ONE of the advantages of reading the Annual Report that is beneficial to all of us is that we get an overall picture of the results of our combined efforts.

Whether this picture is a good one or a bad one depends largely on the way we are able to satisfy our old customers and attract new ones. There is nothing that means more to the success of our railroad than our ability to provide dependable service to fit our customers' needs. Whenever our day-to-day efforts are in the direction of providing good service that our customers can count on, we are adding strength to our railroad and building for the future.

As you will see from the report which is outlined in this issue, the results for 1956 were encouraging. I think we can all take individual pride in our accomplishments. It all adds up to reinforcing our reputation as a dependable service railroad and makes our future that much brighter.

H. W. Van Winkle
Contents

President's Page .................................. Page 2
Business Indicator ............................... Page 4
Annual Report ................................. Page 5
Hero Honored .................................. Page 9
Move to Hoboken ............................... Page 10
Damage Claims rise ............................. Page 12
Retirements ..................................... Page 13
Export, Import Experts ....................... Page 15
Kamera Kwiz .................................... Page 22
Erie Veterans News ............................ Page 24
Erie Family News ............................... Page 25

April, 1957  Volume 53, No. 2

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

THE COVER:

The cover shows Erie's "farm" at Weehawken-one of the worlds most unusual farms, for it is also a freight station, a station where rail transport ends, and water transport begins on the Erie. More about it, and the Erie's lighterage service, on page 15.

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

Distributed free of Charge to Erie Railroad employes. To others, $1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices. 1327 Midland  Cleveland 15, Ohio.
Business Indicator

Freight Cars Loaded on the Erie and Received from Connecting Railroads

* STEEL STRIKE
Increase Is Shown Despite 34-Day Strike in Steel

A GOOD YEAR lies ahead of the Erie Railroad. So Harry W. Von Willer, president of the road, told shareowners in the annual report issued March 20.

The report showed that the Erie's total income was $177,007,289, of which $175,899,859 came from operating revenues of the road, 9% more than the previous year, despite decreased freight handlings caused by a 34-day strike in the steel industry.

For members of the Erie family doubtless the most interesting part of the report was the forecast of better business ahead in 1957. "The prospects for railroad traffic in the current year are good," Mr. Von Willer said. "The nation's economy seems to have enough steam to keep it rolling at or above the levels of the last quarter of 1956."

In our planning we are anticipating a slight increase in freight volume in 1957. The dollar increase in gross revenues will be greater, however, because of freight rate adjustments which went into effect on Dec. 28, 1956.

"With favorable action by the Interstate Commerce Commission on the railroads' pending request for a further increase in rates to allow a better rate of return on invested capital, the Erie could have one of its best years."

Earnings of the road enabled the payment of $1.50 a share in dividends to owners of common stock for the 15th consecutive year. This matter is of the highest importance to employees, because it reflects the general health of the road, the capacity of its management, and helps attract the new capital that will enable the road to continue to keep abreast of the latest developments in transportation, and thereby assure the steadiness of jobs.

Wage Increases

Perhaps of more immediate importance to employees were the wage increases granted during the year, increases that were embodied in agreements that will raise wages again automatically in 1957 and 1958 and include cost-of-living escalator clauses.

Another factor every man and woman who helps make the Erie is interested in is the prospect of continued expansion of the road's business.

Growth, Modernization

Industrial growth along the Erie and increased revenue from piggy-back operation should contribute to this growth, Mr. Von Willer said. Last year 128 industries located new plants or expanded existing operations and are expected to produce $3.5 million in additional revenue when in full production. Erie piggy-back revenue is expected to exceed $1.2 million in 1957.

The Erie is growing physically too. During the year $18 million was spent for capital improvements, bringing the ten-year total for modernization to $172 million.

Continuing its aggressive modernization program, the Erie last year acquired six road-switch Diesel-electric locomotives of 1750 horsepower capacity; 727 fifty-ton box cars of which 643 were equipped with "damage-free" loading devices; 50 "Clejan" French design flat cars for new piggy-back service; and 10 steel barges for marine operations in New York Harbor.

"Damage-free" loading devices were installed in 35 box cars and 100 gondola cars were equipped with skids and protective covers for transporting coiled sheet steel. One steam-powered wrecking derrick was converted to Diesel power, and additional power equipment was purchased for track forces.

New Freight Yard

A new $1 million freight yard was built at Mansfield, O., to serve the new Fisher Body stamping plant.

Grading and drainage work has been completed for the construction of a new $3 million car repair shop (Please turn two pages)

Flow of ERIE's Income Shown

WHERE THE RAILROAD’S MONEY came from, and where it went, in 1956 is shown graphically on the next two pages.
### The Erie's Income - Where it came from

<table>
<thead>
<tr>
<th>Category</th>
<th>Millions of Dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fruits, Vegetables, Grain and other Agricultural Products</td>
<td>13.0</td>
</tr>
<tr>
<td>Meats, Livestock and other Animal Products</td>
<td>10.1</td>
</tr>
<tr>
<td>Coal and Coke</td>
<td>13.8</td>
</tr>
<tr>
<td>Ore and other Products of Mines</td>
<td>9.9</td>
</tr>
<tr>
<td>Lumber and other Products of Forests</td>
<td>5.1</td>
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<tr>
<td>Petroleum Products and Chemicals</td>
<td>7.7</td>
</tr>
<tr>
<td>Iron and Steel</td>
<td>15.1</td>
</tr>
<tr>
<td>Machinery, Automotive Vehicles and Parts</td>
<td>13.8</td>
</tr>
<tr>
<td>Other Miscellaneous Manufacturers'</td>
<td>49.6</td>
</tr>
<tr>
<td>Freight Forwarder Traffic</td>
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<tr>
<td>Less than Carload Shipments</td>
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</tr>
<tr>
<td>Passengers, Mail, Express and Misc.</td>
<td>20.1</td>
</tr>
<tr>
<td>Other Income</td>
<td>1.1</td>
</tr>
</tbody>
</table>

Total Freight $155.8 Million

Total Income $177.0 Million

**Erie Railroad Magazine**
## Where it went

<table>
<thead>
<tr>
<th>Item</th>
<th>Millions of Dollars</th>
<th>Cents per Dollar</th>
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</thead>
<tbody>
<tr>
<td>Wages</td>
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<td></td>
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<tr>
<td>Materials and Supplies</td>
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<tr>
<td>Fuel</td>
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<tr>
<td>Depreciation of Roadway and Equipment</td>
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<td></td>
</tr>
<tr>
<td>Loss and Damage, and Injury to Persons</td>
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</tr>
<tr>
<td>All Other Operating Expenses</td>
<td>9.2</td>
<td></td>
</tr>
<tr>
<td>Taxes, (Federal, State and Local)</td>
<td>7.9</td>
<td></td>
</tr>
<tr>
<td>Rental of Equipment and Joint Facilities</td>
<td>5.0</td>
<td></td>
</tr>
<tr>
<td>Interest</td>
<td>4.7</td>
<td></td>
</tr>
<tr>
<td>Remainder Available for Dividends, Reinvestment in Property, etc.</td>
<td>4.6</td>
<td></td>
</tr>
</tbody>
</table>

*April, 1957*
Annual Report

(Story begins on page 5)

at Meadville, Pa., but further work has been delayed pending delivery of structural steel now scheduled for April, 1957.

The Erie has been making extensive use of Centralized Traffic Control, an electronic train-signalling device which provides greater flexibility of train movements and better utilization of fewer tracks. In this way unnecessary trackage is retired, thereby reducing maintenance costs. Using this "push button" control system a train dispatcher, by a series of levers on a lighted panel board, controls signals and switches many miles away which guide the movement of trains in both directions on a single track.

Operations, Maintenance

Last year 30 miles of railroad were converted from double to single track and equipped with C.T.C. This brought total C.T.C.-equipped trackage to 387 miles. Our long-range program calls for additional installations, particularly west of Marion, O., when rail is due for replacement.

Total expenses for operating and maintaining the railroad in 1956 amounted to $137,693,502. This was $9,646,780 or 7.5% more than in 1955.

Maintaining the track, roadway and structures required $20,554,521, an increase of $1,176,099 or 6.1%. An active program was carried on throughout the working season, including the laying of 47.5 miles of new rail.

The cost of maintaining cars and locomotives was $25,959,546, an increase of $636,685 or 2.5% over 1955. All locomotive and car forces worked steadily keeping our equipment in good repair. System "bad order" freight cars were at an all-time low.

Merger Study

Transportation expenses, which include all station, yard and train operation costs, amounted to $77,601,200, an increase of $6,614,682 or 9.3%. This partially reflects the increased freight traffic volume handled in 1956.

The report emphasized that no decision has been reached, and that it is not anticipated that one will be made before the end of 1957 in regard to a possible merger between the Erie, the Lackawanna, and the Delaware & Hudson.

The studies are continuing, but there will not be enough data on hand to reach conclusions in the matter until the end of 1957, as to whether a merger would be desirable or not.

The report does tell of the savings to be made by the use of the Lackawanna passenger station at Hoboken, which has offered all persons using the railroad a more modern and convenient approach to Manhattan. Forecasts are that the change will reduce the Erie's present losses arising from passenger train operation by about $1,000,000 a year.

Other studies still in progress with the D. L. & W. include possible joint use of trackage between Binghamton and Corning, N. Y., as well as joint freight yard operation at Buffalo, N. Y. The possibility of joint towing service in New York Harbor is also being given further study.

Health and Safety

Health and safety are of paramount interest, not only to employes themselves, but to their families. Here the Erie has long been a leader—it was the first railroad, if not the first industrial organization to formulate a safety program, a century ago, in 1856.

The safety of employes and the public is a responsibility shared by every individual connected with the railroad. New safety methods and procedures are continually adopted. Supervisors are encouraged to seek out and eliminate causes of injury. The record over the years indicates that the Erie is a "safety minded" railroad.

