

**THE YEAR  
AHEAD**

OUR 53RD YEAR OF PUBLICATION

**JANUARY 1958**



## •The President's Page



**T**HE declining traffic trend of the past few months is vivid evidence that we have a challenging period ahead of us. We are in an era of tough competition. Our economic livelihood will depend on how well all of us, working together as a part of the Erie team, can meet the changing situation.

When times get tough, it is not simply a job for management to "clamp down"—it is a job also for every employe to put forth increased effort and do everything possible to improve the efficiency of the work he is doing. We cannot ignore the seriousness of the situation by putting our heads in the sand and waiting for the storm to blow over. We need to keep a balanced perspective in the face of both bad news and good news.

Now is the time for that extra effort that will make the big difference as to whether or not we can do a better job than our competitors. Only in this way can we hope to improve the overall performance of our railroad and get our share of hard-to-get business.

If any business is to remain healthy and keep pace with progress, it must adjust to changing conditions. The old traditional way of doing things is no longer good enough. We must constantly keep a clear eye on things as they are and will be—not as they used to be.

Our \$170 million modernization program over the past ten years is ample evidence that the Erie recognizes the need for change and has shown a willingness to embrace new ideas and methods. This "program for progress" has provided us with the modern equipment and facilities with which to do a top-notch service job. Our railroad is basically in good physical condition, but we must always be looking ahead for ways to improve.

On the inside pages of this issue of the magazine the heads of the various departments of the railroad have outlined for you the plans and aspirations they have for the coming year. With a combination of increased productivity on the part of all employes, more imagination and energetic leadership on the part of supervisors and management, I am sure we can approach the New Year with the confidence that we can give a good account of ourselves and keep our place in the sun.

*H. W. New Miller*



**Oldest Employee Magazine in Railroad Industry . . . Our 53rd Year of Publication**

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### OUR OBJECTIVE

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

January, 1958

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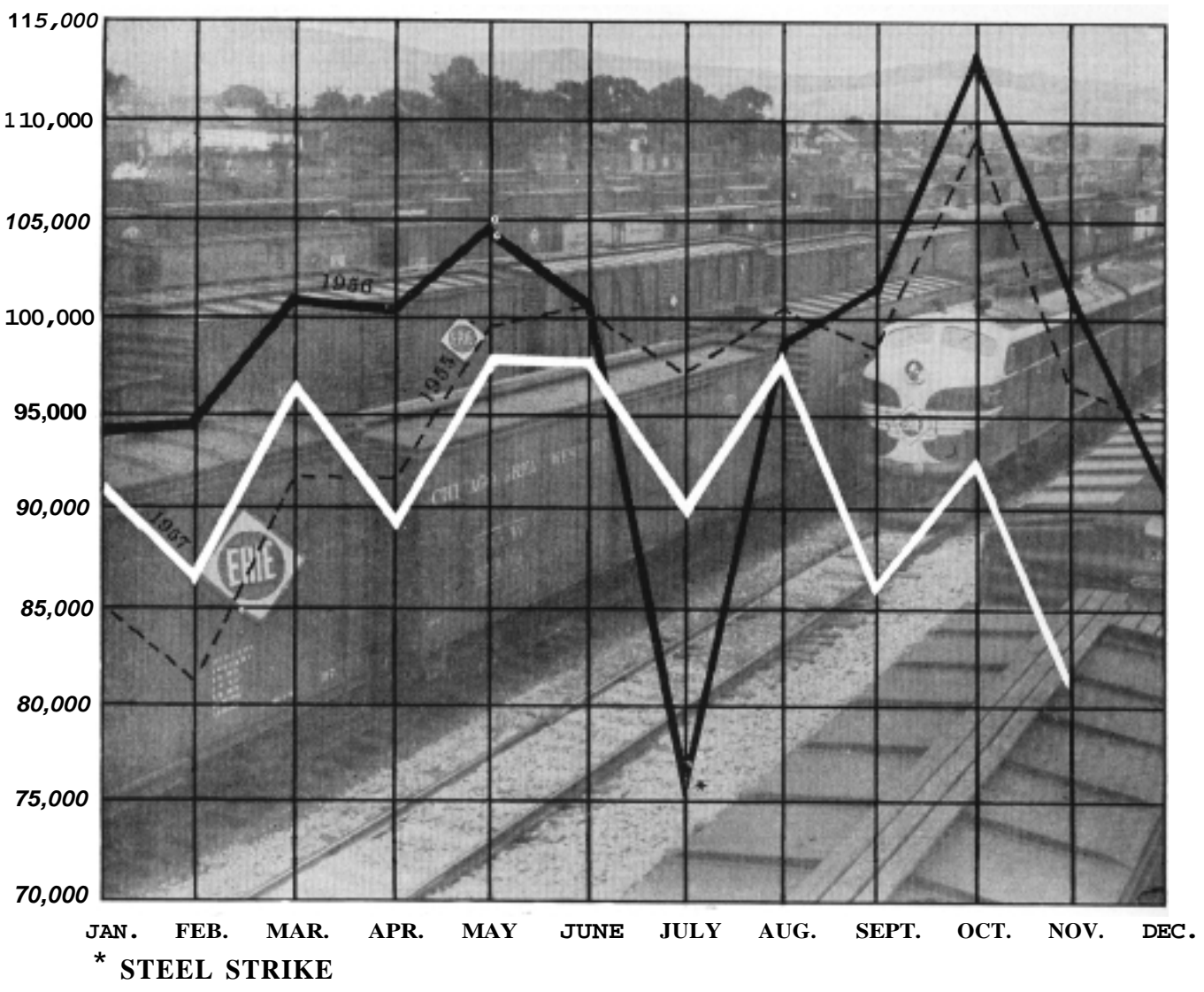
### THE COVER:

