NE OF THE BRIGHT SPOTS in last year’s results was the increase in passenger business. Revenues were better than two per cent above the previous year. At first glance, this percentage increase may not appear to be particularly impressive, but it takes on added significance when considered in relation to the general downward trend that occurred in train travel throughout the East. In fact, very few eastern railroads reported an increase last year. The Erie headed the list!

This is a gratifying performance and the credit for it should go to all of the passenger representatives, ticket clerks, train crews and others who worked at the job of selling and supplying passenger service.

Measured either in terms of the number of people we carry each year or the amount of money received, our passenger service is big business and an important part of our over-all operation. It is a highly competitive business and with the many alternative ways to travel, the customer chooses the service he likes best. Therefore, the amount of revenue we receive depends a great deal on the personal satisfaction and attention our passengers receive when they ride our trains.

To produce the kind of service that encourages a customer to come back and use it again calls for close attention to details all along the line, from the moment he first contacts the railroad until he reaches his destination—and even after that.

When he feels he has been treated with friendliness and courtesy, he just naturally thinks of Erie employes as fine people to do business with. And then when the time comes to plan another trip, he will remember his pleasant experience and decide in favor of our railroad. He may even tell his friends about it. This personal attention to the so-called “little things” is one of the “big things” in holding and attracting customers.
RAIL ENDS

Veteran railroader J. D. Jaqua of Holloway, Mich., is so attached to his calling that he purchased the 73-year-old Holloway railway station and had it moved to his own lot some distance away. There he is busily engaged in his spare time converting it into a residence, where he expects to retire and spend the rest of his days.

In France, for the first time in railroad history, a train has been operated entirely by remote control. The unmanned locomotive which pulled the train was of the same design as that which last year broke the world’s train speed record.

Not many months ago, workmen who had been digging a water-main ditch in Salem, Ore., found wood rails which had been used for a trolley-car line. Although the tracks hadn’t been used for 40 years, interested lumbermen who inspected them said the wood was in good condition. The tracks were laid on a bed of bricks.

An apparently hungry thief who snatched a knapsack in a railroad station in Japan must have been shocked right out of his skin when he opened it. The knapsack contained a dozen live snakes which were to be used in making medicine.

THE COVER—This month’s cover photograph was selected to serve as an introduction to the leading article in this issue. Of course, that is the annual report to employees for 1955. Although the report is a review of the Erie’s operations for the previous year, like the engineer looking ahead down the track on the cover, the report also is a look ahead into the future of the Erie since, as somebody said long ago, “coming events cast their shadows before.” By reading the report, you will get the results of operations in 1955, but these facts and figures also should give you some idea of how we will do in 1956 and in the future.
**highlights of the year**

<table>
<thead>
<tr>
<th></th>
<th>1955</th>
<th>1954</th>
<th>1953</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenues</td>
<td>$161,447,842</td>
<td>$152,086,511</td>
<td>$181,505,236</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$128,046,722</td>
<td>$124,261,778</td>
<td>$136,882,758</td>
</tr>
<tr>
<td>Ratio of expenses to revenue</td>
<td>79.81%</td>
<td>81.70%</td>
<td>75.14%</td>
</tr>
<tr>
<td>Taxes (Federal, State and Local)</td>
<td>$10,271,288</td>
<td>$7,268,031</td>
<td>$17,827,859</td>
</tr>
<tr>
<td>Taxes per share of Common Stock</td>
<td>$4.19</td>
<td>$2.97</td>
<td>$7.28</td>
</tr>
<tr>
<td>Income available for fixed charges</td>
<td>$16,223,479</td>
<td>$13,493,936</td>
<td>$19,855,275</td>
</tr>
<tr>
<td>Fixed charges</td>
<td>$4,998,195</td>
<td>$5,111,130</td>
<td>$5,184,393</td>
</tr>
<tr>
<td>Times fixed charges earned</td>
<td>3.25</td>
<td>2.64</td>
<td>3.83</td>
</tr>
<tr>
<td>Contingent interest</td>
<td>$3,332,930</td>
<td>$2,004,154</td>
<td>$2,089,279</td>
</tr>
<tr>
<td>Net Income (before Capital and Sinking Funds)</td>
<td>$7,892,354</td>
<td>$6,378,652</td>
<td>$12,581,603</td>
</tr>
<tr>
<td>Capital and Sinking Funds Appropriations</td>
<td>$4,291,712</td>
<td>$2,536,497</td>
<td>$4,412,619</td>
</tr>
<tr>
<td>Net Income (after Capital and Sinking Funds)</td>
<td>$3,600,642</td>
<td>$3,842,155</td>
<td>$8,168,984</td>
</tr>
<tr>
<td>Dividends per share of Preferred Stock</td>
<td>$5.00</td>
<td>$5.00</td>
<td>$5.00</td>
</tr>
<tr>
<td>Total dividends on Preferred Stock</td>
<td>$625,600</td>
<td>$2,014,410</td>
<td>$2,014,410</td>
</tr>
<tr>
<td>Earnings per share of Common Stock</td>
<td>$2.97</td>
<td>$1.78</td>
<td>$4.31</td>
</tr>
<tr>
<td>(before Capital and Sinking Funds)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Earnings per share of Common Stock</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(after Capital and Sinking Funds)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dividends per share of Common Stock</td>
<td>$1.21</td>
<td>$0.75</td>
<td>$2.51</td>
</tr>
<tr>
<td>Total dividends on Common Stock</td>
<td>$3,675,372</td>
<td>$3,675,371</td>
<td>$4,287,865</td>
</tr>
<tr>
<td>Book value per share of Common Stock</td>
<td>$70.88</td>
<td>$70.28</td>
<td>$71.41</td>
</tr>
<tr>
<td>Number of shareholders</td>
<td>21,212*</td>
<td>25,183</td>
<td>25,573</td>
</tr>
<tr>
<td>Average number of employees</td>
<td>18,317</td>
<td>18,819</td>
<td>20,703</td>
</tr>
<tr>
<td>Miles of railroad operated</td>
<td>2,226</td>
<td>2,224</td>
<td>2,224</td>
</tr>
</tbody>
</table>

*Decrease in number of shareholders is due to the exchange of preferred stock for debentures.

Cheerful courtesy shown by employees results in better jobs and a better Erie.

Skilled Eriemen working in modern shops keep our diesels rolling to provide that dependable service.
How would you like to be the manager of your own railroad? Well, we'll try to arrange it for you—at least for the few minutes it will take you to read this article. If you will cooperate by using your imagination in reading this 1955 annual report to employes, you will find yourself acting as the head of your own short line railroad.

First, let's make believe that the Erie has been divided equally into 18,317 small railroads, one railroad for each of the employes working for the Erie.

Let's call your railroad the Very Short Line Railroad Co. You now have complete charge of a proportionate share of all the business, territory, equipment, assets and indebtedness of the Erie Railroad.

We hope that dividing the railroad in this way will give you a better picture of Erie's annual report for 1955. All figures for your railroad will be in direct proportion to the actual figures in the Erie's 1955 annual report.
port to shareholders. So that you can compare your mythical railroad directly with the Erie, the figures for the Erie will be included in parenthesis with each corresponding figure for your railroad.

Before you take on the management of this railroad, let's find out how much money has been invested in it and who did the investing. You will agree this is important, otherwise you wouldn't have any property to manage or tools or equipment with which to do the job—in other words, no railroad!

Well, as it turns out this is a pretty big property. Your part of the railroad represents an investment of $26,704 (Erie $489,140,614) in such things as land, tracks, terminals, shops, locomotives, freight and passenger cars, marine equipment and all the other things needed to run a railroad.

This capital was provided by people who bought shares of stock in your company and by bondholders from whom money was borrowed. As the name implies, a shareholder actually owns a share in the company whereas a bondholder has loaned money to the company for which he receives a bond, indicating the company’s promise to repay at a specified date with interest.

The people who own your railroad are the shareholders. They have invested their money with your company because they have faith in it, they think you can do a good job with it and they hope to get a return in the form of dividends on the money they put into the business. They also hope the railroad will do so well that they can make a profit on their investment. It's a sure bet they wouldn't buy into the company if they thought they were going to lose their money. As the owners of the Very Short Line Railroad, the shareholders have hired you to operate it for them.

Now let's get into the results of your past year's operation and see how you made out. After everything was accounted for, you find that you can report to your shareholders that the company's common share earnings made a strong recovery in 1955. They rose to $2.97 a share which was a gain of $1.19 a share or 67 per cent higher than in 1954. Your net income after all expenses and other charges was $431 (Erie $7,892,354), and you were able to pay your shareholders a dividend of $1.50 a share, which amounted to $201 (Erie $3,675,372). The balance was kept in the treasury for further improvements to the railroad, for retiring some of the company's debt, and for other com-

---

**ERIE INCOME**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount (as of 1955)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight</td>
<td>87.5 d</td>
</tr>
<tr>
<td>Passengers</td>
<td>4.3 d</td>
</tr>
<tr>
<td>Mail, Express &amp; Misc.</td>
<td>7.5 d</td>
</tr>
<tr>
<td>Others</td>
<td>.7 d</td>
</tr>
</tbody>
</table>

---

Sanding a diesel at Hornell, N.Y., before it starts its 2000-mile round-trip to Jersey City, Chicago and back.
pany needs that may come up.

Here is how you achieved those results: In 1955, your customers paid $8,814 (Erie $161,447,842) in operating revenues for all the services your railroad performed. That was 6.2 per cent better than in 1954. Breaking this revenue down, you find that $7,770 (Erie $142,317,434) or 8.2 per cent came from handling freight; $382 (Erie $7,005,465) or 4.3 per cent from passengers. You received $179 (Erie $3,276,560) or 2 per cent of the total for handling mail; $66 (Erie $1,753,755) or 1.1 per cent for express and $387 (Erie $7,094,627) or 4.4 per cent for miscellaneous items such as switching charges, demurrage, storage of freight, dining car receipts, rentals, etc.

In addition to these revenues from the operation of the railroad, you also received $63 (Erie $1,155,800) of other income from investments in other companies. Altogether, then, you took in $8,887 (Erie $162,603,642) from all sources.

Pausing to analyze these figures, you reflect that generally 1955 was a better year than 1954, especially in the last eight months when business picked up about 10 per cent over the previous year and so far as you can tell the indications seem to be that this favorable trend will continue well into 1956. The whole country is enjoying a high level of prosperity and business is going along at a good rate.

Because the V.S.L. serves a steel producing territory, you depend on that industry for a lot of your tonnage. You find you hauled 38 per cent more iron ore over your Great Lakes dock in Cleveland than in 1954. Taking all ore handlings together, including the tonnage received from connecting railroads, you moved 60 per cent more than in 1954 and 9.2 per cent more than in 1953. So, with the demand for steel, the ore situation looks better than it did a few years ago.

Coal business, another large source of your revenue, brought in $891 (Erie $12,658,278) which was at about the same level as the previous year. Bituminous coal increased somewhat but anthracite was down.

Of course, one of your biggest jobs as manager of the V.S.L. is to find ways and means of increasing your revenues. You try to develop new business to gain more customers. One of the new services that showed considerable promise in 1955 was “piggy-back”. It started in 1954 but you emphasized it and extended it in 1955. As yet, “piggy-back” revenues are only a small part of your total business but it is getting better and looks encouraging for the future.