The medical department keeps a close watch on the physical fitness of employes and renders counsel and assistance for the maintenance of good health. A sound body and clear mind are conducive to efficient and safe performance while on duty. Over the years this program has proved to be beneficial to employes and employer alike.

Education, Too

Every wife and mother, next to the health of her family, is interested in the education of her children. Children of Erie Railroad employes are offered unusual opportunities through Erie's Scholarship plan.

In the last year the Erie Scholarship program reached its maximum participation. Twenty sons and daughters of Erie employes, whose parents earn less than $7,500 a year, are now receiving grants of $1,000 annually (or $400 for the four-year term) to assist them in continuing their education in a college or university of their own choosing.

(Please turn to page 34)
Ohio Safety Council Honors Erie Engineer Hero Who Risked Self to Save Three

Nick O’Time Award Presented to James Maher

HEROES are traditionally modest, and James Maher, Erie Railroad engineer who became the 47th person to be given the coveted Nick O’Time Award of the Ohio State Safety Council and the Bulova Watch Co., is no exception.

For, as soon as he had thanked H. G. Jim Hays, executive secretary of the council, for the award he turned to Jacob Alvin (Jake) Nollen, and said:

“Jake, if you hadn’t been alert, and slowed down your train I couldn’t have helped them. You deserve the award as much as I.”

Which, considering that Maher risked his life to save three others, was praise indeed.

Proud Boy

The award was made in the presence of railway officials, fellow railwaymen, Youngstown civic leaders, railway brotherhood representatives, and Maher’s family at a dinner in the Youngstown club in Youngstown.

Perhaps the proudest person present was Maher’s son, Thomas, 10, or perhaps it was Maher’s father, Thomas Maher, sr., who retired from the Erie in 1946 after 30 years as road foreman of engines.

And perhaps the happiest person present was a Pennsylvania Railroad engineer, Walter G. Morrison, for it was Morrison’s wife, Morrison’s daughter, Maryann, 13, and Morrison’s grandchild, Deborah Ann Levinsky, 3, whose lives were saved by Maher.

Council’s Citation

But let the official record of the Safety Council citation tell the story:

“On the evening of Sept. 7, 1956, there was a collision between a motor vehicle and an Erie Railroad locomotive at the Walnut Street crossing here in Youngstown. Moments after this collision, James Maher, who saved three lives after an accident. Here he displays it to his son, Thomas, Jr., 10; his wife, Margaret, and his father, Thomas, Sr., retired Erie road foreman of engines.

WHEN THE Nick award was presented to Erie engineer James Maher the broadest grins were worn by J. Philip Allison, general manager, western district, and H. G. Jim Hays (right), executive secretary of the Ohio Safety Council.
On MARCH 25 the only passenger trains scheduled to arrive at and depart from the Jersey City terminal were those of the Northern Branch, which follows the Hudson from Jersey City to Nyack, and New York, Susquehanna & Western trains. And the Northern Branch trains were only six-three each way—and serve but Western trains. And the Northern Branch, and New York, Susquehanna trains were only six-three each way—and serve but Western trains. And the Northern Branch, and New York, Susquehanna & Western trains. And the Northern Branch trains were only six-three each way—and serve but

1,500 commuters.

For on that day Step Two of the change from Jersey City to Hoboken went into effect, a change planned to save the Erie’s 19,000 commuters countless steps and many minutes a day. Too, the change will reduce the Erie and Lackawanna commuter service losses about $1 million a year.

Passengers will benefit in several ways. The Erie-Lackawanna station at Hoboken is more modern, and, with the addition of the former Erie ferry Meadville to the Lackawanna fleet, ferry service will be more frequent, and those who ride the ferry will debark at Barclay Street instead of Chambers Street.

Convenient Transfer

Those who prefer to use the Hudson and Manhattan tube to reach Manhattan will find they have less distance to walk from the H&M platforms to the railroad platforms; and passengers bound for the Times Square area, may, if they wish, transfer to busses across the street from the Hoboken station.

Commuters who ride the Northern Branch, and passengers of the NYS&W will find the concourse leading to the H&M station at Jersey City less crowded in rush hours as a result of the change.

The railroads will save by the ending of duplication of facilities. So far the two roads have spent more than $2,000,000 in physical changes to their properties to make the change possible, and all who use the facilities have been informed of the changes, and need for them, by an intensive public relations program conducted by the Erie.

Visit to Erie’s Fleet is Planned

The Erie Magazine continues its conducted tour for readers over the property of the Erie Railroad this month with a visit to the Jersey Shore, where freight cars take to the water on car floats, and the contents of others are unloaded and placed aboard lighters.

In the next installment of this series the Erie Magazine will introduce you to the marine department’s fleet. Later we will tour the marine yard, not neglecting the sail loft, redolent of the smell of Stockholm tar.

Then the series will move westward along the road, stopping off to visit places and people you know.

Portraits of Erie Men to Appear Next Month

One regular feature of the Erie Magazine—full page pictures of Erie men and women, the men and women who make the railroad, had to be suspended this month for lack of space. But it will begin again next month.

As was explained when the series began, all the pictures were chosen at random from the files built up over the years by John F. Long, Erie Magazine photographer. More are to come and John is to renew his hunt for more faces, both in his files and out along the road, when he returns from his vacation in Cuba.

Spooky Misses Train; Will Be Back Again

Spooky, the world’s worst train-man, who gave Conductor Joseph P. McNulty (Erie Magazine for March), such a bad time, has been heard from again. Next month we’ll have the full story of something he did to a man who is now a railroad official.

Meanwhile, if you’ve had Spooky in your train crew, or met him anywhere else on the railroad, don’t hesitate to tell the associate editor.
City Children Take Erie to ‘Friendly Towns’ and Health

Film Tells Story of Herald-Tribune’s Fresh Air Fund

On July 19, 1877 passengers on the Erie train from Jersey City to Deposit saw nine sickly children, pale, unkempt and of assorted ages, on one of the cars.

Some, disturbed by the obvious undernourishment of the children, avoided the group. Others asked questions, and learned that these nine children were traveling with a young clergyman to the country for a real lungful of fresh air, and that the railroad had made special fare concessions to the minister to make it possible for him to take them to the country.

Had the passengers known it, that party was the beginning of the Herald Tribune Fresh Air Fund movement, and many of the principles established on that first trip are followed today by the fund.

More remarkable yet, one of the young passangers is alive and well—and the Rev. Willard Parsons had chosen children nearly past hope of recovery for a two-week stay in the country, where they might have pleasant surroundings, clean air, clean food and plenty of it.

She is now Mrs. Gordon Gardiner, 87, of Deposit, one of many thousands of New York children who have benefited by the program.

For the basis of the Rev. Mr. Parsons’ plan was that the children should live as other children did—in the homes of his parishioners.

Nine Become 10,000

That plan today is the basis of the “Friendly Towns” scheme of the Fresh Air Fund, and when the 80th year of the work was marked in New York with the premiere of a film, “The Friendly Towns,” the Erie Railroad was host at the party that preceded the showing of the film in the Johnny Victor Theater.

The picture, in color and sound, told the story of the friendly towns—1,739 of them—that last year took 10,146 city children into their homes.

And it paid special attention to the Erie Railroad and the town of Deposit. Three children who had spent their vacations in Deposit were the “stars” with their hostesses playing opposite them.

The children, known for the purposes of the film as Lorretta, Alfred and Denise, were in the audience, together with their hostesses and “mothers for the summer,” with the exception of Mrs. Elsa Barlow, who was unable to attend.

The other hostesses, Mrs. Fred Leonard and Mrs. Victor Hettel of Deposit were present, along with John Hanrahan, Erie agent at Deposit.

Hanrahan, who was host to the women from Deposit, and who had been their escort on the train, plays a real-life role in the picture.

For 13 years it has been he who welcomes the children, many of whom are not only leaving the city for the first time, but also riding a railroad for the first time, to Deposit.

There he sees them off the train, sees that they and their baggage are properly taken care of. Many of them remember him from year to year.

The party was in two parts—one for the adults, and one for the children, for the Fresh Air Fund chorus of 16 children was on hand to sing before the movie.

So far as the Fund was concerned, the party was no light affair, although a pleasant one, but the beginning of a serious task.

Written and directed by Ira Marion, and made possible by a gift from the Eda K. Loeb Foundation, the film is designed to tell the story of the fund to many more towns that may become Friendly Towns too, and give thousands more a chance for health in the fresh air.

Immediately after the showing, volunteers for the task of organizing Friendly Town Committees in yet more towns left to tour the eastern half of the country to find more summer homes for children in need of fresh air.

April, 1957
Three Million Dollars Lost as Damage Claims Mount

THIS JUMBLE OF GOODS was once high-priced merchandise. Scenes like these contribute to the more than $3 million the railroad pays every year in claims. Perfect shipping would prevent losses like this.

Payments Amount to $166.66 per Erie Employe

IN ANY man’s language three million dollars—the amount the Erie paid in damage claims in 1956—is an awful lot of money, a sum, in fact, that many find hard to visualize.

But if you divide it by 18,000, the number of Erie Railroad employes, you come up with $166.66. That’s a sum we all understand, and we all know just how far that much money will stretch.

Milk bill left out of reckoning, that much money would let a family of seven live high off the hog for four weeks, if every bit of it were spent on groceries.

Yet that three million, that $166.66 apiece, was paid out by the Erie last year to shippers whose goods were damaged.

Invisible Loss

Worse than that, some of those shippers lost faith in shipping by rail. That invisible loss no one can measure. No one can say how many more jobs there might be on the road if every shipment arrived in perfect condition.

And now that April, the official “Perfect Shipping Month,” is here again, for the 21st time, David C. Mitchell, superintendent of station

(Next page, please)
services and freight claim prevention, has some sad news for all members of the Erie family.

Losses and damage to freight, the road’s principal source of income, cost the Erie $3,155,221 last year, an increase of 15.73%.