On New Year's Eve thousands of Erie Railroad employees were to be found in their churches watching the old year out and the new year in. Members of the railroad's management discuss what the year will bring to the Erie family in this month's magazine, beginning on page 11.

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

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

# *Erie Employees Organize Youngstown Blood Bank*

## **Months of Work Pay Dividends in Pints**

**M**ONTHS of hard work, planning, talking, re-planning and much clerical effort have paid off for Erie Railroad employes in the Youngstown area, paid off not in money but in blood.

For today the Erie Employees Blood Bank Association is in full swing, and every member of the association is assured of prompt transfusion service, in the amount and kind he needs, in Youngstown hospitals. And members of the blood bank believe Erie men and women in other cities might like to form similar groups.

In the bank are 30 pints, 15 at each of the two hospitals, and the members have pledged to see that the supply is kept at that level. One member has already withdrawn three pints, and another is having transfusions.

Preliminary meetings with hospital authorities and Red Cross Blood Donor Service officials began last March. Since then the Youngstowners have forged their own plan of operation, designed to assure the members that the blood bank will be self-perpetuating, and to make it attractive by sharing the donation load equally.

### **Many Months of Work**

Success of the plan may be judged from the fact that 395 Erie men and women have signed up.

Spade-work on the plan was begun last March by William G. O'Brien, yard conductor, and Mrs. Robert K. Campbell, clerk to road foreman of engines, better known to readers of the Erie magazine, for which she is a correspondent, as Catherine Campbell.

Both O'Brien and Mrs. Campbell devoted many hours of leisure time to discussions with hospitals, doc-



**CLERICAL WORK IS NO SMALL PART** of the Youngstown blood bank. Reviewing the records are William G. O'Brien, yard conductor, and Mrs. Catherine Campbell, stenographer to the road foreman of engines.

tors and blood bank organizers, finding out what problems there were to be met, and how other organizations had met them, and with what degree of success or failure.

Finally they had a plan that seemed workable, tentative agreements with Youngstown hospitals and doctors and a meeting was called in September.