When you started offering “piggy-back” it was only in the New York, Newark and Chicago areas, but last year you opened up new markets at Sharon, Youngstown, Warren, Akron,

where it went

wages 50.1 c
material, supplies, etc. 28.2 c
taxes 6.3 c
interest on debt, preferred dividends, etc. 8.2 c
depreciation 5.4 c
for common dividends, improvements and debt retirement 1.8 c
A miniature flaw detector is used to find any imperfections in the interior of an Erie rail at the joint. This care insures safety and keeps down maintenance costs.

Building for the Future

During the past 10 years, you demonstrated your foresight and your managerial ability by spending $9,008 (Erie $165 million) to improve your railroad. This money came from earnings, depreciation charges and loans (equipment trusts) which you made to buy some of the new equipment such as diesel locomotives and freight cars.

You were looking ahead and were building an up-to-date railroad for the future. At the same time you were keeping up with your competition and the needs of the industries in your territory plus the new ones that were springing up. As a result, the good old Very Short Line Railroad is in better shape than ever before. However you still have lots of plans and if earnings continue good, you expect to spend about $1,201 (Erie $22 million) for improvements in 1956. This is more than you spent on the average for the past 10 years. But you have faith in the future of your railroad and the territory it serves.

Most of your money during this stepped-up modernization program went into diesel locomotives, because during that period you transformed the V.S.L. from a steam to a diesel railroad. This increased your efficiency and cut your costs. You dieselized other mobile equipment, too, such as tugs, wreck cranes and locomotive cranes. No steam locomotives are left on the V.S.L. and there haven't been any since 1953. Of course, the same is true of your parent railroad, the Erie.

Modern Freight Car Fleet

You are quite proud of the Very Short Line's freight car fleet, too. It's one of the most modern in the industry, and you are buying more cars to add to the nation's car supply and fulfill your obligations to your customers. During the past year you added 50-foot boxcars and 75-foot flatcars to your fleet. The "king-sized" flatcars have roller bearings and other special devices for "piggy-back". They can carry two 36-foot highway trailers each.

In addition you added some freight cars equipped with special devices for carrying such things as auto parts and coil steel. More cars are on order for delivery this year. Many of these cars will be built in the new car shop which you now are putting up at Meadville. You find it's costing more all the time to buy new cars. At today's prices, a standard boxcar costs about $7,500 and one with special loading devices costs as...
much as $12,000.

In 1955 you also bought a 250-ton diesel wreck crane and five steel barges for marine operations in New York Harbor, and 10 more steel barges are on order.

Among other things, property improvements in 1955 included a new passenger station at Bloomfield, N.J., and new car repair facilities at Jersey City and Salamanca. Grading was done for the new Fisher Body Plant yard (Mansfield, Ohio) and for the extension to the Ford Motor Co. yard (Mahwah, N.J.).

**New Track Machines**

Modernization of track maintenance took a long stride forward in 1955. A lot of money was spent for new and modern track machines. Track gangs were mechanized to increase efficiency and cut costs. (The “detour gang” was described in the August, 1955 issue of the Erie magazine.) More of the office work also is being done by electronic accounting and business machines on tasks such as payroll accounting, car records, train consists and other clerical duties. Two “electronic brains”, the IBM No. 650 elec-

### ERIE PERFORMANCE STATISTICS

<table>
<thead>
<tr>
<th></th>
<th>1955</th>
<th>1954</th>
<th>1953</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight moved (tons)</td>
<td>35,861,819</td>
<td>31,776,510</td>
<td>38,100,980</td>
</tr>
<tr>
<td>Ton-miles</td>
<td>9,320,405,247</td>
<td>8,424,473,733</td>
<td>9,773,007,472</td>
</tr>
<tr>
<td>Total freight revenue</td>
<td>$142,317,434</td>
<td>$132,854,187</td>
<td>$160,209,639</td>
</tr>
<tr>
<td>Average distance moved (miles)</td>
<td>259.90</td>
<td>265.12</td>
<td>256.50</td>
</tr>
<tr>
<td>Average revenue per ton-mile</td>
<td>1.527c</td>
<td>1.577c</td>
<td>1.639c</td>
</tr>
<tr>
<td>Gross tons per train</td>
<td>3,431</td>
<td>3,466</td>
<td>3,537</td>
</tr>
<tr>
<td>Net tons per loaded car</td>
<td>24.5</td>
<td>24.1</td>
<td>25.0</td>
</tr>
<tr>
<td>Miles per car per day</td>
<td>57.6</td>
<td>52.1</td>
<td>57.3</td>
</tr>
<tr>
<td>Net ton-miles per car day</td>
<td>977</td>
<td>856</td>
<td>987</td>
</tr>
<tr>
<td>Gross ton-miles per train hour</td>
<td>64,856</td>
<td>65,273</td>
<td>64,606</td>
</tr>
</tbody>
</table>

City and Salamanca. Grading was done for the new Fisher Body Plant yard (Mansfield, Ohio) and for the extension to the Ford Motor Co. yard (Mahwah, N.J.).

April, 1956

<table>
<thead>
<tr>
<th></th>
<th>1945</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Payroll</td>
<td>$67,166,028</td>
<td>$86,116,421</td>
</tr>
<tr>
<td>Payroll taxes for employee retirement, unemployment, and other employee benefits</td>
<td>$4,037,627</td>
<td>$5,279,982</td>
</tr>
<tr>
<td>Average number of employees</td>
<td>24,551</td>
<td>18,317</td>
</tr>
<tr>
<td>Average annual wage</td>
<td>$2,736</td>
<td>$4,701</td>
</tr>
</tbody>
</table>
DISTRIBUTION OF ERIE INCOME PER DOLLAR AND PER SHARE FOR 1955

INCOME

Operating revenues $161,447,842
Other income less miscellaneous deductions from income 1,155,800

Total income $162,603,642

DISTRIBUTION

<table>
<thead>
<tr>
<th>Amount</th>
<th>Per Dollar of Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages</td>
<td>$81,542,550</td>
</tr>
<tr>
<td>Material and supplies</td>
<td>11,031,577</td>
</tr>
<tr>
<td>Fuel</td>
<td>7,535,613</td>
</tr>
<tr>
<td>Depreciation of roadway and equipment</td>
<td>8,732,911</td>
</tr>
<tr>
<td>Loss and damage, and injuries to persons</td>
<td>4,273,179</td>
</tr>
<tr>
<td>All other operating expenses</td>
<td>14,930,892</td>
</tr>
<tr>
<td>Taxes—Federal, State and Local</td>
<td>10,271,238</td>
</tr>
<tr>
<td>Rental of equipment and joint facilities</td>
<td>8,062,203</td>
</tr>
<tr>
<td>Interest on First Mortgage Bonds, equipment obligations, and rentals for leased roads (fixed charges)</td>
<td>4,998,195</td>
</tr>
<tr>
<td>Capital Expenditures Fund Reserve for additions and betterments</td>
<td>3,228,857</td>
</tr>
<tr>
<td>Interest on General Mortgage Income Bonds and Income Debentures (contingent interest)</td>
<td>3,332,930</td>
</tr>
<tr>
<td>Sinking Funds for retirement of First Mortgage and General Mortgage Income Bonds and Income Debentures</td>
<td>1,062,755</td>
</tr>
<tr>
<td>Dividends on Preferred Stock</td>
<td>625,600</td>
</tr>
<tr>
<td>Total</td>
<td>159,628,600</td>
</tr>
<tr>
<td>Remainder available for Common Stock dividends, further improvements to property, retirement of debt, and other corporate purposes</td>
<td>2,975,042</td>
</tr>
<tr>
<td>Grand total</td>
<td>$162,603,642</td>
</tr>
</tbody>
</table>

The way in which you measure your operating efficiency each year is to compare your income (operating revenues) with your outgo (operating expenses). In doing this for 1955 you find there was an improvement over 1954 even though wage and material costs were higher and in spite of the cost of extensive flood damage repair. Your operating ratio for 1955 was 79.3 per cent as compared with 81.7 per cent in 1954. That means that out of every dollar you took in 79.3 cents went for expenses.

Outgo Story

Up to now we have been dealing with money that has been taken in and the improvements you have made on the railroad. Now let's see what the picture looks like from the expense side. In 1955 it cost you $6,990 (Erie $128,046,722) to operate the V.S.L. That was $297 (Erie $3,784,944) or 3.1 per cent more than you spent in 1954. In spending this money, you carefully budgeted it to keep your maintenance and repair work on a current basis so as not to put off work that needed to be done. Maintaining V.S.L. track, roadway and structures, including flood repairs, last year cost $1,058 (Erie $19,378,422) or $82 (Erie $1,509,524) less than in 1954. Much of the saving was the result of your mechanization program and better efficiency.

To maintain cars and locomotives you spent $1,382 (Erie $25,322,861) or $15 (Erie $271,358) more than in 1954. As a result, V.S.L. "bad order" cars are at a minimum and locomotives were kept in good repair. Your car shops worked steadily all year and a large number of cars were given general repairs.

Erie Railroad Magazine
Station, yard and train operation costs (transportation expenses) were $3,875 (Erie $70,986,518). This was $242 (Erie $4,430,658) higher than in 1954. Part of the higher cost was because you handled 10.4 per cent more freight volume last year than in the year before.

Of course, one of the big stories on the Very Short Line Railroad in 1955 was the flood resulting from the torrential rains brought by Hurricane Diane in August which caused a lot of damage. (Erie had considerable damage to tracks and structures on the Delaware Division from Port Jervis, west along the main line for 28 miles; also on the Wyoming Division from Lackawaxen to Dunmore.) The repairs cost you about $109 (more than $2,000,000 on the Erie). You included most of the repair cost in your 1955 expenses.

Wage Settlements

During the year, the employees of your V.S.L. Railroad requested an increase in wages and other employee benefits. After negotiating with the representatives of the railroad brotherhoods, you were able to reach an agreement with them not only on these requests but some others that had been presented to you in 1954.

The way it turned out, train service employees received generally a 10½ cent an hour raise plus a differential increase for engineers and conductors. You also settled with road conductors and trainmen who wanted higher pay when the number of cars in a train exceeded a certain minimum. Employees in yard service also received a pay increase plus a little more for those who work on a five-day week.

So-called “non-operating” employees were granted about a 14½-cent an hour increase in addition to which your railroad agreed to pay, starting March 1, 1956, the full cost of a health and welfare plan. Before that, the employees paid half ($3.40 per month) and the V.S.L. paid half.

After adding up the pay raises and other employee benefit costs, you find that they will increase your expenses about $344 (Erie $6,300,000) a year.