New Hats for All

That increase alone would have been enough to buy every Erie man and every Erie woman a new $23.82 hat—and have you looked at your hat lately?

Mitchell would like to ask, too, whether you have looked at your working methods lately.

For it is faulty working methods that cause the bulk of the loss.

The clerk who makes a mistake on a waybill, the yard crew who treat cars roughly, the car cleaners who don’t clean their cars properly, all are to blame.

Figures for Year

Here’s the way the losses and damage stack up for 1956:

<table>
<thead>
<tr>
<th>Loss Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unlocated:</td>
<td>$2,375,753</td>
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<tr>
<td>Concelled:</td>
<td>426,252</td>
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<tr>
<td>Employee errors:</td>
<td>25,427</td>
</tr>
<tr>
<td>Train accidents:</td>
<td>152,858</td>
</tr>
<tr>
<td>Delays:</td>
<td>63,467</td>
</tr>
<tr>
<td>Unfit cars:</td>
<td>20,446</td>
</tr>
<tr>
<td>Temperature:</td>
<td>24,869</td>
</tr>
<tr>
<td>Fire and others:</td>
<td>63,249</td>
</tr>
<tr>
<td>Theft:</td>
<td>3,200</td>
</tr>
</tbody>
</table>

Lumped together under unlocated losses and damages are those due to coupling too fast, failure to be careful with cars marked “Do Not Hump” and damage from sudden starts and sudden stops.

Delays may not be the fault of the train crew concerned, but if shipping were perfect—and remember that April is perfect shipping month—there would be no losses.

The day of no losses and damage is far off, everyone admits. It is only human to make errors. But the growth of those losses, shipping authorities say, points to growing carelessness, and that growth of loss—which loses not only the money that can be seen, but the intangible money of shipments sent later by other means.

Perhaps, they say, that invisible loss is even greater than the visible one—for who can say how many millions are lost every year to competing forms of transportation merely because of slow shipment, faulty shipment, damaged shipment, or any other form of shipping that is not perfect?

• • •

NAME                      POSITION                       LOCATION         DATE       YEARS
Charles H. Artman          District Accountant           Hornell          3-31-57     45
Ernest L. Beckman          Engineer                    Meadville        2-2-57      41
John B. Beechler           Carpenter                  Buffalo          2-5-57      28
GUY V. Books               Maintainer Helper            Rochester       2-28-57     48
James J. Bradley           Baggage & Mail Handler      Jersey City     12-3-56      53
Andrew Czajowski           Car Inspector              Kent            2-26-57     42
Thomas Dembia              Car Inspector              Jersey City     2-8-57      41
August DiCosimo            Machinist                  Youngstown      2-6-57      42
John P. Dillon             Assistant Chief Clerk         Cleveland       2-15-57     49
Lewis E. Drew              Carpenter Foreman           Salamanca       1-7-57      33
John T. Dorney             Baggage Master              Jersey City      2-11-57     34
Karl Erlander              Conductor                  Hoboken         3-17-57     41
Pierson P. Evans           Conductor                  Meadville        3-31-57     37
Raymond Farber             Conductor                  Hoboken         2-5-57      51
John J. Friedrich          Yard Conductor              Marion          1-30-57     31
Fred H. Green              Machinist                  Meadville        2-8-57      48
Charles W. Hayward         Signal Helper               Corning         2-19-57     51
Earl F. Heist              Machinist                  Hammond         1-31-57     41
Percy A. Himes             Asst. Stationmaster         Jersey City     2-13-57     41
Ray Hopkins                Engineer                   Hornell          2-7-57      41
Frank W. Jahnke            Engineer                   Chicago         2-28-57     47
James Kent                 Engineer                   Garretsville     1-18-57     38
Stanley C. Lund            Engineer                   Youngstown      3-31-57     50
Harry Lee Meyer            Engineer                   Cleveland       3-31-57     42
Joseph Mickulas            Engineer                   Canton          2-11-57     48
Harry P. Nickol            Engineer                   Croton          1-31-57     47
Frank C. Osborne           Engineer                   Marion          1-31-57     45
Arthur B. Perry            Engineer                   Avoca           12-16-56     40
William C. Peters          Engineer                   Huntington      1-31-57     44
Charles E. Reilly          Engineer                   Jersey City     4-30-57     44
Francis J. Schill          Engineer                   Meadville        2-4-57      48
Earl M. Stanton            Engineer                   Olean           1-21-57     31
Henry L. Stout             Engineer                   Croton          1-31-57     38
James E. Tischler          Engineer                   Meadville        2-4-57      48
R. A. Van Blarcom          Trackman                   Olean           1-21-57     31
Frank M. Vatter            Yard Brakeman              Croton          1-31-57     38
Samuel Veno                Machinist                  Meadville        2-4-57      48
Anton T. J. Voss           Machinist                  Olean           1-21-57     31
Ernest Zitzman             Machinist                  Croton          1-31-57     38

“A RETIREMENTS”

“Hold it! No ‘coupling’ at more than four miles per hour!”

April, 1957
Erie Men Head Two New Railroad Community Groups

ERIE men Francis J. Mulligan and Harold J. Spindler have been chosen by the members of the two most recently formed Railroad Community Committees to guide the work of the groups.

In the eyes of Erie men everywhere, that is as it should be, for the Erie has long been the leader in railroad advancement, but, railroading being what it is, men from other lines do not always see it that way.

And it was men from other lines that looked to the Erie for leadership, for the committees are made up of men from all railroads serving the areas in which the committees will work.

24 Committees

Mulligan, superintendent of the Mahoning division, heads a committee based at Youngstown which will stimulate railroad participation in civic affairs and public understanding of the railroads serving the Mahoning and Shenango Valley area: Spindler, division freight agent at Elmira, was named chairman of the Southern Tier committee at a meeting of 40 railroad men at Binghamton.

Formation of the two committees brings the number of such groups to 24. They operate under the auspices of the Eastern Railroad Presidents Conference, an organization of 37 Class I roads serving the northeastern portion of the United States.

To accept the chairmanship of the new Mahoning-Shenango committee Mulligan had to resign from the Cleveland Railroad Community Committee, where his resignation was accepted with genuine regret by the chairman, Herbert M. Phillips, manager of the Lakes Region of the Pennsylvania Railroad.

In accepting the resignation Phillips pointed out that Mulligan was one of the pioneers in community committee work, and had been chairman of the Fort Wayne committee and a founding member of both the Gary-Hammond and Cleveland committees.

* * *
Chicago's Coffee, Spain's Trains, Find Erie Is Best

Jersey Shore Station Men Are Freight Handlers to All the World

If his coffee is late for breakfast, the Chicagoan can blame his wife, or the fact that he has offended her; and every New Yorker may have an orange for breakfast every morning of the year, whether it comes from California, or the port from which Jonah put to sea.

The Argentine automobile dealer can be sure that the cars he has ordered will be delivered to him in time to please his customers; and the general manager of the Spanish Railways is certain those new electric locomotives will arrive from America in time to pull the new expresses listed in the timetables that will be distributed next month.

And not one of them worries about the effects of weather in the port of New York upon the arrival of his cup of coffee, his orange, his automobiles or his locomotives.

That worrying is done by the Erie Railroad, and worrier-in-chief to the Erie for such things is Frank M. Sportelly, pivot man in the lighter-age team. His office is in the Jersey City terminal.

There no one can escape the fact that man has yet to control the elements. When fog slows movement in the harbor, and Sportelly must recast his plans, the mournful sound of fog horns fills the office; when rain forces ships to close their hatches, ending loading and unloading, the drops beat on the window behind his chair.

Torture by Weather

When wind makes lighterage movements difficult for the marine department it whistles and howls to distract him as he changes the disposal of his forces; snow taps gently on the window to mock him when it is playing hob with his schedules.

His office is there because it is on the Jersey Shore that the rails of the Erie's New York division end and its marine division begins. Just ten steps from his door is the office of John R. Ebert, superintendent of the New York division; down the stair and across the way is that of Carman E. DeJoia, marine superintendent.

For, as assistant superintendent of lighterage and stations, Sportelly reports to Oscar A. Frauson, superintendent of lighterage and stations whose office and work was described in the Erie Magazine for March; and Sportelly sees that freight makes its way from rail to water, water to rail, and from water to shore.

His responsibility includes all station operations east of the Hackensack River, and those stations are unlike any others on the Erie.

(Please turn the page)

FRANK M. SPORTELLEY can manage a grin despite the headaches of being pivot man in an intricate operation.

HECTOR H. BROWN is agent at Weehawken.

FRUIT FOR MANHATTAN'S MILLIONS crosses the Hudson River on an Erie Railroad car float.

1957
Among them is the “farm” at Weehawken, a farm that can store 850 cars of freight on the ground, a farm where the “hands” are six Diesel locomotive cranes.

These six self-propelled cranes lift crates weighing five tons or more out of gondolas as easily as if the crates were matchboxes, and carry them along as gently as if they were eggs.

But that is only part of the wonders of Weehawken.

Flour and Rubber

There are six Erie piers there, three open and three covered. Across the covered piers moves freight that arrives or will leave in box cars; and gondola and flat car freight moves across the open piers.

“Move across” is a relative term. For some shipments may be ordered stored to await the demands of the consignees or the consignors. So the closed piers are vast warehouses, holding everything from flour milled in Minnesota destined for India to rubber sheets grown in Malaya and destined for the rubber mills of Akron.

And all this freight is in vast quantities. Seventy-five per cent of New York’s export freight moves in lighters; and about a fifth of that freight is moved through the Erie stations.

Now these are the piers at Weehawken, and they and the farm may be seen in the picture between pages 17 and 20:

A is an open pier, 580 feet long, 71 feet wide, with two tracks with a capacity of 45 railway cars, and 40,000 square feet of storage space.

B, open, 839 by 82 feet, 4 tracks, 48 cars, 20,000 square feet.

C, covered, 820 by 96 feet, two tracks, 33 cars, 136,000 square feet on two floors.