### **Members Pledge Blood**

That meeting, to which all Erie employes in the area were invited, approved the plan after it had been explained to them.

Here are the bare bones of the plan, as worked out by Youngstown, and one that the Youngstown blood bankers would be glad to answer questions about:

Members join by signing pledges that they will agree to the rules of the bank. They are then issued

identification cards, and similar cards, notifying the hospitals that the member is entitled to blood from the Erie Employees Blood Bank.

The member is entitled to draw blood, if he needs it, from the bank immediately.

### **Donors' Lottery**

But he has pledged himself to supply blood when called upon to do so. When more blood is needed to bring the total up to 30 pints on deposit, one member's name is drawn from the list of members by lot.

After he has given a pint of blood his card is marked to show that he has done so, and his name will not be drawn again until all the other members have taken their turn on the blood donation couch.

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# Erie Helps Ease Squeeze of New York Rush Hour



**NOT A MIXED TRAIN SERVICE**, but still a sight to make dwellers along the Erie wonder, and to startle any New Yorker: twelve subway cars in an Erie freight train.



**UNUSUAL COUPLER** BETWEEN transition car and subway car is inspected at Meadville by Frederick S. Brayner, train yard foreman. Those are anti-climbers on the rounded ends of the cars.

## New Subway Cars Get Special Handling

**N**EW YORK's rush hour squeeze is being eased these days—and the Erie Railroad is playing its part in the job.

Easing the squeeze are new, ultra-modern subway cars built by the St. Louis Car Co. at St. Louis, Mo., and moved over the Erie from Huntington, Ind., to Jersey City, where the Erie took them on car floats to the Oak Point yard of the New Haven for delivery to the New York Transit Authority.

The cars, 12 of an order of **450**, were given the kid-glove treatment all along the line, the same careful treatment that the Erie and its men give every shipment.

Rut since this shipment rolled on its own wheels, the treatment had to be of a very special kind.

### Cars Different

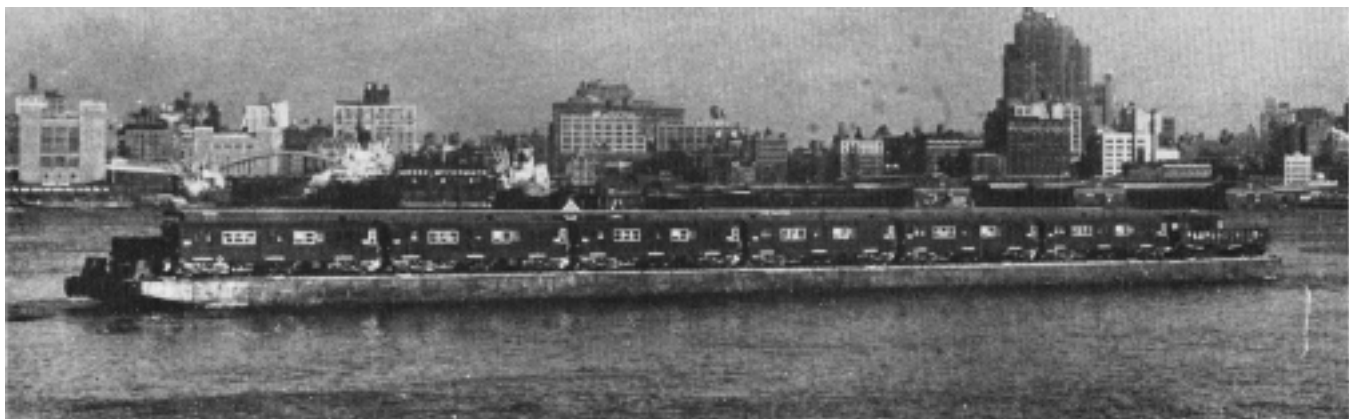
While the Transit Authority's cars have the same gauge and flanges on the wheels, everything else is different from regular railroad standards. The air-brake pressure is different, the couplers are different, the way the draw-bars swing is different, and the weights of the cars are not comparable to those of ordinary passenger train cars.