By this time, you find your expenses are going up so fast that some strong measures will have to be taken to meet these increased expenses. You compare the $344 (Erie $6,300,000) added expense that you will have to pay out for wage increases each year with the net profit of $431 (Erie $7,892,354) you made in 1955. You realize that something has to be done quickly otherwise you will be getting pretty close to the red ink side of the books. You can't very well make drastic reductions in necessary expenses or cancel your program for buying new cars and other things to improve the railroad. Otherwise, progress would come to a standstill. Other railroads find themselves in the same situation so you join with them in an application to the Interstate Com-

The concentration of steel manufacturing plants in the "Erie Area" results in a heavy movement of iron ore and steel on our railroad.
The Company received from transportation of:

<table>
<thead>
<tr>
<th>Category</th>
<th>Revenue 1955</th>
<th>Revenue 1945</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight</td>
<td>$7,770</td>
<td>$142,317,434</td>
</tr>
<tr>
<td>Passengers</td>
<td>382</td>
<td>7,005,465</td>
</tr>
<tr>
<td>Other operations</td>
<td>662</td>
<td>12,124,943</td>
</tr>
<tr>
<td><strong>Total operating revenues</strong></td>
<td><strong>8,814</strong></td>
<td><strong>161,447,842</strong></td>
</tr>
</tbody>
</table>

The Company spent for:

<table>
<thead>
<tr>
<th>Category</th>
<th>Expense 1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintaining tracks and buildings</td>
<td>1,058</td>
</tr>
<tr>
<td>Maintaining cars and locomotives</td>
<td>1,382</td>
</tr>
<tr>
<td>Traffic Department sales and service</td>
<td>237</td>
</tr>
<tr>
<td>Operating trains, stations and yards</td>
<td>3,875</td>
</tr>
<tr>
<td>General and miscellaneous expenses</td>
<td>438</td>
</tr>
<tr>
<td><strong>Total operating expenses</strong></td>
<td><strong>6,990</strong></td>
</tr>
</tbody>
</table>

Leaving a balance from railway operations of 1,824

Accrued taxes (Federal, State and Local) 561

Leaving a balance of 1,263

The Company paid to other companies for hire of equipment and use of joint facilities in excess of the amount received by it from those sources 440

This leaves an income from railway operations of 823

Other income derived from investments in stocks and bonds and miscellaneous items less miscellaneous deductions was 63

Making income available for fixed charges of 886

Fixed interest on funded debt and equipment obligations and rents paid for leased roads totaled 273

Leaving income after fixed charges of 613

Contingent interest on General Mortgage Bonds and Income Debentures 182

Making net income before Capital and Sinking Funds of (see note below) 431

Out of net income appropriations were made for:

<table>
<thead>
<tr>
<th>Fund</th>
<th>Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Expenditures Fund Reserve</td>
<td>176</td>
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<tr>
<td>Sinking Funds—First Mortgage Bonds</td>
<td>29</td>
</tr>
<tr>
<td>—General Mortgage Income Bonds</td>
<td>14</td>
</tr>
<tr>
<td>—Income Debentures</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total appropriations</strong></td>
<td><strong>234</strong></td>
</tr>
</tbody>
</table>

Leaving net income after Capital and Sinking Funds of (see note below) 197

Dividend—Preferred Stock at $5 per share payable $1.25 quarterly on March 1, June 1, September 1 and December 1, 1956. 34

Leaving a balance of income available for dividends on Common Stock, additions and betterments (other than from the Capital Expenditures Fund), retirement of debt, improvement of current position and other corporate purposes of 163 $ 2,975,042

Net income in 1955 was reduced by $1,328,810 because of the exchange of preferred stock for debentures. However, as a result of this transaction, the Company's tax liability was decreased, which makes more money available for common stock dividends and other corporate purposes. See explanation on page 13.
mercer Commission to allow you to charge 7 per cent more for hauling freight. This percentage was decided on after careful study by the railroads as to how much would be needed to offset the wage costs and the higher prices of materials (Editor's note: Since the Annual Report to Stockholders was prepared, the I.C.C. allowed a 6 per cent increase with certain "hold downs" which produces an average increase of about 5½ per cent).

Cooperative Studies With the D.L.&W.

In order to operate efficiently and improve your railroad's earnings, you are naturally always on the lookout for ways to reduce your costs without sacrificing the quality of your service. In studying your particular railroad, you realize there is a big problem and a difficult one in connection with the commuter service which is losing money at the rate of about $136 a year for the V.S.L. (Erie $2,500,000). Obviously, here is something that needs attention, so after careful study by your operating men, you work out a plan with a neighboring railroad (D.L. &W.) whereby your passenger trains can use their station (Hoboken). You find you can do this and still give good service to your customers. It will enable you to eliminate the expense of maintaining an old station (Jersey City) and also your ferry to New York (Chambers Street) which is a big item in the loss column. Your studies indicate you can reduce your commuter losses by about $55 (Erie $1 million). It's a good plan so you file the necessary applications with the State and Federal Commissions, who have jurisdiction over these matters, for their approval or disapproval.

You take advantage also of other opportunities to reduce costs where duplicate facilities of other railroads can be used jointly (the Erie has combined its perishable terminal at New York City with the Pennsylvania Railroad; freight house operations at Johnson and Elmira with the D.L.&W. and towing operations in New York Harbor with the D.L.&W. Other studies under way include joint use of trackage between Corning and Binghamton where the Erie and Lackawanna tracks parallel each other, and possible freight yard operations at Buffalo).

Taxes

Besides the direct costs involved in operating the railroad, the V.S.L. must also pay taxes. Last year's tax bill was $561 (Erie $10,721,303) which was $161 (Erie $3,003,207) more than in the previous year. These include payment of state, local and miscellaneous taxes as well as payroll taxes for employee retirement and unemployment. As your company received permission to write off depreciation on certain equipment needed for national defense purposes at a faster rate than ordinarily, and due to losses incurred by subsidiary companies which were included in your tax return, it works out that no federal income tax had to be paid in 1955. In fact, there was a credit of $80 (Erie $1,472,896). This credit was included in figuring your entire tax payments.

Financial Matters

Now let's not overlook the financial side of managing your railroad. You had to pay out $455 (Erie $8,331,125) as interest on the money borrowed from bond holders and others. You also had preferred stock outstanding on which you paid a dividend of $5.00 a share. A study made by your financial people indicated there would be an advantage to the company if the preferred stock could be exchanged for a type of security called a Debenture. This arrangement would save the V.S.L. some money and yet be satisfactory to the majority of the holders of your preferred stock. The basic idea was to offer them the opportunity to exchange their stock which pays dividends which are not deductible by the company for income tax purposes for Debentures which pay interest and are, therefore, an allowable deduction for tax purposes. Approximately 69 per cent of the preferred shares were exchanged which resulted in a tax saving for the V.S.L. of
about $42 (Erie $777,000) each year and increased common stock earnings by 32c a share.

**Industrial Development**

Industrial development must have serious attention as part of your job as the manager of a railroad, especially because the V.S.L. runs through an area where there has been a lot of industrial growth in recent years. This is healthy for the V.S.L., because it means new customers and new sources of revenue for the future.

The V.S.L. (Erie) area has many natural and economic advantages which attract factories and business. Ready access to raw materials, a good labor supply, gas and electricity and the nation's largest consuming market are important items for industries seeking new locations.

Your Industrial Development Department furnishes data and technical facts about sites to companies who are looking for land for new factories. In recent years your railroad has been quite successful in getting companies to locate on the V.S.L.

Last year, 98 companies built new plants or enlarged existing ones on your railroad. This will mean about $546 (Erie $10,000,000) in additional revenues each year when these plants are in full operation.

**Market Research**

You also have a Research Department which compiles reports on marketing, income estimates, cost studies and monthly sales quotas for the Traffic Department. These help you to make important management decisions.

For instance, last year the Research Department prepared a thorough market report on West Coast business. It was used to help your representatives out there in their sales work. Other reports from this department helped to analyze less-than-carload business, determine revenue potentials for "piggy-back" service and supplied data for determining proper rate divisions on traffic moving to and from western railroads.

Facts and figures developed by Research also aided studies of commuter service to support the railroads' case for fare increases to reduce the commutation deficit.

**Scholarships**

As an important part of your employee relations activities, the V.S.L. provides college scholarships for sons and daughters of its employees. On the Erie a total of 15 students are now attending college. Winners receive $1,000 a year for four years for a college education. They are chosen by an impartial committee, not connected with the railroad, on the basis of competitive examinations, scholastic records, moral character, leadership, seriousness of purpose, citizenship and other qualities. The scholarships are available only to children of employees who earn less than $7,500 a year.

**Employee Training**

Providing proper training for your employees is another phase of railroading to which you give a lot of thought as manager. The new tools, machines and other equipment which your modernization program has brought require skilled employees. To help them you have provided special training which brings about more efficiency and production with less effort on the part of the employees.

Part of your program is conducted in the V.S.L.'s modern training car, a "schoolhouse-on-wheels" which moves over the railroad for classes on the proper operation and maintenance of diesel locomotives.

Your passenger train employees and ticket office personnel meet periodically to discuss ways of giving better and more courteous service to travelers. Freight sales personnel participate in educational programs so they can help shippers with their transportation problems.

As manager, you are keenly interested in cutting loss and damage of freight shipments. For this purpose, training sessions are held to discuss safe and careful train operation and loading and unloading of freight to insure careful handling.

**Health and Safety**

It is important that your employees always keep in mind the first rule in the Operating Book of Rules: "Safety is of the first importance in the discharge of duty." So, continuous emphasis is placed on safety to prevent injuries to employees and the public. As a result, your safety
record is good.

Health, of course, is part of safety, and the Very Short Line Medical Department gives regular physical examinations and medical advice to improve the health and efficiency of employees. Prevention is even more important than cure. You know that a healthy employee will be on the job more regularly, be more productive, be less liable to injury and is generally a happier and a better worker.

Public Relations

Large numbers of people come in contact with your railroad in many ways. The impressions and attitudes of these people can mean a lot to the success of your railroad. As a service organization you naturally want to encourage understanding and friendly relations wherever you can. You want your "public" to know of the progressive things you are doing and to serve them better. So, you keep them informed through your public relations program.

Good public relations is built primarily on good service. You recognize this principle in making policy decisions and in the actual performance of the railroad in doing its every day job of moving people and goods. You do everything you can to remind your employees about the importance of giving the public good, courteous and friendly service. The many complimentary letters you receive praising your employees for their friendly spirit and willingness to be helpful is an indication that they are well thought of by the public.

And to build up the reservoir of good will you encourage your supervisors and employees to take an active part in local community activities to show that the railroad is trying to be a good neighbor in the cities you serve.

To keep the public informed about what's going on at the V.S.L., your Public Relations Department prepares and sends out news stories and pictures to newspapers, magazines and radio and television stations. Advertising is also used along with booklets, pamphlets and other means of bringing your railroad's story to the public.

Your railroad also publishes a magazine each month especially for employees to keep everybody posted on the progress, activities and interesting events happening on the V.S.L. All of these things are done for the primary purpose of building good will, pride and confidence in your railroad and the people who work for it.

Well, that's the 1955 story of the operations of your railroad, the Very Short Line Railroad Co. Of course, that's the story of the Erie Railroad, too, for 1955. If you would like to have a copy of the actual annual report sent out to Erie shareholders, President Paul W. Johnston will be glad to send one. Write to him at the Midland Building, Cleveland 15, Ohio.

For the first four months of 1955 freight business remained at the 1954 level, but during the last eight months it increased 10 per cent. The outlook for continued good business is promising as we go along into 1956.
PERFECT SHIPPING is an every day job

By D. C. Mitchell
Superintendent
Station Service & Freight Claim Prevention

The month of April has been set aside by shippers and receivers, rail carriers and other transportation agencies as the “perfect” shipping month. It is the time of year when all of us stop to reflect on the progress made in the prevention of loss and damage to freight—loss and damage that amounts to many millions of dollars on all railroads and represents an enormous waste of our nation’s labor and resources.

When the figures for the year 1955 are finally tabulated, the nation’s railroads will have spent more than 100 million dollars for loss and damage to freight. The Erie Railroad alone will have spent close to 3 million dollars—almost $160 for each employee.