D, covered, 738 by 98 feet, two tracks, 28 cars, 195,000 square feet on three floors.

F, covered, 845 by 96 feet, one track, 17 cars, 153,000 square feet.

H, open, 975 by 81 feet, 4 tracks, 80 cars, 79,000 square feet.

Spectacular Show

Of them all, Pier H is the most spectacular. For it is served by three electric gantry cranes, one of twenty, and two of ten ton capacity.

The gantries look, and act, like storks from another planet, awkward in design, yet graceful in movement, and when all three are at work they seem to be performing some sort of stately avian minuet.

Set high on long legs that straddle the tracks and cars below them, the three cranes seem to bow to one another as they twirl from car to barge and move in and out along the pier with an effortless grace.

But it is not necessary to go all the way to Weehawken to visit one of these strange stations. Just upriver from the office is Pier 8, and between Pier 8 and the office are three float bridges.

Float Bridges

Pier 8 is a huge building of steel, concrete and tile stretching 1034 feet out into the river, with space for 40 box cars on two depressed tracks inside it. It has three stories of storage of freight of all kinds, and numerous elevators for the lift trucks that load and unload the box cars, and the scows and barges that can be brought alongside the pier.

And the three float bridges make it possible to send box cars, reefers, gondolas, flats and any other sort of car to sea.

For from the Jersey City pier and float bridges and from the farm at Weehawken the Erie will deliver freight to any one of an estimated 200 steamship berths in the harbor or to any one of the Erie’s other stations on the waterfront.

The other waterfront stations are scattered from lower Manhattan to the far reaches of the Bronx, and...
only two of them can boast of having railway tracks—28th Street station and Harlem station, in the Bronx, but named from its location on the Harlem river—and these two with tracks possess tiny switch engines that take up very little room in the yards, and that can run through switches with very low frog numbers.

Both are served by car floats, long steel barges equipped with railway tracks and roofed platforms between the tracks.

Cars can be pushed aboard the floats at Jersey City, and pulled off again at 28th Street, where the yard will accommodate 100 cars, or at Harlem, where there is room for 48 cars. Both stations have team tracks and freight houses; and Harlem has an electric crane as well.

So two of the stations at least have rails; but that is not the case at Duane Street, Hubert Street, Watt Street or Greenwich Street.

Car Float Traffic

Duane Street can be reached by lighter or car float. And much of the traffic is by car float, for among its piers are 27, 28 and 29, all three of which are for fresh fruits and vegetables.

This fruit movement, and that of the contraseasonal fruits, is under the special care of Peter J. Napoli, perishable traffic manager, whose offices are on Pier 28.

Operated jointly with the Pennsylvania, these three piers play an important part in feeding Manhattan’s millions. Here too, the roofed platforms between the tracks on the car platforms come into use.

Once the floats bearing refrigerator cars of fruit are made fast to the piers they are boarded by men driving fork lift trucks, who run along the narrow platforms into the cars to unload them, or by men whose trucks pull small “trains” of cars, aboard which the fruit boxes are stacked.

Contraseasonal Fruit

Under Duane Street too, are piers 19 and 48, general merchandise and freight forwarder stations; while Pier 67 falls under 28th Street for administration. At Pier 67 New Yorkers ship westbound L. c. l. and freight forwarder traffic.

The three other Erie stations—Hubert, Greenwich and Watt—and the Union Inland Terminal operated jointly by six railroads, are served by trucks from Jersey City.

But perhaps no part of the operation is as romantic as that of the contraseasonal fruit movement.

Small by comparison with the West Coast fruit business—which the Erie was first to bring to New York in 1887—it is a fascinating one.

The foreign fruit comes to New York in the holds of refrigerator ships in the months when California’s citrus groves and Washington’s apple orchards are not bearing.

Then it is that grapes from South Africa; pears from Argentina; plums, peaches, nectarines, grapes and melons from Chile; oranges from Israel, Italy and Spain; cantaloupes from Mexico and apples from New Zealand are loaded directly from the ship into Erie refrigerator barges, or into reefers on Erie car floats, to be taken to New York’s fruit markets.

(Please turn to page 32)
PRODUCT QUALITY AND PRIDE has three of the Wooden Ware team in a jubilant mood. Left to right: Peggiann Soltis, George F. Mills and Joseph Naffziger.

LOCOMOTIVE SHOPS COME in surprising sizes. Eugene E. LaTourette watches while William Norton and Ardell Swanson work on boilers.

THIRTY-ONE future businessmen and businesswomen are learning the first lessons of purchasing, production, sales and management procedures under the guidance of Erie Railroad Co. men.

All 31 are members of two Junior Achievement groups in Cleveland. One group, the Wooden Ware Products Co. meets every Tuesday night on the West Side; the other, Loco-Jacs, meets on the East Side.

Both companies were formed last October, and both will be liquidated in May. They began by choosing products to make. Then the necessary capitalization was estimated, and stock was sold to put the companies in business.

Regular Pay

Directors' meetings are held regularly to determine policy, review past actions, study costs and set prices of the products. Workers in the company are paid wages and salaries—for members work with their hands as well as with their pencils—and dividends are paid out of earnings.

This training is part of a nationwide movement, and the Erie's participation is under the direction of Ernest E. Seise, director of personnel and training for the Erie, assisted by J. E. Keenan, special accountant, comptroller's office, and R. A. Miylius, assistant electrical engineer.

Two teams of three men work directly with the junior companies, offering advice and pointing out the way things are done in adult undertakings.

Erie Advisors

George F. Mills, traffic department, is business advisor to the Wooden Ware Products Co.; Robert F. Spencer, valuation department, is the company's productions advisor and Walter L. Violand, purchasing department, is sales advisor.

(Next page, please)
Future Leaders
William F. Schmidt of the Erie's purchasing department is business advisor to Loco-Jacs; Eugene E. La-Tourette, valuation department, is production advisor, and Walter W. House, freight claim department, is sales advisor.

Products of both companies are made of wood, and both use raw materials that arrive by rail—over the Erie.

By-products, Too
Wooden Ware Products Co. makes and markets two items in the housewares line. One is a snack barrow, made of a wooden bowl and dowels, suitable for a conversation piece at any buffet dinner or cocktail party; the other a cutting and serving board made of contrasting strips of hardwoods.

Toys are the output of Loco-Jacs, who took the name of their company from the principal item in their line, a wooden freight train toy bearing the Erie diamond. The train is designed to make a special appeal to those in the romper set, but it is made well enough to serve as a desk or mantel ornament.

The other item in the Loco-Jacs line is a set of blocks bagged in plastic, frankly a by-product of the train manufacture.

Profits Seen Sure
Officers of the Loco-Jacs are: Joseph Keske, president; Evelyn Rutti, vice president; Nancy McVeigh, treasurer and Michael Mulcahy, secretary.

Terry Scullin is president of Wooden Ware Products; William Hennessy, vice president; Joseph Naffziger, treasurer and Peggian Soltis secretary.

Both companies feel that they will end their short lives with handsome profits, despite generous commissions paid their salesmen. During the Christmas season promotion centered on the gift possibilities of the lines. Now their utility is being stressed.

Does Bird of a Job
One of the interesting and exacting jobs of the Railway Express Agency is transporting large numbers of carrier racing pigeons from any section of the country to any designated point and releasing them simultaneously at the precise minute and second specified by the owners.
The Place: Hornell Diesel Locomotive Shop.
The Question: What makes a good boss?

Everyone had definite ideas on this score. Any supervisor who can live up to all the specifications given must be a good boss indeed.

HENRY HEBENSTREIT, machinist: "He must have ability to teach his workers how to do their jobs safely."

DOMINIC GALLESE, electrician: "He treats his men as he would like to be treated himself."

SHIRLEY EVANS, laborer: "A good boss must level with his men."

ANTHONY PARLAVE, laborer: "He must be of an even temperament and thoughtful of his workers."

RAYMOND C. GIBSON, machinist: "He should be a good instructor so that his men will have complete knowledge of their work."

CHESTER COLE, stockkeeper: "He must know his men as well as himself."
CARL H. LEHMAN, machinist: "He must consider the worker's viewpoint as well as the company's."

RALPH BUONO, laborer: "He must back up his own orders and stand by his men."

DONALD CONWELL, machinist: "He must have the proper personality and be interested in his men."

GEORGE ROBERTS, machinist: "He must have complete confidence of his men at all times."

EARL S. HURD, machinist: "He must give praise where deserved. A little pat on the back goes a long way."

FRANK YOUNG, laborer: "He must be a regular fellow and a good mixer."

C. RAYMOND CHAPMAN, machinist: "He must confide in his men for best cooperation."

DONALD TEACHMAN, stockkeeper: "He must show no partiality despite social or family ties."

GEORGE LAMBERT, crane operator: "He must be able to make fair and just decisions promptly."
Erie Veterans News

Buffalo-Rochester

By Ruth Nise Munger

Our annual installation and dinner was held Feb. 6 with 88 members present. Supt. J. D. McFadden was toastmaster and installing officer was System President Walter Turner of Meadville.

After a delicious dinner Mr. McFadden extended greetings to all and introduced those at the speakers’ table. Mr. Turner responded with greetings and well wishes to the chapter and its membership, complimenting our workers for their accomplishments and Mr. McFadden for his fine cooperation.

Officers installed are George E. Adams, chairman; Robert E. Symington, vice chairman; Frank Halbleib, treasurer; Herbert I. Moyer, secretary; Ruth Nise Munger, magazine correspondent; trustees, Leo Overs, James Moran and George Cunion.

Congratulations to Mr. and Mrs. M. A. Redding on the arrival of a grandson (Feb. 2, Michael Walter).

Wedding anniversary congratulations to William L. Norris, retired yardmaster, and Mrs. Norris (Feb. 1, 59th) and to Mr. and Mrs. George Feltz, (49th, Feb. 10).

Birthday greetings (February) to Mrs. Cunion and Mrs. Schultz.