Because of all these factors, plus the fact that the cars were brand-new, special care was shown the shipment.

First, two transition cars were provided. These two cars, gondolas, had normal railroad couplers at one end, and couplers to match the special subway type at the other.

But that was only the beginning of the special things about the transition cars. Each carried air storage tanks and special triple valves to "translate" the freight train air pressure of 70 pounds to

(Next page, please)



New York Times Photo

# **LAST LAP OF THE JOURNEY** of the twelve subway cars was made aboard an Erie car float.

the square inch to the **125-140** pounds to the square inch required by the subway cars and back again for that part of the freight train that followed the shipment.

The special couplers followed subway practice in providing air-lines integral with the couplers themselves, together with special cut-off cocks, but their special design went much farther than that.

To allow cars to go around the sharp "streetcar" curves of the subway, the standard subway coupler is pivoted to provide a much wider swing than any railroad coupler, and troubles would develop if any coupler they were matched with did not have a similar swing.

So the couplers on the gondola were long, too.

## **No Pushing Moves**

Too, subway car ends are rounded, and are equipped with anti-climbers, ridged curved members of steel intended to prevent cars from climbing above one another's floor level in emergency stops and derailments. Both the gondolas had one end equipped with these devices too.

But the 12 subway cars and the special transition cars were only the beginning of the special care given the NYTA cars. Besides the two special gondolas, a steel caboose was assigned to the movement to provide living quarters for the St. Louis Car Co. employe who accompanied the cars every foot of the way from the factory to the

delivery point at the shops of the NYTA.

Then, too, there were special orders covering train movements. First, the cars could not travel in a train of more than 75 cars, including the subway cars, the transition cars the escort caboose, and the regular caboose.

Next, the train could at no time move faster than **40** miles an hour.

But that was not the end of the special requirements.

Any switching moves had to be pulling moves. Pushing moves were expressly forbidden, as was the use of pushers on grades. And

at all times the conductor of the train was to consult the escort of the cars in matters relating to them.

After all, the cars were worth some \$100,000 apiece, and weren't designed for regular railroad use.

Everything went according to schedule—and the cars, which had had their motors disconnected for the journey—had an uneventful trip, even though they encountered an early fall of snow.

And the cars themselves are models of what the mid-twentieth century transit car should be,

(Please turn to page 32)



**SHINING STAINLESS STEEL** and bright lights in the cars end the traditional dingy subway car decor.



# Pierson to Retire April 1; Began as Erie Tax Clerk

## Vice President and General Counsel Came to Road at \$80 Rate

**W**ILLIS T. PIERSON, vice president and general counsel of the Erie Railroad, entered upon leave of absence on Dec. 31, and will retire April 1.

A Clinton, Iowa, boy and a graduate of the University of Michigan law school, who came to work for the Erie on May 28, 1917, as an \$80-a-month tax clerk in the land and tax department at Cleveland, Mr. Pierson has seen the character and emphasis of railroad legal work change vastly Over the Years.

"In my early days on the railroad," he says, "most of the work I handled was confined to rate cases brought by individuals. The cases were small, and scattered, as they were heard in the home jurisdiction of the complaint.

"Today the rate and other cases are bigger and more difficult, and the legal staff is smaller. Too, in the old days rates were much more stable, and there weren't as many basic problems in the various types of legal work and litigation. Now we have a large number of ex parte rate cases and such proceedings as the mail pay case and the transcontinental divisions case."

### Mail Pay Case

Typical of the sort of case railroad counsel is called upon to handle today is the mail pay case. Mr. Pierson worked on it from 1947 to 1951 as one of the principal counsels for the 216 railroads involved. He was chairman of the Eastern Railroads' committee of counsel in charge of the transcontinental divisions case.

In the mail pay case the railroads won a 95% increase in future Payments, and \$312,000,000 in settlement of past claims. Just one of the checks he turned over to the president of the Erie was for over a million dollars.

