family, the Catskills; R. Colville, relief clerk, squired his brother-in-law, a Jesuit priest from Oklahoma, to various points in New York and New Jersey; R. Marotta, telephone operator, Point Pleasant; G. Forte, manifest clerk, and family, the Poconos; A. Stankiewicz, freight handler, Highland Mills, N. Y.; J. McGowan, tally clerk, Barryville, N. Y.; J. Dugan, foreman, Belmar, N. J.; Arthur Viaud, collector and clerk, at home in Keansburg, N. J.

Sympathy is extended to the family of Charles A. Williams, dock laborer, who passed away recently at the Pollock Hospital for Chest Diseases in Jersey City. Also, to Arthur Viaud and family on the loss of his mother.

PASSAIC, N. J.

Arthur Katz and Marcus V. Slon-tagano spent vacations in the Adirondacks and New England respectively.

Conductor Leo McCauley sent us cards during his vacation at the seashore.

Brakeman Harry Kinney expected to make short trips to Bayonne while on vacation.

Jim Parkinson still is recuperating slowly from his recent illness.

Charles Bogert spent his vacation working around home. Al Stoebe spent his time making repairs to his house.

Agent E. W. Kane celebrated another birthday with ice cream and cake for all present.

Joseph E. Osar, P. & D. truckman, is fully recovered after his recent operation.

WAKE UP . . . Any railroader who expects to remain free from injury has got to be plenty alert and wide awake. One guy, it's said, believed in this so strongly that he wore loud socks to keep his feet from going to sleep.

Average straight time hourly earnings of railway employees in 1955 was \$2.08, the highest on record. It compares with 97 cents an hour in 1945.

In a 19-month period, one railroad boxcar traveled over 45 railroads for a total distance equal to 1-1/3 times around the world at the equator.

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New York Columbus, Ohio Chicago



VOTE - but

DON'T VOTE IN THE DARK



Study the issues and the candidates- and then decide where you stand

You wouldn't buy a new car without at least driving it around the block.

You wouldn't buy a new house without checking up on the neighborhood, the schools, and any back taxes.

So vote-but don't vote in the dark in this exciting election year.

Listen to what candidates are saying on TV and radio.

Read your newspapers-especially the politi-

cal news and editorial page.

Talk things out with your neighbors over the back fence and at the filling station on the corner. Take part in the discussion group at your church, club, lodge, or school.

Think about the issues and the candidates-and then make up your own mind. Remember, nobody is in that voting booth but you and your conscience. Step behind that curtain with pride on election day. Then vote as a free American.

VOTER'S CHECKLIST

1. Be sure you're registered.
2. Study the issues and candidates. Go to rallies. Ask questions. Read the papers. Listen to speeches.
3. Mark up a sample ballot in advance. (They are published in the papers.)
4. Join your neighbors at the polls on Election Day November 6th.



Is your
name
in the
book ?

You can't vote if you're not registered. You lock yourself out of the polls, unless you're a registered voter. And you and only you can get your name in the Registration Book. When they call the roll on election day, will you be there? Do you know anyone who won't?



NO TRAFFIC JAM HERE!



Erie's Piggy-Back service takes trailers *off* the highway; loads them on special flat cars; speeds them to their destination on highways of steel... often gets them there sooner than any other method.

And shippers are using this new Erie service more and more because it is *dependable*. We have expanded it several times including interchanges with connecting railroads, and the demand continues to grow.

And why not? Erie Piggy-Back service combines the *best* of both forms of transportation. Here is progressive railroading at its best . . . the kind of service that keeps shippers saying, "Route it Erie!"

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Erie Railroad