Mrs. William Streaton, chairman, presided when the auxiliary board met and planned a spring luncheon May 23 at McDoel’s.

Mrs. H. J. Schultz, president, presided at the March 16 meeting of the chapter and auxiliary when plans were completed for our spring party to be held April 27.

On Feb. 17, Mr. and Mrs. H. J. Schultz took Mr. and Mrs. Walter Turner on a sightseeing trip to Niagara Falls. They had lunch at the General Brock Hotel.

Salamanca

Feb. 22 we met at the Myers Hotel, Salamanca. This was designated as Retired Veterans’ Night and they were dinner guests of the chapter.

Attendance was good with representatives from Olean, Portville, Brockway, Conewango Valley, Niobe, Jarnestown, Lakewood, Steamburg and Salamanca.

The program included the pledge of allegiance to the flag, led by Stanley Ambuski, and invocation by Leonard Johnson.

Following dinner, the meeting was opened by J. L. Murray, chairman. This was the first regular meeting since November and many items were discussed.

Our May party will be on the 25th at the Holy Cross Athletic Club. J. G. Ainey is dinner chairman.

Our annual chapter family picnic will be Saturday, Aug. 17, at Gargoyle Park, Olean, committee to be appointed.

L. E. Rodgers, system vice president, called members’ attention to P. W. Johnston’s address at the installation party at Jarnestown, that the chapter must have cooperation to keep it non-political and non-sectarian; not to encroach on policies of other organizations, and to keep all social functions on a high plane.

Mr. Rodgers also called attention to the January and February issues of the Erie Magazine carrying addresses of retired employes in Florida and California, urging members to write to as many as possible.

Former Corresponding Secretary Hildred was presented with a gift in appreciation of the excellent chapter work she has done.

On the list of ailing members is Gabriel Trombley, at the Tri-County Hospital, Gowanda.
Latest Chatter
About All the
Erie Family

Marion Division
TRANSPORTATION
By C. R. Swank

0. L. Elick, agent at Elgin, has returned from a vacation in Florida. J. L. Burdg, relief operator at Ohio City, is vacationing in Florida, attending races at Daytona Beach.

Gary Minniear, operator at Griffith, on a recent visit to the dispatcher’s office at Huntington, displayed his new car.

We welcome Ralph Hennessy, from Chicago, to checker at Huntington.

Emmett Schell has been doing some fine do-it-yourself home improvements. Understand he is considering joining the carpenter’s union so he will be able to take on small contracting jobs.

HAMMOND CONSOLIDATED
By Grace Connole

A vacation which will be long remembered was enjoyed by Mr. and Mrs. George Pontious (locomotive engineer, Huntington-Hammond) and son Stanley, operator at Hammond. They drove to Miami, Fla., and stopped with another son, Gene, and his wife, both former Erie employees.

The highlight of the trip was the catch they made while deep sea fishing. Stanley tells us (yes, he did) his mother has a 35 pound amberjack and a 15 pound dolphin, while his father comes in for honorable mention with a 35 pound gruper.

Night Yard Foreman Ray Bentley and wife excitedly announced the birth of their first granddaughter, Melanie Kay, Feb. 4. The parents are T/S Clifford Bentley and wife, who are stationed at the Air Port Base in Tripoli, Africa. The Clifford Bentley’s have two sons, Michael, 5, and Douglas, 3.

We were sorry to bid farewell to Communications Maintainer Lloyd Fischer who left Feb. 18 to assume the duties of communications maintainer at Decatur.

Freight House Foreman Ray Ekins has been at the McCleary Clinic, Excelsior Springs, Mo., since Feb. 1. While we have heard from Ray, it wasn’t the usual “having a wonder ful time, wish you were here” card. Maybe he just wants to be different.

Cards have been received from retired Locomotive Engineer Bob Woodall and wife who are spending a vacation in Hollywood, Calif., with one of their daughters and her family.

E. W. Brady, assistant chief yard clerk, is back on the job after a short illness.

We welcome back James Gawronski, relief clerk, who spent the past three years as a paratrooper with the Sixth Armored Division.

14th STREET, CHICAGO
By Chris Hardt

Nicholas Christian, check clerk, heard that his friend Edward Briner, check clerk, was having fun on his Florida vacation.

Joan Blaul of the rate desk is the proud driver of a brand new automobile.

Our new switchboard operator is Louise Reck. She succeeded Elaine Bailey who was awarded the position of general clerk-typist. William O’Neill, former clerk-messenger, now is relief clerk.

Joseph Baron, check clerk, and wife, Genevieve, are vacationing in Florida. They enjoyed their honeymoon so well last year, they couldn’t resist visiting there again to keep the honeymoon alive on their first anniversary.

Bob Gould, general clerk, was chairman of the committee which selected some wedding gifts for Virginia Lundy, general clerk. In his own words: “With the coffee-maker, our hopes that Virginia will add just the right amount of zip to her married life; with the steam iron, our hopes that she will iron away all minor troubles in life, and with the beautiful pillow cases, our hopes that the newlyweds will rest their heads in peace.

Jack Smith, foreman, was away for a week with an
discharged mother. He is back on the job and his hand is completely healed.

A letter arrived from our former yard clerk, Pvt. Robert L. Lee of Fort Gordon, Ga., where he is undergoing 15 weeks of intensive training with the Army Signal Corps. “Get the Message Through” Bob Lee wrote to us that he is happy to receive that good Erie Railroad Magazine, that his school work is getting better now that he actually is working on the signal switchboards, and that he almost passed out when he learned that his switchboard set-up worked.

(Please turn the page)
MAINTENANCE OF WAY
By Maralene Trainer
We welcome W. L. Hoffman as general foreman at Hammond. He has removed his family to Hammond from Ashland.

Terry Robinson, small son of Signal and Master Carpenter Clerk George Robinson, is recuperating following an emergency appendectomy at the Huntington County Hospital.

Proud grandparents of Cheri Dawn Knight are Mr. and Mrs. Lewis Knight, Sr. and Work Equipment Repairman and Mrs. H. L. McIntire of Huntington. Parents are Mr. and Mrs. Lewis Knight, Jr.

CHICAGO POLICE
We welcome to the department Patrolman D. C. Solt.

Mahoning Division
ROAD FOREMAN OF ENGINES
BRIER HILL, OHIO
By Catherine E. Campbell
Congratulations are in order to Locomotive Fireman Harry F. Byers who was married Feb. 18 in Greensboro, N. C., to Jo-Annt Vitko of North Lima. Harry is the son of Locomotive Engineer Francis Byers and wife, Youngstown, and Jo-Annt is the daughter of Mr. and Mrs. Andy Vitko, North Lima. The honeymoon was to Washington, D. C., and the South.

We are happy to be remembered by our retired and former employes. Lemuel T. (Ribs) McMahan, retired engineer, is in Miami, keeping a close eye on the winners and also runs at Hialeah. Michael J. Clarkson, retired engineer, visited with us before setting out for the Golden West. From Los Angeles, he will go to Hot Springs, Ark., to spend a few weeks.

Ruth Paquet, daughter of Engineer L. N. Paquet and wife, who is a student at Bowling Green College, was the guest of John Herriman of White Plains, N. Y., at the annual spring party of the Ivy League at Cornell University on March 1, 2 and 3.

Engineer William E. Pierson and wife rejoiced with their pretty daughter Maureen on the eve of Feb. 28 when she received her first cap, signifying completion of the preclinical phase of the three-year nurse’s training course at Trumbull Memorial Hospital, Warren, O. Maureen is remembered as one of our girls. She was a stenographer with the Erie before entering nurse’s training.

William J. Matthews has resigned from his position as locomotive fireman and is spending full time at his new enterprise-real estating with the Kreider Co. Our sincere wishes for continued success.

We hope that convalescents Paul Leuschner, William LaMarr and George Burbick, locomotive engineers, will be back with us by the time this column appears.

A warm welcome is extended to Enginemen C. R. Archer and J. M. Tomko on their return to work after illnesses.

We are very happy to have with us again Edward E. Hawkins, locomotive fireman. Eddie spent three years with the Marine Corps. In spite of all the good days he had, including Puerto Rico, Havana, Okinawa and Japan, he is happy to be back in Youngstown with the Erie.

Engineer J. P. Mylott and wife are vacationing in Orlando, Fla., and vicinity.

Engineer R. F. Heckmer jumped the gun a few days ahead of his vacation schedule so he and Mrs. Heckmer could join the masqueraders at one of the Mardi Gras balls in New Orleans before Ash Wednesday.

A large number of enginemen and wives attended the retirement dinner for Shop Foreman Frank (Nellie) Osborne at the Victoria Dining Room March 2. Frank has more than 50 years’ service.

M. OF W. YOUNGSTOWN
By Catherine Holzbach
Congratulations to John F. Carney of our engineering department on his recent marriage. The wedding trip included Washington, D. C., according to the card we received from them.

We are pleased to see E. E. Clair, leading clerk for master carpenter and supervisor of communications & signals, back at work after a month’s illness. Also to learn that P. L. Crowe, assistant division engineer, is on the road to recovery.

CLEVELAND POLICE
By David Downie
Captain John 0. Sheets has been seen looking over new automobiles. Patrolman Andrew Herrick reports that both his hunting dogs are still missing.

Patrolman Robert E. Hamilton is spending a lot of spare time conditioning his son, Robert J., 11, for baseball in the Little League again this season.

Congratulations are in order for Patrolman John M. Buda and wife on the arrival of a son Feb. 5. Young John Thomas weighed eight pounds, 14 ounces.

YOUNGSTOWN FREIGHT
By Mary Kay McGowan
Congratulations to Mr. and Mrs. W. D. Owens who celebrated their 31st wedding anniversary sightseeing in New York City.

Sophie Golubic will be riding in her 1957 blue and white car from now on.

The writer now is stenographer in place of Dorothy Gettig, and will be the new magazine correspondent.