Just think of it—more than $2 million wasted on the Erie alone! The shipper has lost, for his work has gone for nothing because his shipments never reached his customers. The customers certainly were not pleased. Their business suffered when their orders were not received on schedule and in good condition. And, of course, the railroads’ paycheck was reduced by these many millions. Loss revenues have meant less money available for materials and supplies and, usually, less upkeep of the railroad property and less money for employees’ paychecks. So who has gained?

Annual Campaign

Is it any wonder, then, that each year rail carriers and their customers, along with other transportation agencies, take time out to re-emphasize the importance of “perfect” shipping? This is the 20th consecutive “perfect” shipping campaign sponsored by the Ship-

pers’ Advisory Boards. The campaign poster, the symbol of the 1956 campaign, tells the story.

When told about the huge sums of money being spent each year, we are apt to be misled. Many of us believe that our customers are satisfied by receiving money for their damaged goods.

However, these payments do not help a newspaper publisher to recover his damaged paper when paper is needed and is not available, nor does it replace a delicate ma-

chine requiring weeks and weeks to remodel and reassemble. Loss and damage payments do not compensate our customers for inconvenience, fluctuating prices, time and effort spent in replacing damaged articles and securing claim settlements.

The prevention of loss and damage goes farther than preventing mere claim payments. It means furnishing our customers with the kind of service they have a right to expect. It means delivering
freight in the same condition in which we receive it. In doing this, we can be assured that our shippers and receivers will be satisfied. As the transportation field becomes more and more competitive, satisfaction of our customers becomes more and more important.

The goal of everybody during “perfect” shipping month should be to reduce loss and damage. You may ask the question, “What can I do?”

Everybody’s Opportunity

Each employee either directly or indirectly can play an important part in this program. It is the responsibility of freight house forces to check marks, load and unload freight carefully. Freight office forces must see that papers are processed promptly and correctly. Car department employees must concern themselves with cleaning, selecting and upgrading cars. Trackmen must maintain roadbed so that shipments are provided a smooth trip. Engineering crews and other trainmen must work together to avoid excessive speeds in handling cars. Yard forces must furnish switching crews with the right kind of information to move cars safely through yards and terminals.

All employees have a vital role to play in insuring that freight reaches destination free of loss and damage.

The $2 million paid by the Erie Railroad for loss and damage during 1955 can’t all be saved, but if we make a substantial reduction, it will be possible to recapture some of the traffic which may have been lost to our competitors.

Who else can do the job but us? Who else but you and I and the thousands of other railroad workers can bring about “perfect” shipping? It is up to us to meet this challenge by doing our jobs the best we know how, giving service to our customers, and attracting more traffic to our rails.

The whole philosophy of “perfect” shipping can be summed up in one word—CARE! As a shipper recently put it—“. . . our products are known to bounce when they are dropped, instead of breaking into a million pieces. Yet, like any other good product, there is a limit to what they can endure. They can’t be tossed around like a baseball . . . nor kicked around like a football. They can’t be stood on like a step ladder . . . nor can they be sat upon like a chair. They can’t be a cushion for a bale of wool . . . nor can they be pillows for a sheet of steel. They are to be HANDLED WITH CARE.”

Care and more care should be an everyday motto.
John Novotny, chief claim clerk—"Government subsidies to many competitors lower their costs of doing business and thus give them a chance to charge less than the railroads."

Arthur Lemke, assistant chief claim clerk—"The railroads, as common carriers, must accept anything that is offered, while many competitors can pick and choose."

Mary Heenan (left), o., s. and d. clerk—"Trucks get a break because they do not have to own as much property as the railroads and thus do not have to pay as much taxes as the railroads." MARY SLATER, statement clerk—"The present laws were written many years ago to control the railroads. Today these laws still control the railroads but do not apply equally to competitors who have grown up and thus give them an advantage."

Joan Blaul, general clerk—"Government maintains and develops waterways, ice-breaking, for instance. Railroads pay for their own maintenance and improvements."

Kamera Kwiz

QUESTION: Does the present national transportation policy give any form of transportation an advantage over competitors? Please explain.

This month's question was answered by Erie employes in the office at our 14th St. freight station in Chicago.
ELLA SHULTS, assistant rate clerk—"Railroads must furnish mail cars and railroad post-offices while some competitors do not."

DONNA MYERS, switchboard operator—"The railroads build their own rights-of-way, but the public helps pay for the highways used by trucks. That gives the trucks an advantage by lowering their cost of doing business."

VERNON FELGENHAUER (left), assistant timekeeper—"Railroads costs are raised by laws which force them to operate passenger trains which regularly lose money."

HOWARD VON POSCH, chief timekeeper—"Some truckers can change their rates easier than the railroads who usually must wait longer for I.C.C. approval."

JACK VLADNY, general reclaim clerk—"Railroads own their facilities and have to pay taxes on them, while airlines do not have to own their terminals and so do not have to pay taxes on them."

ALBERT PINTOY, claim clerk—"Competitors can take business from the railroads, because it is easier for them to adjust their rates."
Snow Fighters Win Glory

Although lacking experience in battling the white stuff during this comparatively snowless winter, Erie employees in the East rallied like a well-drilled army to minimize the effects of the two-day March snow storm which paralyzed the New York City area.

A number of commuter trains and several freights were annulled during the storm as commerce ground to a virtual standstill, but the fine work and cooperation of Erie employees kept our trains rolling more regularly than might have been expected under the 18 inches of snow and drifts up to 12 feet high which blanketed the area.

About 25 commuter trains were annulled on March 19, but due to the determination of hard-working Eriemen only three trains did not run on the morning of March 20. By that night all trains were running on schedule.

Every employe who could be spared on the New York Division was called upon to handle snow equipment in an area from around Suffern, N.Y., to Jersey City. Men were called from as far west as Elmira, N.Y. The snow-clearing project continued through Sunday night, Monday, Monday night and Tuesday along the main line, branch lines and in yards.

The crew of Wreckmaster Joe Murphy did an especially good job in re-railing cars and locomotives which were derailed in the treacherous going. The crew worked almost continuously from Monday morning to Tuesday evening. Many men worked double shifts when other men could not report for work because of the snow.

In high good humor, Eriemen in the East mount their sturdy steed, a diesel switcher, to ride into combat against the recent snow storm which interfered with our operations.

Guess Answers

1. Window blind on Erie passenger coach.
2. Passenger coach seat number plate.

LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started With Erie</th>
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</thead>
<tbody>
<tr>
<td>Robert L. Marklund</td>
<td>Detroit 2, Mich.</td>
<td>Commercial Agent</td>
<td>3-16-51</td>
</tr>
<tr>
<td>Earl B. Peake</td>
<td>Creston, Ohio</td>
<td>Agent</td>
<td>7-15-24</td>
</tr>
</tbody>
</table>

Fire Reported
Via Erie Radio

Alert Erie employees, with the help of our radiotelephone system, were principal factors in bringing under control a fire which damaged a hotel Feb. 6 in Susquehanna, Pa.

During switching operations at the Susquehanna freight house at noon, Yard Brakeman J. E. Brown noticed smoke coming out of the top of the nearby Canawacta Hotel. He pointed out the smoke to Engineer M. F. Arey in the switch engine, and Mr. Arey used his Erie radio-telephone to report the fire to our operator at our Susquehanna passenger station. Ira Hinkley, the operator on duty, immediately sounded the fire alarm which is controlled from the Susquehanna telegraph office in our station.

The hotel was quite badly damaged, but witnesses generally agreed that damage would have been worse if not for the alertness of the Eriemen.
BUFFALO VETERANS

Buffalo Vet Chapter Installs

This picture was taken at the annual installation of officers of the Buffalo-Rochester chapter of Erie veterans Feb. 4 at Buffalo. From the left are E. H. Stocker, trustee; M. A. Redding, past president and 4th vice president; Robert Symington, chapter chairman; James Moran, president; J. M. Moonshower, system president; H. I. Moyer, secretary; Joseph Duane, vice-chairman, and Leo Overs, trustee.

BUFFALO-ROCHESTER

By Ruth Nise Munger

Seventy-five members and guests gathered at the Buffalo Turners Club Feb. 4 for our annual installation of officers and dinner.

Chairman Ward Wilson introduced the toastmaster, Supt. James M. Moonshower. Following the singing of our national anthem, all were seated for a turkey dinner at tables tastefully arranged by the auxiliary in red and white—red candles in crystal holders and a centerpiece of red and white carnations and lemon leaves. At the speakers’ table were the correspondent, Mrs. William Stretton, auxiliary president; Mrs. E. H. Stocker, wife of the system president; H. I. Moyer, F. H. Haibleib, M. A. Redding, President E. H. Stocker, Robert Symington, J. Duane, Leo Overs, James Moran, George Cunion, Mr. Moonshower and Mr. Wilson.

After Mr. Moonshower’s greeting, President Stocker was asked to speak and complimented our members on their good work. M. A. Redding gave a report of the United Association of Railroad Veterans’ meeting to be held at the Hotel Statler in Buffalo Oct. 8-10, 1960. Our chapter will be host.

Mrs. Stretton was called next and gave a report of the auxiliary and its progress. She was presented with the floral centerpiece from the speakers’ table. The correspondent was next and following a few remarks, asked for assistance in reporting items for her magazine column which she has been doing since 1922.

President Stocker then installed the officers, Robert Symington, chairman; J. Duane, vice-chairman; H. I. Moyer, secretary; F. H. Haibleib, treasurer; James Moran, Leo Overs and George Cunion, trustees; Ruth N. Munger, correspondent.

Chairman Symington introduced out-of-town guests, including Chairman J. Murray and wife, Lloyd Rodgers, second vice-president, and others from Salamanca and some from Jersey City. Present also were Past Chairman George Adams, Felix Droit, D. W. Kirkendall, Larry Leprell who soon will receive his 50-year veteran’s pin, and Mrs. Leprell, oldest auxiliary member present.

Our next meeting April 21 at the Turners Club will include a smorgasbord. The auxiliary will attend a Jack Eno broadcast at the Hotel Westbrook, Buffalo, May 14. Their spring luncheon will be May 24 with plans and notices to come.

Leo Overs is chairman of our membership committee. We are striving to get each member to bring in a new member. C. A. Weston, engineer, was introduced and welcomed as a new member.

Norman Orlowski, son of John Orlowski, who returned from Japan recently, is back on his relief clerk job at 8K and QX.

Get-well wishes are extended to George Southworth, retired conductor, who was injured in a crossing accident Feb. 11, and to Mrs. Al Bender who has been hospitalized.

Sympathy is extended to the family of A. R. Moran on his death Feb. 11. He was a brother of James Moran.

Capt. C. S. Bagwell and Mrs. Bagwell spent a vacation in Florida, stopping in Tampa with his brother.

Congratulations to Mrs. June Youk-nut whose son Charles has been appointed manager of the new Peace Bridge Motel on the Thruway.

Retired Freight Agent William H. Sexton is a proud father, his son Allen having received a degree from the University of Buffalo Feb. 22. Two of Allen’s eldest sons attended the commencement.

Congratulations and best wishes to the newlyweds, Charles and Geraldine Schaeffer (Feb. 7).

Chicago-Hammond

By Chris Hardi

Among chapter members enjoying a mid-winter holiday and a pleasant time attending the 30th annual executive meeting, installation of system officers and banquet Jan. 21 at the Hotel Governor Clinton in New York were: Mr. and Mrs. J. J. Mickulas, and Mr. and Mrs. Ernie Wartena, Hammond, Ind.; Mr. and Mrs. Steve DeWitt, Mr. and Mrs. MacInerney and daughter, Chicago; Edward Fischer (retired), and the following from the Chicago general office: Evelyn Coakley, bill of

Please turn to Page 25
CONFIDENT LIVING

By Dr. Norman Vincent Peale

Not long ago, on a trip to Florida to make a series of speeches, I rode on a sleek and beautiful train called the Silver Meteor. Operated by the Seaboard Railroad, this is surely one of the finest trains in the country. And I particularly enjoyed this trip because the engineer invited me to ride in the cab with him for a while.