Mary Kay Bell and Mary Ann Terlesky took advantage of Washington’s Birthday and spent the long weekend in New York.

Kent Division
AKRON, OHIO
R. R. Monroe, delivery clerk, is driving a 1957 auto.

L. W. Brillhart, chief clerk, revision bureau, attended the farewell luncheon for T. P. Hennessy, assistant auditor of revenues at Cleveland, upon his retirement.

MARION, OHIO
Congratulations to M. Melnyk and wife, who recently celebrated their 14th wedding anniversary. They were joined at dinner by Patrolman V. A. Gillis and wife who were celebrating their 23rd anniversary.

Captain H. C. Smith has been re-elected treasurer of the Erie veterans, Marion Chapter.

Dianne Gillis, daughter of Erie Patrolman Victor A. Gillis, and Thomas Hayman were married Jan. 6 in the Emanuel Lutheran Church at Marion. Mr. Hayman is the son of Forest R. Hayman, clerk at the freight house.

MARION MECHANICAL
By Ruth D. Hanning

Our best wishes to Harley Lowry, welder, recuperating at home after a heart attack. Also Jimmy Hannegan, machinist helper, is recuperating at home after an operation.

Our good wishes go with Donald Haworth who has severed his relationship with the Erie.

We welcome new diesel shop employees, Willis Long, machinist helper, and Don Terzo, electrician apprentice.

Congratulations to Jerry Comely, machinist apprentice, who was (Next page, please)

Erie Railroad Magazine
ried while on his vacation in February.

Representative of the Manila Railroad Cesar Casipit and Cesar Poblette are spending six weeks at the diesel shop observing equipment and general operations. When asked how they like being in our country, nothing was too objectionable with the exception of the weather. It seems they enjoy the ideal climate we all dream about.

Car Accountant
By Ella Carpenter

A bridal shower for Joan Baker, who will become Mrs. Paul Bene, in the early spring, was held at the Theatrical Grill Penthouse on March 5. Joan received many beautiful and useful gifts from friends in the office.

Lu Featherston was the victim of a severe case of laryngitis, while Guy Huston, our magician, found himself unable to make his ills disappear as fast as the silk kerchiefs and cards.

Lynne Priest visited friends in Johnstown, Pa. over a week end.

Therese Marie, an 8 lb. 12 oz. bundle of joy, arrived at St. John’s Hospital on Feb. 17. Proud parents are Donna and Michael Von Duhn.

It’s two more girls and a boy this time. Dorothy Schmidt and Joanne Slivka are new key punch operators and Malcolm Brown is junior clerk.

Mr. and Mrs. Joseph Nicholson celebrated their 40th wedding anniversary March 5 with a family dinner at the Robin Hood Inn in suburban Lakewood.

Accounting
AUDITOR OF REVENUES
By Jimmy Murphy

Assistant Auditor of Revenues T. P. Hennessy was honored by the entire office personnel at a testimonial when he retired on Feb. 18. John Gillick, acting as master of ceremonies, briefly outlined Mr. Hennessy’s railroad career, which began in 1909, and presented him with a monetary gift from his associates.

Auditor of Revenues W. J. Manning was introduced and graciously expressed his thanks for the interest and help Mr. Hennessy had given throughout the years. G. E. Allen, former chief clerk in the agency bureau and Mr. Hennessy’s successor, put into words the feeling and high regard that everyone present felt for the honor guest.

Speaking for the B. of R.C., Tom O’Neill expressed his appreciation for the fine cooperation he received. Mr. (Please turn the page)

PROMOTION ON THE WAY?
BE READY WHEN IT COMES!

The I.C.S. Method prepares you fully for your next step up the ladder!

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[ ] Chemistry [ ] for Engineering [ ] Roadmaster Section Foreman
[ ] Civil Engineering [ ] Electronics [ ] Mapping
[ ] Commercial [ ] Mechanical Engineering [ ] Surveying
[ ] Construction Engineering [ ] Plumbing & Heating [ ] Supervision
[ ] [ ] Chemistry [ ] Electrical Engineering [ ] Telephony
[ ] [ ] Mathematics & Mechanics [ ] Mechanical Engineering [ ] Traffic Management
[ ] [ ] for Engineering [ ] Plumbing & Heating [ ] Welding — Gas Electric
[ ] [ ] for Engineering [ ] Personnel — Labor Relations [ ] High School
[ ] [ ] Chemistry [ ] [ ]

Name __________________________ Age ________

Home Address __________________________ Zone ________ State ________

Occupation __________________________ Name of Railroad. ________
Hennessey acknowledged the tributes paid him and remarked that much of his leisure time will be spent visiting the Jersey seacoast and Fort Lauderdale, Fla., with his wife, Ruth. Best wishes are extended for a long and happy retirement.

We are happy to report that Ed McNamara is off the sick list and back at work. However, we must add two to our sick list, Paul Hodge, who is recuperating after an operation, and Ralph Winters, who is hospitalized after suffering a heart attack.

Edna Brodehl brought a huge box of home-made fudge to the office force on her birthday.

June 1 is the date set for the Jane Klament-Tom Ostrom nuptials. Frank Tracy’s Stardusters will provide music at the reception.

The friendly card club which meets at lunch time has finally disbanded.

We are happy to report that Pearl Etterman has recovered completely and is back in circulation. Nice, claim bureau, who has been ill for some time, retired March 1. He received a cash gift from office friends, and was honor guest at a luncheon in the Hotel Colonial attended by Erie officials.

Harry West and Bob Bozoti collaborated with 1034 to win the doubles bowling tournament at Melba Recreation. Harry pounded the maples for 217-541 and his teammate helped with 493.

The interline team continues to set the pace in the men’s league, but the spotlight moved to the Columbians who blasted a mighty 2839 series for team high, three games, and 1012 high single game. George West headed the scoring with a 223-531 set.

Congratulations to A. C. Roscelli on his promotion to special assistant to Auditor of Revenues W. J. Manning, to R. D. Chenoweth who succeeds Mr. Roscelli as chief clerk, station accounting bureau, and to H. G. DiStasi who replaces Mr. Chenoweth as chief clerk, passenger bureau.

The position of assistant chief clerk, overcharge claim bureau, vacated by L. E. Drew, has been awarded to N. LaBarbera. A. F. Lamoureux takes over the duties of chief clerk, agency bureau, succeeding G. E. Allen, newly appointed assistant auditor of revenues. F. C. Beckett has moved up to assistant chief clerk, agency bureau.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Welcome to the new faces of Lorraine Cornish, Joyce Fuller, Nancy Conner and Joseph Casey. Mr. and Mrs. Harvey Miller visited in Washington, D. C. Bobby Sheridan vacationed in Daytona, Fla.

John Young commutes to Canisteo for his noonday lunch.

Vincent Zannieri rides behind the wheel of a ’57 model.

Bob Gregory was on another of his eating excursions to New York. Little Jeffery Gillette was a visitor in the office.

Next time you go to Francis Cassidy’s store, ask him to show you his very special license.

Ella Dennison, Mary Pollinger, Pauline Bove, Ann Anderson, Margaret Wood, Dottie Rixford and Richard Schieder have been visiting, shopping or what-have-you in New York City.

Ed Gillette traded his car for a newer one.

Alderman Hussong and wife, Peg, made a business-pleasure trip to the metropolitan area.

Everyone was much surprised when Leo Hitchcock bought a new car.

Bert Allison is on a diet.

Bill Barnett and the Mrs. visited in Meadville.

Tom Halloran and Fred Peterson have healthy averages in the Erie league.

Tunney Vet was seen ice skating with his two daughters.

Bill (Sam) Pawling, who has left to sell insurance, was given a stag party at the American Legion Home.

The population of Canisteo was increased by one when little Karen Sue came to live with the Ralph Porters.

Bureau bowling team No. 2, composed of Angello Petrillo, Jack Meehan, Fred Petersen and Tom and Dick Halloran, participated in the bowling tournament at Youngstown.

Ken Rhodes received a shower of birthday cards from friends in the office on his birthday.

Mr. and Mrs. Mike Winters spent some time in Hollywood, Fla.

Mary Kinney tied a string on her chair when the painters were here, only to discover the next morning that all the chairs had strings on. Jack Kraft says that although he doesn’t like fish, he is more than glad to keep all of neighbor Jock Burlingame’s fish in his freezer.

The annual union party went off very well this year. The entertainment committee really went overboard when they presented a minstrel show.

John Kelly was interlocutor with Bob Pebbles, Bill Leonard, Dick Tyler and Bill Barnett as end men. The chorus was composed of Tom Piacenti, Bill Cregan, Tom Halloran, Frank Julian, John Gibbi, Bob Argenti, Fred Cortese and Jerry Curran.

Howard Pascoe gave an outstanding imitation of Freddie, the free loader. Al Rawady directed the show and sang a solo.

AUDITOR OF DISBURSEMENTS

By Denny Kish & Dorothy Buday


Gerry Sapp also was in New York City sightseeing and enjoying exotic food.

The most envied traveler this month is Dorothy Hanley who spent ten days at Daytona Beach, Fla. Our congratulations to Robert L. Beck, son of Henry Beck, who was married March 16 to Joyce Gens of Ohio.

Frank Troyano agrees with the rest of the A. of D. bowling team that they will occupy a standing other than last place this season. Nelson Case emphasized the point by rolling seven strikes in a row Feb. 28.

Al Okeson has more changes to make on his 1956 car as soon as warm weather is here.

The often heard expression around here this spring, “When I get my new car,” indicates that we will have many more travelers shortly.

The women’s bowling team has been teetering between first and (Next page, please)
second place by one half game for the last month. One full game we would not mind, but half a game! We are open to suggestions.

A very busy and much consulted man during these I.T. days (income tax) is our specialist, Harry Laurie.

Our thanks and congratulations for a job well done to Don Keister, former correspondent.

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**Freight Claim**

**CLEVELAND, OHIO**

Congratulations to Mel Swarts and Joe Bruscino on recent promotions to special agents at Jersey City.

Pete Scullion, district freight claim agent at Jersey City, recently passed his 40th year with the Erie and looks like he could go another 40 with ease. Charlie Dunn is back in tip-top shape after a recent operation.

Jim Turnbull is waiting patiently so he can belt a few up the fairway. We were bled for a couple of pints when Rose Kadar and Joe Bruscino aided the Red Cross.

Pat Wolk reported that everything is in order in Chicago after her recent jaunt there.

The law of averages figure is in our favor so we shall make our Kentucky Derby selection soon.

** **

**Allegany Division**

**SALAMANCA MECHANICAL**

Car Inspector Daniel Studley is much improved and is convalescing at home after an accident.

Adam Ambuske, retired car inspector leader, left via train to spend several weeks with his daughter and her family in Lakeland, Fla. He expects to visit Jim Miess in Miami.

John and Ed Bierfelt have returned home after several weeks’ vacation in Florida.

George Swartwood, Jack Rice and their wives spent two weeks in Florida.

Stanley Ambuski and Gardiner are driving new automobiles. Gardiner now lives in Olean.

An automobile skidded on the slippery pavement and crashed into the front of Tom Pascarella’s home (diesel shop laborer).

** **

**SALAMANCA. N. Y.**

By S. Minneci

The following Erie men from the Allegany, Meadville and Bradford Divisions had correct answers in the car service quiz which appeared in the Jan. 21 issue of Railway Age: Agents C. I. Waite, K. F. Morrison, R. E. Howe, R. B. Gardner, W. F. Arters and W. M. Bramlee; Car Dis-tributor L. M. Moore and Chief Yard Clerk S. Minneci.

Retired Yard Conductor F. C. Rettberg and wife are on an extended visit to her sister’s home in Englewood, Fla. (Mrs. J. B. Rogers).

Conductor Fred Spawton and wife are vacationing in Kissimmee, Fla., as they have done for the past several years. Fred cannot play shuffleboard or dance because his leg is still in a cast.

Congratulations to Extra Ticket Clerk R. M. Ball and wife on the arrival of a girl March 1. Judith Marie will be boss now.

Master Carpenter’s Clerk Gardner Ross is driving a 1957 convertible car.

** **

**Employment**

By V. T. Bustard

Welcome to Carol E. Culp as stenographer while Nancy Brennan is on leave of absence.

John J. Callahan has moved from Paterson and is now commuting from Fair Lawn.

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**Buffalo Division**

By Frank J. Rombkowski, Jr.

We are glad to hear that M. N. Cook, former assistant agent, still is reading our column. He is now agent at Bloomfield, N. J.

The yard forces at SK are occupying the new yard office.

The welcome mat is out for Carman Watt and William Butler, messengers in the agent’s office.

Steve Prescott looks like a walking commercial with cough drops in one hand and a box of tissues in the other.

Early vacationers are Francis Northrup, who visited relatives in Phoenix, Ariz.; Sarah Baxter, who visited her brother David, in college in Denver, Colo.; Norm Scott visited friends in New York; R. E. MacLaury motored to Venice, Fla.

T. J. Martin, chief clerk to superintendent is grandpa for the second time. The parents are the junior Martins.

Betty Horning’s 14th grandchild arrived Jan. 23.

Ed Cole, messenger, spends his leisure watching color TV.

We are all glad to see Patrolman Vince Hall back with us after a brief illness.

On Valentine Day a phantom put comic valentines on coworkers’ desks.

Congratulations to Mr. and Mrs. Harry Guyette whose first bundle of joy (boy) arrived Feb. 26.

** **

**Marine**

By Jesse E. Baker

At approximately 10:30 a.m., Feb. 20, with a 20 mph wind blowing out of the northwest, the ferryboat Maplewood (ex-Meadville) left the Erie marine yard in Jersey City for a trip up the Hudson River to the Lackawanna terminal in Hoboken. There were many Lackawanna and Erie representatives on board. Capt. Thomas A. Devaney of the D. L. & W. took her up.

As the Maplewood proceeded up river, harbor craft blew her a three whistle salute and she answered every one. The tugs shot high pressure streams of water into the air.

When the crowd on the dock saw her entering No. 5 slip a cheer went up that could be heard all over the terminal.

The Maplewood came to the Erie in 1936 as the Meadville. She is the smartest and best handling ferry in the harbor for her size.

Post cards were received from M. B. Roderick, marine superintendent, retired, New Smyrna, Fla., the writer’s birthplace.

David Sigman, tug dispatcher, writes from Jacksonville, Fla., “It’s easier working for the Erie than picking a winner at the track.” Capt. George Benson of the tug Cleveland sent a card from St. Petersburg, which said he met Arthur Terwilliger, retired tug captain.

Nick Ferraiolo, retired ferry captain, is in the hospital for a rest. Capt. William Hulsaver is back in the Marine Hospital on Staten Island.

(Please turn the page)
Susquehanna Division
HORNELL DIESEL SHOP
By R. L. Hammond

Monroe Kase, machinist, represented the Hornell Barbershoppers on a musical program at Canisteo recently.

Danny Mosgrove, boilermaker, spent several months in San Bernardino, Calif.

Yolanda Weidman, clerk, is having a little trouble with her dog kennels on the old Arkport road.

Jimmie Watt, pipefitter, is anxious to get at his new venture, crossing pear and cherry trees.

Louie Oakes, machinist, has his new motel ready for tourists. Floyd Newell, machinist is assisting.

Herb Benson now is taking orders for birdhouses.

Dutch Lindeman and Glen Flansburg, machinists, have been spotting hickory nut trees while hunting.

Ralph Hammond spent Washington's Birthday in Buffalo. Jack McHenry went to Canada. Helen Schwarz was at Glen Avenue, Jerry Parker in Arkport, Yolanda, Weidman in Dansville, Norma Nilson in Big Creek, and Earl Branning in New York.

Frank Wolfanger is busy helping to get the Pony League franchise nailed down.

C. E. Maahs is getting the Little League lined up.

Mr. and Mrs. Earl Branning took second prize in the Waltz contest at the country club.

New York Division
SUPERINTENDENT’S OFFICE
JERSEY CITY, N. J.
By Mary A. D. Meyer

Emma Csirip has been transferred as steno-clerk to Division Freight Agent E. H. Huffman’s office. Christina McNamara is general clerk and Joe Naluwaski is 812 clerk. John McBride is steno-Ediphone operator in place of Alice Clancey, who resigned.

We welcome Gladys Gousen Paparella as steno-clerk.

A surprise birthday party for Mrs. Harry Close, wife of the employment clerk, was given Feb. 9 at the home of her sister and brother-in-law in Boonton.

Happy motoring to Harry Close in his 1957 car.

Clifford Beckwith is president of West Paterson’s new first aid squad.

Phyllis Lucas is “infanticipating” and will be missed at the office. She was given a dinner party Feb 21 at the Commuters Restaurant in New York by Helen Mather, Mary Helen O’Dea, Christina McNamara, Mary Dillon and Antoinette Geerinck.

Other office changes are: Barbara Coan, from Newburgh, is steno-clerk to station supervisor, and Frank Tabor, from the division engineer’s office, is file clerk.

Tom Kelly, main line dispatcher, is back at work after an illness.

The Tom Rooneys, their son, Bob, and his wife and children, attended a 58th wedding anniversary dinner at Sciota, Ill., Feb. 14, for Mrs. Rooney’s parents, Mr. and Mrs. John T. Huston. It was held at the farm home of Mr. and Mrs. John Reubush, Mrs. Tom Rooney’s brother-in-law and sister. The date also was the fourth wedding anniversary of the Bob Rooneys.

Evana Vander Woude spent a vacation at Palm Beach, Fla.

Good luck to the J. W. Conways in their new home in Glen Rock.

PASCOA. N. J.

John Lucas visited at the old homestead in Ramsey and found his dad in good health.

We welcome Aida Sara as extra clerk. Helen Haycock still is recuperating.

Frank Volpe, Jr., son of our chief clerk, was presented with a Junior Achievement award at a dinner in Passaic recently.

Brakeman Harry Kinney is giving advice on marriage to Arthur Katz, assistant agent at Garfield.

Trucker A. Guillermain has bought a new home in Paterson.

WEEHAWKEN LOCAL
By Violet Schmitt

We extend congratulations to Mario De Robertis, son of N. De Robertis, dock laborer, who was granted a merit citation by the Union City Motor Club for rescuing a man whose auto plunged off the end of our Weehawken pier.

(Next page, please)
Bertlan Horvath, son of Louis Horvath, checker, arrived in Newport News Feb. 23 from Spain on the U.S.S. Munson.

We are glad to report that Mrs. H. H. Brown, wife of our agent, is home from the Hahnemann Hospital in Philadelphia and is doing nicely.

Last month we announced that George C. Kalle, assistant agent, was a grandfather for the first time. This month it is Agent H. H. Brown Jr. and Mrs. Charles T. Brown announced the birth of a girl, Feb. 15 at Leonard Hospital in Troy, N. Y. (Janette Lockwood Brown). So this ties the score!

While we’re listing new grandfathers, John Dugan, foreman, is grandfather for the second time.

Frederick J. Brown, trucker, and Catherine Kiernan were married Feb. 23 at St. Michael’s Church in Brooklyn, and went to Florida for the honeymoon.

J. Hayes, husband of Marie Hayes, employment clerk, is back at work after an illness.

Recently we had the pleasure of a visit from G. Di Nardo (Frank Bell), retired foreman.

Our bowling team has taken eight of the last 12 games. Wonder if it was the 200 plus game of Foreman Joe Welsh that spurred them on to victory.

Proud owners of new cars are F. Manzi, dock laborer; D. Stratton, checker; and J. Bogan, Ford representative.

Congratulations to Mr. and Mrs. James Barry, general clerks, whose silver wedding anniversary occurred March 7.