I've ridden in the cockpit of planes alongside the pilot and found that a tremendous thrill, but this was the first time I'd been in the cab of a train while it was in motion. And I found the new experience even more thrilling, speeding along swiftly and smoothly on a straight track stretching like ribbon in front of us.

The engineer explained the signal system to me and I learned to read the signals. "What do we do here?" he'd ask me and I'd tell him. I'm proud to say that I was right most of the time, although he made certain that he kept his hand on the throttle.

"Who directs your train—a local dispatcher?" I asked him.

"Oh, no, the dispatcher in Jacksonville," he answered. This surprised me, for we were a long way from Jacksonville at the time having just passed West Palm Beach.

"Does this dispatcher in Jacksonville know where you are right now?" I inquired.

"Certainly," he said. "He knows where I am every minute of the trip, and in fact, supervises my train constantly."

"He must be a very capable man, this man in Jacksonville," I commented, "to have such long range supervision."

"Well," was the reply, "actually he's running half a dozen trains up and down this line at the same time."

I thought my next question might give him pause. "Does this absentee supervision destroy your free ability to think and make decisions on your own?"

He didn't hesitate a moment. "The human element is very important in railroading. What takes this train safely over these rails on schedule is the engineer's complete cooperation with that dispatcher in Jacksonville."

It occurred to me then that all of us, driving swiftly down the rails of our own lives, would avoid many a crack-up, many a disrupted schedule, if we would maintain that same close harmony and contact with the great Dispatcher who, though He has given us freedom of thought and action, nevertheless watches us every minute of our lives, seeing where we are and where we're headed.

And incidentally, that is an important function of prayer, to keep us personally and spiritually in contact with the "Divine Dispatcher." Who governs our lives so that we can profit by His guidance and avoid mistakes.

Shakespeare wrote, "More things are wrought by prayer than this world dreams of." And the Bible says "The effectual fervent prayer of a righteous man availeth much." If you make the practice of prayer the central program of your life, you will experience a sense of guidance and right direction that will amazingly improve your decisions. Problems that now baffle you will be made clear; burdens which overwhelm you will become lighter; depressions which now settle down heavily upon you will be more easily borne, and even sickness which hampers you may be reduced, perhaps even overcome.

"Pray without ceasing" is the wise advice of the Bible, for that is the mechanism of Divine direction which keeps you running efficiently down the track of life, guided by the spiritual signals and supervision of your "Great Dispatcher."

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Sir:

Reference is made to a request . . . for assistance in obtaining expeditions movement of a shipment of critically needed roller chains being moved in car Erie 12243 from . . . Kenton, Ohio, to the Corps of Engineers, Lucky Peak Dam, Boise, Idaho.

The equipment in this shipment consisted of two control gate roller chains weighing approximately 12,000 pounds, used to operate the large emergency water control gate. These chains had been repaired by Philips & Davies, Inc. prior to being returned to Lucky Peak Dam. During the period of repair an emergency developed as a result of the unusual weather conditions which released tremendous quantities of water to create unexpected flood conditions.

The pool level was raised at such a rapid rate and to such an extent that it was of the utmost importance that the control gate be put in service, in order to protect construction repair work essential to effective operation of this dam.

As a result of the efforts expended by the manufacturer and the outstanding manner in which your personnel expedited the movement of this equipment, delivery was made at midnight 30 Dec. 1955 and installation was completed by early morning 31 Dec., thereby winning our race with time by the slightest of margins.

Myron E. Page, Jr.
Col., Corps of Engineers Dist. Engineer's Office Walla Walla, Wash.

Sir:

E. F. Grable
CDR CEC USN
Acting Officer in Charge of Construction
Third Naval District

Sir:

We appreciate very much the service the Erie gave us Tuesday afternoon in the special switch to get GN 25839 rolling to our customer in Bridgeport, Conn.

Will you please convey our thanks to all concerned, including the fellows in the switching crew?

L. J. Leatzaw, Sales Mgr.
Creo Dipt Co., Inc.
North Tonawanda, N. Y.

Erie Railroad Magazine
ERIE GATEMAN A HERO

The following letter was written on Aug. 9, 1955, to our superintendent at Jersey City, but apparently did not reach him. A copy was obtained recently from the writer when he met an Erie employee, and the letter was mentioned in their conversation.

Though the incident occurred several months ago, editors of the ERIE MAGAZINE feel, like the writer, that Gateman James Sinclair performed his duty without hesitation and with exceptional courage and that his action is an example which all of us should try to emulate.

Following is the letter:

Dear Sir:

I cannot help but write you regarding a split second heroic action performed this evening by a gate man at the Erie Railroad Station, Rutherford, N. J.

The time was 6:30 P.M. and on inquiry obtained the following information:

The train was No. 2—eastbound from Chicago and the gate man’s name is James Sinclair.

The gates were properly lowered and Mr. Sinclair was on guard. An elderly pedestrian crossing from East Rutherford to Rutherford ignored Mr. Sinclair’s whistle. The pedestrian walked directly ahead and directly in the path of Train No. 2.

Mr. Sinclair, without thought of his own safety, grabbed the pedestrian, pulled him to safety and pinned and held him against the lowered gate until the danger was past. This was witnessed by a bus driver and others.

You are to be congratulated to have in your employ people of Mr. Sinclair’s calibre.

Please believe me, this is written of my own desire without Mr. Sinclair’s knowledge. I could not let this go by without bringing it most respectfully to your attention.

Very truly yours,

Harold H. Albright

There are approximately 1,000,000 railway stockholders in the United States.

On Sept. 1, 1955, there were 56,706 railway freight stations in the United States and 8,848 in Canada.

April 1956

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 24.
“Eligibility” Feature of Scholarship Plan Liberalized

The “eligibility” feature of the scholarship plan pertaining to employe’s years of service has been changed, eliminating the requirement that parents must have 10 years of service with the Erie in order for students to qualify.

Hereafter, high school seniors may apply for application papers regardless of the number of years of the parent’s Erie service.

Elimination of this requirement will make it possible for more students to compete for the scholarship awards.

Hornell Trowel Club
Hears 2 Speakers

About 90 persons were present for ladies night sponsored by the Hornell, N. Y., Erie Railroad Trowel Club recently and listened to two speakers.

The speakers were Cpl. John Shaver of the New York state police sub-station at North Hornell who spoke about highway safety and Miss Marion Westcott, Bryant School teacher, who spoke about and showed color slides of two trips which she made to Europe.

Orpheus Chorus To Sing

If you enjoy the singing of a male chorus, perhaps you will want to hear the annual concert of the Orpheus Male Chorus at Severance Hall in Cleveland on Tuesday evening, May 1. For more information, get in touch with Vanstan Lee of the Erie’s Legal Department in Cleveland on Extension No. 332. He is manager of the world-famed chorus. It will be its 35th annual concert.

Death Comes Suddenly
To A. M. Monahan

Arthur M. Monahan, Erie’s general New England agent, died at his home in Whitman, Mass., Saturday evening, March 24, after shoveling snow. He was 59.

Mr. Monahan had been with the traffic department in Boston for 30 years as chief clerk, commercial agent, general agent, and since 1945, general New England agent.

The longest stretch of continuous welded rail in the United States is 33,792 feet on the Denver & Rio Grande Western Railroad.

What Time Is It, Mister?

The two men on the right and left will be glad to tell you what time it is, because it will mean consulting their brand new gold wrist watches. They received these as testimonial gifts at a retirement luncheon in their honor in New York. On the left is M. B. Roderick, former Marine Department superintendent, and on the right is H. A. Bookstaver, former New York Division superintendent. From Dec. 1, 1955, until their retirements recently they were marine and transportation coordinators respectively for the contemplated plan to move our passenger operations from Jersey City to Hoboken. Helping them to set their new watches is President Paul W. Johnston.
CROWLEY and hope to see them on Burgott, P. A. Scullion and lading clerk; Grace Battaglino, general secretary; Mr. and Mrs. F. M. Bell and Mr. and Mrs. A. E. Hartman.

Jersey City
By George C. Kalle

Brother Ingham Roswell, from the Susquehanna Chapter, was a visitor at our Feb. 8 meeting.

We greet transferred veterans L. J. Burgott, P. A. Scullion and R. F. Crowley and hope to see them on meeting night at 25 Park Ave., Peter son, T. L. Connelly and Herbert Lang have requested transfers to the Susquehanna and Buffalo chapters.

Speedy recovery wishes go to sick members, Frank Mackin, S. C. Lund, Charles Mancino, Charles J. Smith and Frank Pizuta.

We extend our sympathy to the bereaved families of C. N. Dusenberry, H. V. Ellis, Frank Cutney, Walter Warren, Salvatore Maffetone, John Novellino and William M. Flaherty.

We were glad to hear from Brother H. M. Gardner, now located in Florida. V. F. Van Houten reported early as usual with his dues. He will be 86 years old this month. Other retired members heard from are C. S. Symonds, Horace Fitzgerald, J. F. Earley, Dano Cole, Tracy Cole, Tom Donnelly, J. F. Dowd, Frank Falco, Peter Gniadowski, H. V. Gniadowski, John Novellino and William M. Flaherty.

General Office
CLEVELAND, OHIO
By Joe Braun

Congratulations and best wishes to L. H. Arolf, our secretary, who was installed as financial secretary for the system, and to Billie Clark, who on Jan. 23, completed 51 years of active service. Widley's Hill is going strong.

Ed Fox and the Mrs. spent the holiday season on the West Coast with their children. The dew did not dampen the enthusiasm of the grandchil dren in seeing their grandparents.

Youngstown
By R. P. Reebel

We deeply regret the death of veteran W. P. McFadden following a heart attack on Feb. 6. Our deepest sympathy is extended to Mrs. McFadden and the family.

A number of our retired members took off for warmer climes recently. The Hartmans and Kadens left for Florida together. We understand that Joe and Nan Hartman are returning soon, but that Joe and Betty Kadens are taking a slight detour via California. L. T. (Ribs) McManan also has gone South and as usual probably will cover about half of the United States and Mexico before he returns. Incidentally, the McManans celebrated their 57th wedding anniversary last month. We hope they have many more and all happy ones.

Meadville
By R. C. Miller

Chapter and auxiliary members held a tureen dinner at their meeting on Feb. 23. Mrs. Clara See was chairman and assistants were Mrs. James Lalor, Mrs. Ben Barker and Mrs. George Staples.

New members are Mr. and Mrs. Loyd Wood.

Our sympathy is extended to Russ Owen whose wife died, and to Fred Snyder on the death of his brother.

Mr. and Mrs. Moyihan had visiting relatives in St. Cloud, Fla.

Mrs. George Tadros was hospitalized for a month.

Salamanca
By Hilde

Over 70 members and guests attended our Feb. 24 meeting in the Chestnut Room at the Myers Hotel. Guests were wives of members, entertainers and G. E. Swartwood, newly appointed car foreman.

L. E. Rodgers, chairman of the system membership campaign, talked about the drive now under way. The greater percentage of eligibles in this territory already are members, but we have secured some new members and hope to have a most successful drive.

Chairman C. R. Frailek and Co-Chairman L. H. Eastman supplied us with excellent entertainment. Barbara and Carol Dolecki, Mr. Eastman's little nieces, danced and sang. Mr. Frailek's niece, Mrs. Alberta Dolamp of Brocton, gave a number of xylophone selections. Round and square dancing was to music by Mrs. Lee Whitegarden, her husband, violin, and Ronnie Frailek, drums. Square dance caller was Mr. Eastman. Later Mrs. Lawrence Risch of Jamestown demonstrated the piano and there was gappy singing. Silver jackpot winner was Art Bliven.

Sorry to report the continued illness of Phillip Bernard of Conewango. Also, Eddie Webeck and Wes Patty son of Jamestown have been sick.

Preparations for our annual May party, to be at the Holy Cross Athletic Club in Salamanca, are now in progress. Veterans planning to attend should contact me not later than May 10. Keep the date open for this big affair and you won't regret it.
BUFFALO DIVISION
BUFFALO TERMINAL
By Ruth Nise Munger

Supt. James M. Moonshower was one of four Buffalo railroad officials to receive a gold spike, a custom revived at the annual meeting of the Niagara Frontier Railroads’ Committee on Community Relations Feb. 14 in the Buffalo Athletic Club. The gold spikes were presented to the former committee chairmen by Judge Victor E. Wylegala on behalf of the Eastern Railroads Presidents Conference. Mr. Moonshower was chairman of the committee in Gary, Hammond and Fort Wayne, Ind.

John Wisnet, engineer at the Niagara Frontier Food Terminal, retired Jan. 31 after 50 years’ service.

Our genial messenger, Melvin Schlemmer, suffered an ankle injury, but no doubt will be back on the job before this column appears.

Herman Schneider, machinist at Buffalo shop, has retired.

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

Our sympathy is extended to Mrs. H. E. Kelly on the death of her mother Feb. 5.

Andy Leishman recently helped to make Ford Motor Co. stockholders happy when he purchased one of their new cars.

MARINE
JERSEY CITY, N. J.
By Jesse E. Baker

The office of the tug dispatchers has been moved to the southeast corner of the second deck of Dock 8. The office of Chief Engineer J. A. Buesing and the correspondent (port captain) have been moved from the foot of Pavonia Ave. to the second deck of Dock 8, just north of the tug dispatchers’ office.

At Hoffman, ferrybridgeman, retired the first of the year. Al, who came to the Erie in November 1921, was gate man at the 23rd Street, New York, ferryhouse up to the time it was closed in July 1942. Then he took the ferry bridgeeman assignment at Chambers St., New York.

Captains Joe Kennedy and George

SUSQUEHANNA DIVISION
HORNELL DIESEL SHOP
By R. L. Hammond

Dick McCarthy claims he cleans the snow off his sidewalks. Just hope his wife doesn’t see this column.

Jimmy Echler now observes the speed restrictions. Jerry Parker is confined back in the Karr Valley hills. Hope he has speedy recovery.

Yolanda Wieldman and Ruth Cross spent Washington’s Birthday in Elmira and dined at Art Sykes’ new restaurant. It appears to be an Erie hang-out. Kenny Moore is at the Mayo Brothers clinic in Rochester, Minn. Drop him a card at the Method-
This young man, Pfc. John J. Whalen, former yard conductor at East Buffalo, recently graduated from the 9th Infantry Division's Non-Commissioned Officer Academy in Germany with the highest scholastic standing in the school's history. Assigned to the Medical Company of the 9th's 69th Regiment, John received instruction in leadership in units, map reading and other military subjects. He has been in the Army 14 months and arrived overseas last May from Fort Sam Houston, Texas. John is a 1951 graduate of Canisius College. His wife is with him in Germany.

Benson spent vacations in Miami, Fla., in February. Rudy Leissner, mate on the tug Paterson, and family spent two weeks in Daytona Beach, Fla. Capt. Charles Leig of the tug Hornell sent cards from Hialeah.

Joseph C. Smith, ferryboat wheelsman, formerly with the dining car department, retired March 1.

Do you know that at 2:30 on the morning of April 15, 1912, the steamship Titanic struck an iceberg 400 miles off the Newfoundland coast and sank, taking 1,503 men, women and children with her? The lighthouse on the south corner of the Seaman's Church Institute, New York City, was erected in memory of John Jacob Astor who lost his life when the Titanic went down.

NEW YORK DIVISION
SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Tom McConkey, former extra operator, writes from Belem-Para, Brazil, about the Erie. A combination baggage and passenger coach that ran on the New York Division now is being used in Brazil to haul passengers on weekends into the town of Macapa, a northern seaport on the Amazon River. He intends getting some pictures.

The engagement of William Sutherland, Jr., son of Mr. and Mrs. William Sutherland (train dispatcher), was announced on the tug Paterson, and family. The wedding will be this month in Charleston, W. Va. Mr. Sutherland is a graduate of Neptune High School and Lehigh University where he was a member of Alpha Sigma Phi fraternity.

Happy Birthday to Ruth Larivie. Welcome to All Spa, stenographer-clerk in the dispatcher’s office, temporarily, and to Teresa Montalto, junior clerk. Good luck to Tom Flusk, transferred to the Jersey City Local station as relief clerk.

Nice to see John McBride back at work after an illness. Recent visitor, retired Trainman Charles Paulison.

Best wishes to Harry A. Bookstaver, transportation coordinator, and to Mary B. Roderick, marine coordinator, who retired Feb. 29.

Mr. and Mrs. Harry Close spent a week-end in Scranton. Mr. and Mrs. Frank Snyder vacationed in Miami Beach, Fla.

STATION FORCES
By N. J. De Vito

Bloomfield Freight—Our model railroad, Comptometer Operator Roy Morgan, has another excuse for being late these days—three alarm fires.

Chester—Voltski, rate clerk, and Mrs. Volski, ticket clerk at Mountain Avenue, are planning to see their son Chester Jr., graduate from Michigan State College. Roy Osborne, chief clerk, and Babe De Benedetto, foreman, are driving new cars.

Madeline Sharkey, general clerk, was all smiles while waiting to start her vacation in Florida.

Wanaque-Midvale—Eric Arnold, agent, retired recently after completing 41 years of service.

West Orange—Dwight Hesley, agent, has resigned and taken a position with an elevator company.

Montclair—Kenneth Coen, operator-clerk, has resigned and will complete his studies at St. Peter's College.

Clifton—Ernest Muller, agent, is on sick leave.

Pequannock—Milton Hetrick, agent, is on leave due to illness.

Newark Freight—We welcome two new clerks, Susan Wester, general clerk, and Joyce Jeffers, typist.

Mike Vargo, chief bill clerk, has transferred to Voltski.

Mahwah Freight—New faces here are Arthur Brown and Hugo Cappiello, yard clerks, and Caroline Voelmy, bill clerk, substituting for Florence Dooley who is on leave.

Clifton—Mario Verrico has been assigned as general clerk in place of Hugo Cappiello.

Paterson—Edwin Bilson is clerk-typist in place of Helen Hodde, transferred to the local Rate Revision Bureau.

Vincent Carroll, teletype operator at 50 Church St., New York, is off duty on account of illness.

Fred Pelka, relief agent-operator, has resigned.

PASSAIC, N. J.

We welcome a new clerk, Dorothy Clair.

Birthday congratulations to Myra Gilinski.

Baggage men John Ruddy vacationed in Florida.

Congratulations to Michael Vargo on his promotion and transfer to Newark Traffic.

Brakeman Harry Kinney is planning to marry.

Good luck wishes to Brakeman W. J. Laslki who was married recently.

Sympathy is extended to Ticket Clerk John O'Brien on the death of his father-in-law.

Baggageman John Lucas made a trip to Ramsey to visit his long lost brother.

We hope Marcus V. Montagano has recuperated after his recent trip to the dentist for a cure-all.

Cashier Marion Kaiser, who is secretary of the Bergen County Women's Association, is very busy. The bowling championships now are in progress.

WEEHAWKEN LOCAL & DOCKS

Sympathy is extended to the families of John J. Lenahan, checker, William M. Flaherty, dock laborer, and J. Costin on their deaths; also to John D'Ambrosio and family on the death of his father; to Dr. J. F. McGovern, an aunt, and A. Hennigan, a relative.

Best wishes for speedy recovery go to John Vaughn, operator; Leo Hudson, dock clerk; Charles Manicino, cooper; Frank L. Pizzuta, westbound clerk; Robert Thomas, stower; A. E.

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Age

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Occupation

Note: Employees of I.C.S. will receive a Special Discount.

27
Weehawken representatives in the Hudson County Bowling League, ambidextrous to go places in bowling circles, have hit their winning stride in seven of their last nine games.

Mssrs. Brown, Welsh, O’Brien and Kelle, promoted from chief clerk to assistant agent; H. J. Gaherin, from timekeeper to chief clerk; Helen Minogue, timekeeper; Marie Hayes, general clerk, and Joe Gallagher, junior clerk.

Understand] C. J. Smith, former dock clerk, has been released from the hospital where he was under observation.

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John F. De Jola, son of Joseph De Jola, clerk-stenographer, recently made the honor roll at his school by getting a 14 As on his report card in a period of six weeks. Daughter Joan Marie is recuperating nicely following a serious illness.

This plant will be represented nationally during the Easter Seal campaign which began March 10.


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Four-year-old Clara Jo Proudfoot, great niece of Clarence Proudfoot, machinist, is this season’s cover girl for the Easter Seals. Her family moved recently to Miami, Fla. Clara Jo will be seen in newspapers, magazines, on radio and television, as the inspiration for the design of the Easter Seal and the campaign poster. Clara Jo, born a cripple, was not expected to survive infancy. Today, as a result of the combined skills of medicine and surgery and the professional treatment she received at the Crippled Children’s Society rehabilitation center in Miami, she is healthy, husky and able to get about with the aid of crutches and braces. She helps with the household tasks, goes to football games with her nine-year-old brother, Carl, plays dolls with her sister, Carla, 14, attends Mass at a local Miami church each Sunday with her family and has even learned to swim.

John Rogers has bought a bright red 1956 Chevrolet. Mariene Deitsch, clerk-stenographer, received another box of real good candy for Valentine Day. Chief Clerk Geraldine Davies did even better. She received a beautiful diamond ring on Valentine Day and her left hand is very prominent these days. The lucky guy is L. G. Perry.

Our bowling team is striving to reach that coveted first place this season, but so far is in second place.

Anthony Thomas and the correspondence workers were prominent members of the Meadville City and Volunteer Fire Department who worked during the Multiple Sclerosis Telethon recently.

Part of the roof of Edgar Balize’s house was blown off, Verlin Greathouse lost his TV antenna and Cecil Shumaker’s arbor and gate were blown into the front yard.

HORNELL, N. Y.
By Donald E. Ludeman

Our office is taking on a new look with the M. of W. forces doing a bang-up paint job.

Suzanne Feeley is recuperating at home following surgery at St. James Hospital.

Walter House, photostat operator, has been transferred to Cleveland Freight Claim.

Glad to see Bob Stickles back on duty after an illness. Howard Greene also is back after a bout with strep throat.

Harry Travis has returned to the Stationery Department and Joe Testani has moved to the car shop.

Ruth Hedden shopped in Rochester for a day.

Roy Smith is glad to have the Mrs. back after a brief Florida vacation.

Birthday greetings to Winnie Bornstein.