Your correspondent’s parents, Mr. and Mrs. V. E. Weber of Cliffside Park, celebrated their golden wedding anniversary at the Swiss Town House, Union City, with about 50 relatives and friends.

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**People 60 to 80**

**WITHIN THE NEXT FEW DAYS WE WILL MAIL TO YOU...**

...complete information about how you can apply for a $1000 life insurance policy to help take care of final expenses without burdening your family.

All you need to do is give us your permission. You can handle the entire transaction by mail with OLD AMERICAN of KANSAS CITY. No obligation of any kind. No one will call on you.

Write today for free information. Simply mail postcard or letter (giving age) to Old American Ins. Co., 1 W. 9th, Dept. L402M, Kansas City, Mo.

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**ERIE TROWEL CLUB**

By John J. Cullen

Eastern Unit No. 1 of the Jersey City Trowel Club held their first meeting of the year March 5 at Lyndhurst. All members were present except the president who was vacationing in Florida.

Officers for the year are: President, L. Luddecke; vice president, Harry Abrams; secretary, Harry Pearce; treasurer, John J. Cullen, and sergeant at arms, William Potter.

We are planning to hold Ladies Night in the fall.
Handling exotic fruits is a natural thing for the Erie, which has had long experience in feeding New York. For the Erie was first to bring milk to the city by rail besides being the first to bring in West Coast fruit — and still the largest carrier of such fruit — the Erie’s place in the harbor is an enviable one.

Important as fruit is to the city — and if you eat fruit on Manhattan Island it probably came in on the Erie — trade is more important.

In 1955 exports from New York were valued at six billion dollars, and of the three-quarters of that 16 million tons of freight that went by lighter, the Erie handled a fifth.

To help move such mountains 700 Erie men work on the docks and 150 more in offices of the lighterage and stations department. In season, 200 more are employed by stevedore contracting firms at Duane Street Station.

(Next Installment: The Erie Fleet)
Hero Honored

(Story begins on page 9)

who was operating that locomotive, saw a freight train approaching on the adjacent track.

"He knew that the train could not stop in time to avoid colliding with the wreckage of the motor vehicle.

"Maher left his locomotive and helped Mrs. Carolyn Morrison, the driver, and Deborah Ann Levinsky, age 3, out of the car and put them in a place of safety. He discovered that Maryann Morrison was trapped in the car, her foot caught beneath the dash.

Second Train

"He merely had time enough to place Maryann on the front seat in such a manner that she might escape injury and he could leap in the clear before the approaching freight train struck the wreckage. That train was operating at reduced speed, but was not able to stop before the collision.

"The Award Committee of the Ohio State Safety Council determined that it was apparent from the damage to the car, that had Mrs. Morrison and the young Miss Levinsky remained in that vehicle until the second collision, it was most probable that one or more of the occupants of that vehicle would have lost her life. As a result, the Award Committee has voted to Mr. James Maher the Nick O'Time Award."

Real Erie Family

Besides Thomas, Maher has a daughter, Velma, 5. Young Thomas won't say whether he will follow his father and two grandfathers into railroading on the Erie or not.

Yes, two grandfathers is correct. For his mother's father, William F. Joyce, is a yard conductor at Youngstown, and two of his mother's brothers work for the Erie. Roberts C. Joyce is also a yard conductor at Youngstown, and Harry E. Joyce is chief trainmaster at Hornell.

J. Philip Allison, general manager, western district, was toastmaster at the dinner, which was attended by Francis J. Mulligan, superintendent of the Mahoning Division.'

Other Guests

Others who watched the presentation were:

Walter G. Morrison, Maryann Morrison, Paul H. Cress, Youngstown chief of police; John A. Lynch, chief, Youngstown fire department.

William Cleary, captain, traffic division; Donald Baker, patrolman, police department; Alfred Colla, patrolman, police department; William Coleman, patrolman, police department; Charles Brunswick, patrolman, police department.

Dan Aberhart, captain, fire department; Edward Orlando, engineer, fire department; Steve DeGenero, fireman; Andrew Belcik, fireman; Albert Palombaro, fireman; Alex Harsanye, fireman.

Charles Vimmerstedt, manager, Safety Council of Greater Youngstown; Frank J. Thomas, locomotive fireman; Harry O. Guy, yard conductor; Frank M. Cupp, yard brakeman; Joseph F. Hutta, yard brakeman; James B. Snider, yard conductor; Wilbur H. Jones, B. of R. T. local chairman.

Ralph N. Barber, B. of L. E. local chairman; George C. Minze, B. of L. F. & E. local chairman; Ward F. Wilson, assistant superintendent; Harold E. Shaughnessy, superintendent of safety; Paul R. Rice, trainmaster.

Walter G. Coleman, road foreman of engines; George J. Snider, general yardmaster; Ralph P. Steen, Erie superintendent of police and fire prevention; Jacob A. Nollen, locomotive engineer; J. William Lindsey, news director, WFMJ-TV; Sidney Davis, news director, WKBN-TV.

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MULTI-VENT SYSTEM OF DRAFTLESS AIR DIFFUSION

THE PYLE-NATIONAL COMPANY

1334 North Kostner Avenue

"Where Quality is Traditional"
Annual Report
(Story begins on page 5)

These students were selected by an impartial committee not connected with the railroad, for their outstanding scholastic records, moral character, leadership, financial needs and other qualifications. The first group of five winners chosen in 1953 are now seniors completing their college terms and will graduate in June 1957.

Employee Training

New equipment and new methods require constant re-training of employees, and this training is of benefit both to the employees and the railroad.

Specialized instruction is given to employees in their job skills to promote the safest and most efficient operation. Appropriate training facilities are provided for maintenance employees and operating crews in Erie’s training car.

Classes were held for conductors, trainmen, station agents and ticket clerks, featuring the importance of serving the traveling public adequately and courteously.

Traffic department employees received concentrated instruction in rendering the fullest assistance to meet transportation demands of shippers and receivers of freight.

On Nov. 1, 1956, Ernest E. Seise was promoted to a newly created position of director of personnel and training to formulate plans to broaden the program for selecting, training and upgrading employees.

Business Research

In order to guide the movements of any army in battle, an adequate intelligence staff is needed—a staff which will gauge the needs of the army at every point, so that proper, successful plans may be made.

The Erie’s intelligence service is its market research department.

The Erie was one of the first railroads to recognize the need to establish a special department for research in relation to sales, freight rates, costs and economic trends. These studies have been a valuable aid in making important management decisions.

Public Relations

Friendly relations and better understanding between the railroad and the people with whom we have dealings are necessary ingredients to the success of our operations. Your management recognizes this as a basic operating philosophy in establishing company policies and in keeping the public and employees informed about plans, aims and objectives. With their help and cooperation the railroad can live and prosper in an atmosphere of mutual confidence and trust.

Good public relations start, of course, with good service and good citizenship. The men and women of the Erie family are alert to the importance of serving the public in the best possible manner, as well as taking an active interest in civic affairs in the communities in which they live.

Many special and routine public relations activities are engaged in during the course of a year to keep the progress of the Erie before the public. In this way we are able to build good will and establish the Erie as an essential and enterprising organization in the territory we serve.

Men versus Machines

The Erie realizes fully that men are more important than machines, and a continuing program of executive selection is carried out to develop leadership of high quality from within the organization.

Not the least of the executive selection functions is the discovery of latent talent. The last three presidents of the Erie have all come up through the ranks. One began as a section hand, another as a yard clerk, and the third began in a clerical position in an off-line agency.

The year saw the announcement of the retirement of Paul W. Johnston from active service in July, 1957 in accordance with the company’s policy of retirement at age 65. Harry W. Von Willer was elected, effective Nov. 1, 1956, to succeed him as president.

Executive Changes

Mr. Johnston was elected chairman of the board and chief executive officer. Robert E. Woodruff, former chairman, will continue as a director and member of the executive committee.

At the same time, Milton G. McInnes was elected executive vice president, David R. Thompson was elected vice president — traffic and Garret C. White was elected vice president—operations.

There is not space enough in the magazine, even if it were devoted to the full report, to go into the details of all operations. But any employee who would like a copy of the report may have one by writing to Harry W. Von Willer, president, at 1300 Midland Building, Cleveland 15, Ohio and requesting a copy.

• • •
STOP RUNNING AWAY FROM YOURSELF!

Sure, you've thought about cancer. Everyone has. But... what are you doing about it? Running away? Refusing to think about it? Or are you easing your mind... and maybe adding years to your life... with a thorough medical check-up? Face up... and check up. Reach for the phone. Call your doctor now. The feeling you'll get when he says "All clear!"... it's worth a million!

P.S.: Maybe you haven't got a million. But how about contributing all you can? Mail a check today to the American Cancer Society. Help support the research program that is working round the clock to keep you alive and safe from cancer! Send a check to "Cancer" in care of your local Post Office.

AMERICAN CANCER SOCIETY
fight cancer with a checkup and a check
Those objects in our friends subconscious form a 55-ton rotor in a rotary air-preheater. This giant mechanism will be an integral part of a boiler producing two-million pounds of steam per hour for the generation of electricity.

How to get it to its destination could become a shipper's nightmare. Each section is nine feet, eight inches wide—seventeen feet, eight inches from the top of the rails. And note—each is round on the bottom.

We repeat, it could become a nightmare if it wasn’t for the Erie.

Erie takes these oversize shipments in its stride—is famous for its extra-high, extra-wide roadbed—super strong bridges. What’s more, Erie personnel are fully experienced in transporting these oversize loads. Know how to handle them, get them to their destination—promptly—safely—dependably.

The men of Erie are proud of their reputation for dependable service. Whether it's a problem of transporting a 55-ton rotor or a less-than-carload shipment— you can “Route it Erie” in complete confidence.

Erie Railroad

Dependable Service For The Heart Of Industrial America

(REPRINTED AS AN EXAMPLE OF MAGAZINE ADS RUN TO INFORM SHIPPERS OF ERIE SERVICES)