Allegany Division
Gen. Foreman & Wm. Mstr.
Salamanca, N. Y.
We welcome George E. Swartwood, transferred from Hornell and promoted to general foreman and wreckmaster.

John Driscoll and Eugene Yehl now are working in the car department.

Best wishes to Joe Millanowski, car inspector, who retired March 1.

Salamanca, N. Y.
By S. Minneci

Anthony J. Pruner, superintendent’s file clerk, is recovering satisfactorily from his recent illness.

Sympathy is extended to retired Telephone Operator, Mary T. Speno and family on the death of his mother in Olean in February.

A recent caller was Mrs. Edith Moffitt, retired file clerk.

Retired Police Captain Harry Bunker and wife have returned from Buffalo where they were baby-sitting for their daughter, Virginia, the wife of Dr. John Hall. We wish Virginia speedy recovery following her recent operation.

Sympathy also to Mrs. Sal Vecchio on the death of her mother, Mrs. Dominica Anzalone, widow of former Trackman Raymond Anzalone.

Capt. Harold (Corinn) (fireman) and wife returned in February after six weeks spent at Montgomery, Ala.,
where Harold was attending the University of the Air at Maxwell Field. Retired Section Foreman Sal Cucchiara and wife are in Sebring, Fla., visiting with their son, Andrew, and family.

Mrs. Hugh J. Dunn, wife of the yard conductor, and daughter, Mary Lou, have returned from St. Petersburg, Fla., where they were visiting with an uncle.

KENT DIVISION
AKRON, OHIO

A testimonial and retirement dinner Feb. 2 at Leon's Club honored L. V. Yoder, freight agent, Barberton, and E. G. Tonge, chief clerk, Akron, who retired Jan. 31. Eighty attended. Supt. R. H. Lewis, Marion, the principal speaker, presented the retirement certificates. Toastmaster C. D. Carnes, freight agent, Akron, presented each with a purse. Other speakers were T. F. Hennessy, assistant auditor of revenues, Cleveland, and A. H. Specker, trainmaster, Marion. Other out of town guests were A. C. Brooks, demurrage inspector, and J. S. Parson, assistant chief engineer, M. of W., Cleveland; A. G. Clemence, road foreman of engines, E. A. Blair, supervisor of stations and car service, and H. C. Thomas, division clerk, Marion; W. F. Rathburn, freight agent, Mansfield, and wife; V. J. Taylor, electrical supervisor, Meadville. Retired employees were C. R. Mosher and F. E. Cox, Akron; H. W. Furler, Barberton; H. W. Bowen, Elmira, formerly freight agent at Akron. Former employees were L. E. Buskirk, chief rate clerk, B. F. Goodrich Co.; Margaret (Bungart) Huffman, telephone operator, Goodyear Tire & Rubber Co., and Florence (Rock) Quackenbush, clerk, A. C. & Y. Railroad.

BARBERTON, OHIO

We welcome F. R. Ball who has been appointed freight agent.

Sympathy is extended to the families of the following whose deaths occurred recently: C. W. Setterfield, engineer; R. E. Coons, fireman; Earl Vest, chief clerk, Dayton; H. F. Amann, leading signalman, Marion; J. S. Collier, retired operator; E. W. Lemon, retired engineer; Mrs. T. W. Lininger, widow of the retired conductor; Mrs. Daisy Hafflich, widow of former Conductor H. E. Hafflich; Mrs. R. G. Henry, widow of the former supervisor of stations and car service.

MARION MECHANICAL

By Ruth D. Hanning


NEW HAMILTONS
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Gates, Clarence Granlee, Donald Haworth, Clair Ketcham, James Kinnett, Norman Lindeman, Harvey Mcclarey, Pearl McWilliams, Edwin Moore, Robert Moore, Michael Pappolo, Richard Price, Clarence Primmer, Bernard Simmons, Walter Snyder, Howard Thompson, Gerald Walker and Howard Walker, Jr.

We welcome Richard C. Latimore, machinist apprentice, back to work after four years' service with the armed forces.

Congratulations to John Creasap and Vern Bosh, promoted to storekeepers at Cleveland and Marion respectively.

MARION, OHIO

C. W. Sidenstricker, stores clerk, and wife, Geneva, superintendent's file clerk, have returned from a vacation in St. Petersburg, Fla.

MARION CAR

By H. M. Robbins

William H. Redmond, 76, retired car inspector, died March 2. He had 21 years' service.

Cyrus S. Lawhorn and Ray A. Leven, retired car inspectors, have moved to Florida and will reside there permanently.

MAHONING DIVISION
CLEVELAND FREIGHT

By R. M. O'Connor

Sympathy is extended to J. W. Fogarty, warehouse foreman, whose father died recently after being hospitalized for several weeks.

Stormy Cloud, chief rate clerk, is driving a 1965 blue and white Pontiac Catalina. Fred Schroeder, relief clerk, is driving a later model Chevrolet and Car Clerk George McHugh will know soon what new car selection he has made.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

Fred Weimer, signalman, and wife, vacationed in California with a son and daughter who reside near Los Angeles.

Ralph Alexander, signalman, has returned to work after several months of illness.

Scotty Barger is recuperating from an operation performed in New York City. Scotty drives a truck and we'll be pleased to see him back at work soon.

Marian McCarthy, secretary, visited with relatives in Buffalo for a few days.

F. W. Holland, crossing supervisor, has retired from service, due to illness. Associates on the Erie presented him with a farewell gift and extended best wishes for speedy recovery and good luck in his retirement.

YOUNGSTOWN FREIGHT

By Dorothy Danks

Congratulations to Mr. and Mrs. T. G. Swogger, Sr., who celebrated another wedding anniversary.

A hearty welcome is extended to Mary Ann Terlesky, new revision clerk.

Have you ever heard of wooden nickels? If you are interested, ask Henry Darling, our mail clerk, to show you his collection of 12, each representing a different state.

A very excited Mary Kay Stanton (alias Rover) will have her first vacation next month.

CAR ACCOUNTANT
CLEVELAND, OHIO

By Ella Carpenter

A welcome Valentine Day present was a baby girl born to Jane Reeves and her husband Feb. 14.

From way out in Norfolk, Nebr., comes word that Don and Norma Timm are proud parents of Donna Sue, their first girl, born Feb. 1.

It's a happy time at the H. G. Strom household. Son Harold, Jr., is home on 30-day leave from the Navy after two and a half years, looking tanned and healthy.

Marion and Cliff Palmer entertained relatives from New Jersey.

We welcome to the force, James White, new junior clerk.

OPERATING
OFFICE OF VICE PRESIDENT

Sorry to hear that F. J. Larrissey is on sick leave and we hope for his speedy recovery.

Congratulations to two proud fathers—H. P. Zyodor a 7½ pound boy and Bill Middaugh a 10 pounder.

We welcome Charles Becker back on the draftsman job after two years with Uncle Sam.

Birthday congratulations to Len Riker and Harry Frank.

Congratulations to Eddie Speer on becoming a grandfather. A son was born to his daughter.

Bob Wilhelm has moved into a larger home.

Warren Speer's son Paul patiently is waiting for the unicycle Harry Frank promised him for Christmas.

FREIGHT TRAFFIC
VICE PRESIDENT'S OFFICE—
COAL & FREIGHT OFFICES

By Marilyn Becker, New York & Therese Dilks

Recently the welcome mat was rolled out for Jim Myers, new clerk-steno in Coal Traffic. Living up to the adage, "You can't take it with you," Jim
didn't bring any samples from the Treasury Department where he worked previously. We were sorry to see Kay, former clerk to the vice president, retire recently. Ray's friendly smile and humorous quips will be remembered by those who knew and worked with him. Notice the oriental trend lately? We nominate as head man on the diaper detail since Bob Price is training his namesake, Patience Gathrie's pet turtle, to swim the English Channel.

Freight Traffic

R. E. Towns attended a passenger club meeting in Kansas City.

C. A. Crimm and John De Waal Maleyfyt have been busy moving Charlie to a new address.

Larry Carpenter shouldn't get homesick because he gets to see his family and friends in his home town, Hornell, N. Y., every other week end.

Cleveland, Ohio

By Charles Dunaway

The engagement of Joan Lindsen and Jack Rzepka was announced recently while he was home on leave from the Army.

Ken Dean, vacationing in New York, thought very much of the big city in more ways than one.

We welcome Greydon Lawrence, former depot passenger agent at the Union Terminal, and Ronald Doyle, former night clerk in Car Record.

George Bach is wearing a smile these days. Seems his favorite team, Fairview High, has gotten into the sectional tournament.

Spotted on the bowling league.

We were sorry to see Ann, N. Y., six months' vacation in the U. S.

Accounting

Office of Comptroller

By Bill HarTER

Helen Eyerman, statistician, spent the first week end in March in Brooklyn, N. Y., with her nephew and his family. He is employed by an oil company in Bangkok, Thailand, and gets six months' vacation in the U. S. every three years.

Bookkeeper Howard Wilhelm's daughter Nancy won top honors in the Diocesan Scholastic Press Association school writers' tournament. Nancy's article was entered in the editorial division for experienced writers and will be published in "The Student's Voice" program for the

Freight Claim

Cleveland, Ohio

By Joe Revana

Bob Petonic has a part time job as head man on the diaper detail since the arrival of Joseph Raymond, eight pounds, 12 ounces. Alicia Grama-
DSPA convention May 10 at John Carroll University.

Gene Horvath, bookkeeper-special accountant, and Mrs. Horvath spent two weeks relaxing in Florida. The two Horvath children stayed with their grandparents.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Clarence Braisted, retiring after 32 years, was given a luncheon party at the Y by first floor employees. Mr. Artman presented a certificate of service and several gifts. Mrs. Braisted received a corsage.

Bob Gregory attended the AAA track meet in New York's Madison Square Garden.

Dick Wheeler went to Endicott with the cub scout excursion.

Jerry Curran claims to be the champ in the new pool game.

Dick Tyson set a record with two flats in the same day.

Petersen's Volunteers (Fritz Petersen, Tom Halloran, Angelo Petrillo, Jim Cortese, Dick Halloran) are leading the bowling league.

The following shopped in Elmira on Washington's Birthday: Ella Dennison, Edna Metzger, Margaret Wood, Ann Anderson, Mary Recktenwald, Carolyn Benson and Lillian Karl.

Tunny Vet and family went to Paterson.

"King" Hilton went bathing in Florida. It was a long weekend when Jack Meehan, Dick Wheeler and Don Clark took off for Buffalo for a double-header basketball game.

Bruce Dungan has joined the Robin Hood club after being bitten by the bow and arrow bug.

Did you hear what happened to big game hunter Bob Willey's lunch while he was in the Steuben County wilds? It seems that in his haste to get out of the car and chase a deer, he forgot to close the door and when he came back a big dog was just downing the last of his lunch.

Leo Rixford went to Florida again this season but wife Dottie decided to stay home and break her ankle. It happened while she was on her way to church at 7 a.m. and she had to hobble to a house for help.

The machine room held a pizza party for Ginnie Argentieri before she left on leave.

J. C. Heyberger got dressed for work one morning before he discovered it was only five o'clock.

Goldie Loghrty and Walt Whitman discovered their cars were blocked in when they went out one noon, so they had to bum rides home.

Ruth Hunt is visiting her brother in California.

Mary Jones slipped on the ice while coming to work and had to return home and change clothes.

Neil Cran dall and John Gibi traded cars, both Plymouths. Everyone curious until they found out that the new Big M station wagon belonged to Mary and Bob Hillman.

Stan Walter is hopping around with a cane after breaking his ankle.

Harry Vanderhoof and Lucille McGreevy were married recently in Baltimore.

When Yours Truly bid on another job, the payroll department held a farewell shrimp party at Stubby's.

Jim Barnett did a bang-up job impersonating Sammy Davis at the union party while Mesdames Moore, Gibi, Ward, Tyson and Delaney were a whiz at the Charleston. John Gibi couldn't get out of his house to come to work one morning because the lock was frozen. "Sailboat" Sayles sprained an ankle.

AUDITOR OF REVENUES

By Jimmy Murphy

Our office force contributed toward a gift for J. J. Lillis, baggage clerk in the passenger bureau, who celebrated his 65th anniversary with the Erie Feb. 12. John Gillick, president of the local B. of R.C., presented the gift (purse). In a brief address, Auditor of Revenues W. J. Manning classified Jim as an outstanding employee who is contributing much to the success of his company. Also offering congratulations were Assistant Auditors of Revenues T. P. Hennessy and Harry Rath and Chief Clerks R. O. Chenoweth. Jim has the happy faculty of spreading joy and good humor wherever he goes, and whoever he meets will be blessed with his benevolence, affection, good nature and kind spirit.

Jim Carlin was caught in the tender trap and Key Punch Operator Pat Steele announced that wedding bells will ring April 7 in St. Vincent De Paul's Church. Bill McGrath, Sr. is back on the job and looking fine after his recent illness.

Harry Stanton is recuperating following surgery at Doctor's Hospital. We are extremely sorry to report the journey's end for two of our retired employees, Ted Tietjen and Charlie Metzger. Both served the Erie loyally and effi-

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siently for over 50 years and we extend sincere sympathy to their survivors. . . . George Bushwell and Tom Lyons celebrated their birthdays on St. Valentine's Day. George commented that he feels like 48, but proudly admits that he is 68 years young. Frank Horack celebrated his birthday Feb. 26 and associates in the government bills section helped him dispose of the banana cake surprise which Mary Lou Raynak baked for the occasion. . . . Ethel Duke is the new personality in the waybill bureau. A native Clevelander, Ethel is 20 years of age, a graduate of Maple Heights High School and single. . . . Key Punch Operator Pat Green left to avoid the storm. . . . Erlamae Saunders is attending the evening sessions at Fenn College, taking a course in business law. Poor Erlamae is the only girl in a class with 20 men. . . . Dolores Doyle has enrolled in a modeling school.

AUDITOR OF DISBURSEMENTS

By Don Keister & Rita Talbott

Winter sports in April may be a bit late newswise, but we wanted to report on Rita Mazur's skiing trip to New York late in February. No limbs were broken, but she came home sufficiently black and blue to prove that she really threw herself into it.

When asked if he would contribute to our column, Earle Smith obliged with, “Yes, I wish we worked in Florida.” . . . Frank Kelly, in his annual forecast, considered 99 per cent accurate, predicts that the New York Yankees again will prevail in the American League.

Rose Giordano is back with us after having been ill for some time, and we hope that Lenore Skrovan will be back at her desk before this column appears. Arlo Mann, voucher cash and index clerk, is recuperating after undergoing surgery at Lakewood Hospital.

Virginia Blackley moved into her new domicile on Washington's Birthday. Anita DiVitto is much excited about her bed and new home. . . . We hear that Sophie Ambrozi owns a shiny new three-tone hardtop Dodge. Dave Murg, messenger, put a Ford in his future when he took title to a '51 Victoria hardtop with "Hollywood-Duals." Stenographers Dorothy Hanley and Gerry Sapp spent a weekend in New York. Gerry's happiness, however, was marred by her grandmother's death.

Assistant Auditor of Disbursements William E. Kane rapidly is becoming an avid numismatist. . . . Don Keister found that to stop smoking really doesn't save money since the amount of food he puts away now has increased almost fantastically.

MARION DIVISION

TRANSPORTATION

By C. R. Swank

Marcus E. Williams, retired locomotive engineer, and Mrs. Williams celebrated their golden wedding anniversary Dec. 24. Mark moved to Caledonia, Ohio, about 10 years ago. He was elected mayor in the last election and also is active in church and lodge work. Their eldest son, J. H. Williams, is a fireman on the Kent Division.

Sorry to hear of the passing of P. V. Wilcox, former operator at Kenton. Deep sympathy is extended to the family.

C. R. Albertson, operator at SJ Tower, Lima, and his wife were injured in a recent auto accident in Lima.

The correspondent (file clerk in the superintendent's office) and family spent a vacation in Florida.

MAINTENANCE OF WAY

By Maralene Trainer

We wish many happy retirement years to Section Foreman C. W. Hurley, Kouts, Ind. . . . Welder A. H. Poehler of Huntington and Crossing Watchman E. D. Young have returned to work following illnesses. . . . Also, very sorry to learn of the serious illness of Retired Carpenter G. W. Dinius who is in the Huntington County Hospital . . . Mrs. R. H. Jordan, wife of the division engineer, is recovering at the hospital following surgery due to a fracture. . . . Congratulations to Crossing Watchman C. K. Pegan and wife on their recent marriage at Huntington, and to L. W. Jenks on his promotion to leading plumber at Chicago.

Our sympathy is extended to Trackman Oscar Robinson and wife of Akron on the death of a small son recently. . . . Mrs. Lot Becks of Huntington and Retired Signal Maintainer W. S. Keel and wife of Rochester are in Florida, visiting with friends and relatives.

CHICAGO POLICE

By J. S. Steen

We welcome new patrolmen, A. A. Natural, J. D. LaBrot and John W. Kagebein.

CHICAGO GENERAL OFFICE

By George E. Lange

All of a sudden there's an outburst of horoscope craze led by three charmers, Donna Henning, Gladys Owens and Denise Alkim. Bob Randall's warned him to use caution one day, and on that day a low flying pigeon had an eye on Bob's new fedora. What a bomb sight! Gladys Owens' stars predicted financial advancement. Now she rides home in a Cadillac convertible. Bill Powell switched from stars to planets and now is the proud owner of a racy new Mercury auto.

Denise Alkim's stars are in her eyes. 'Twas on her birthday, Feb. 18, that
John Valcutis asked Denise to end her solo and do a lifetime duet with him when he placed upon her proper finger what looks like a counterpart of the Hope diamond. Denise's friends are congratulating John and are happy for her while awaiting news of the big day.

Barbara Siwik is taking art seriously. She owns at least a dozen "artist's smocks" of different hues. It's good to see Tom Keating back "sans" crutches or canes. His big wish now is that the swelling in his ankle will go down so he can get rid of the galosh.

Congratulations to Bill Voltz who, having been awarded a four-year scholarship, resigned and is attending St. Joseph's College in Indiana. Hank Vandenboom, rate clerk, also resigned and is a commercial agent for another road with offices in our building. Last but not least, heartiest congratulations to Walter Myrer and his new mustache.

We welcome Bernadette Klein, lovely new steno-clerk in Sales and Service.

Myron Keel visited with his father in Florida, who, it is reported, is very ill with pneumonia. Quick recovery is hoped for.

Due to wear and tear while traveling back and forth from his mother-in-law's house to borrow her vacuum cleaner, Bob Randall finally bought one for his wife. Thoughtful guy! Bob would like it mentioned that he collects calendars as a hobby.

L. J. Burgott, former A.G.F.A. in Chicago and now of New York, visited with us here where the Erie begins. Former P.BX operator Rosemarie Heven renewed acquaintances on her recent visit. Alice Bena, former steno, now working in the Dearborn Street Station, checked in to see that all was still okay. Ethel Hillegoeds Roe wishes to be remembered to everyone and sends regards from Grey Eagle, Minn.

Arie's children celebrating natal days are Donna Henning, Al Watkins and Harold Keeler.

14TH STREET, CHICAGO

By Chris Hardt

James Conlon, stenographer-secretary, is on leave, completing his college training at Loyola University. He is working for a bachelor of science degree in commerce. Jimmie's association with us was of short duration (about nine months), since his retirement from the Navy. In his place we welcome a newcomer, Maureen Madden, from Crown Point, Ind.

Louise Surma, who resigned in November as stenographer-secretary, is devoting full time to the responsibilities of a housewife and mother in the Surnas' new home at North Judson, Ind. Our sympathy to Louise and family on the death of her father, Leo Santoksi, also of North Judson.

We are happy to report that Lawrence Herzog, clerk and car sealer at the freight house, is convalescing rapidly at South Shore Hospital. He'll probably be back on the job before this column appears.

The Kelley family (Wanda Kelley, general clerk in the cashier's office) has announced another blessed event, Cynthia Marie, Feb. 18. The Kelleys now have a boy and two girls.

George Blaul, former rate clerk, studied railroad traffic evenings and his perseverance and knowledge in this field has earned him promotion with the traffic department of the Wabash Railroad. His wife, the former Joan Stahl, took over her husband's job as clerk in the yard office. The Blauls were married last September after an office romance. Joan is the daughter of our car distributor. George Stahl, at 61st St. office.

HAMDON CONSOLIDATED

By Grace Connow

That proud look on General Foreman Joe Smith's face appeared when his nine-year-old son Bob won first prize in the recent Northern Indiana Regional music contest held at Crown Point. The honor was awarded for his very talented rendition of a trumpet solo. Dad says Bob really knows how to toot his own horn.

It is nice to see Mrs. R. K. Ward, wife of the relief clerk, up and around again after being hospitalized due to a sciatic condition.

Word from McCleary's Sanitarium at Excelsior Springs, Mo., is that H. L. Kinney, retired yard clerk, is glad he did it and wishes he had done it years ago. There is some apprehension here about when Mark turned 20. He is so young and fit, he'll start off "sick" on date nights, like a 17-year-old.

Congratulations to Roy Emrick, son of Road Foreman of Engines Norman T. and Mrs. Emrick who is the proud possessor of a master of science degree from the University of Illinois. Two vacations we know little about, but which should prove very interesting are those of Wilbur Bobst, chief yard clerk, and Joanna Sanders, relief clerk. Wilbur is touring Mexico in his new Nash Statesman. Joanna and her husband, recently separated from military service (he spent the past 11 months in France), lost no time in starting a two-week vacation trip to St. Petersburg, Fla. Some of us thoughtfully offered to accompany them and point out historic sites along the way, but Jo figured they could manage very well without us.

It is difficult to accept the loss of a dear one, but Conductor E. J. La Vigne had the misfortune to lose two brothers within a month. Johnny, a railroader for 42 years, lastly as freight agent for the D. & M. & I. R., died Feb. 3 at his home in Virginia. Minn. John La Vigne, Hammond, a retired Pennsylvania Railroad machinist with 40 years' service, died Feb. 20. We extend heartfelt sympathy.

The railroad has rebooked Pfc. Reginald O. Flipper, furloughed yard clerk, took part in the Army's Alaskan "Exercise Moose Horn" in the big delta area 185 miles from the Arctic Circle. The "exercise" consisted of a four-week maneuver and training in tactical operations and cross-country movement, with temperatures in the region at times at 50 degrees below zero. With this sort of training our Pfc. Flipper isn't likely to forget.

Congratulations to E. J. Fulgraf, agent, Highland, Ind., and wife on the arrival of their second son Feb. 25. (Mark Edward.) The only disappointed member of the family seems to be three-year-old Larry who would have preferred a puppy.
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