But we are getting ahead of the story. Mr. Pierson's eyes were pronounced "too weak for the Army" when he volunteered for service in April of 1917, and throughout the rest of that year and until June the following year draft boards turned him down.

During that period he rose to assistant land and tax agent at Cleveland, and in June, 1918 the draft boards decided his eyes were strong enough, after all, and he served in the World War I Army until early 1919, when he rejoined the Erie in the valuation department at New York.

The following years were busy ones, first with the land appraisal and other valuation work that followed government operation of the railroads during World War I, and

next with the trial of many rate cases. These cases took him to 46 of the 48 states.

"I decided I wanted to see the two states I hadn't seen," he recalls. "So I spent one of my vacations visiting Oregon and Washington. And when I got back to the office, I found that an Erie case had arisen in Seattle at that very time, which I'd spent my own good money to see."

In 1937 Mr. Pierson was promoted from valuation and commerce attorney to general attorney at Cleveland; in 1942 to assistant general counsel, in 1945, general solicitor, in 1946, general counsel, and in 1948 was made vice president and general counsel.

Among his staff he is known as a man who has no use for a buzzer. If he wanted to speak to someone he came out of his office and spoke to him; if he wanted to see him in his office he invited him in.

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Willis T. Pierson



# TB Fight Finds Erie Man at Helm of Special Event

**F**UNDS to fight tuberculosis got a boost, Christmas shoppers heard the best choirs in Cleveland, and those who love to watch model trains run got a chance to watch them, thanks to a program arranged by the Railroad Community Committee of Cleveland during December.

In charge of the affair for the committee was F. J. (Joe) Wild, general passenger agent for the Erie.

The work of the committee, members of the Anti-Tuberculosis League say, did more than merely raise money directly—some \$733 in 16 days—for it stimulated the sale of Christmas seals, even though none were offered at the booth in the Cleveland Union Terminal.

Joe's job, while a pleasant one, was no cinch. He had to schedule the activities of 27 choral groups, three model railroad clubs, six main-line and three switching roads, three brotherhoods, the Pullman Co., and the Railway Business Women's Association.

Too, he had to see that the exhibit was packed away every night, and re-opened the next morning. He had operational problems too. For the exhibit included a railroad in HO scale with passenger and freight equipment representing the participating railroads.

During the 16 days nearly everything that could happen on a full scale railroad happened, with the exception of wash-outs. But Joe, thanks to the services of the Cleveland Council of Model Railroad Clubs, was able to keep the line open and running all the time.

The layout itself consisted of a high, specially built table on which the trains ran. Surrounding it was a railing, and on the railing were gondola cars in HO scale, one for every participating railroad and marked with that railroad's name.

In the bottom of each of the cars was a slot for contributions. Those who wished to give could drop coins or bills into the slots,



ROLLING STOCK FOR CHRISTMAS SEAL layout is studied by Joe Wild, chairman of the special events committee of the Cleveland Railroad Community Committee and a boy who was cured of TB through the help of the Anti-Tuberculosis League.

and the money was collected from boxes beneath the cars and counted every night.

The whole affair was set up at the north end of the concourse of the terminal, and here, too, the choral groups came to sing.

"The biggest day for contributions," Joe says, "was the first day, when the booth was manned by members of the Railway Business Women's Association, which proves the value of charm and glamor."

During the 16 days members of the Community Committee manned the booth, ran the trains, answered questions of the public, and called upon members of the model railroad clubs for help in case of mechanical failures, derailments, and the like.

Such troubles were relatively few, for the exhibit had been built by the model makers to give the least possible trouble, and perform under the most rugged conditions, yet still be interesting to watch.

Participating clubs who gave their services were the Rockport, Norwalk & Sandusky RR; the Cleveland Railroad Club and the Cleveland Society of Model Engineers.

Three brotherhoods that maintain their headquarters in Cleveland, the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Engineers and the Brotherhood of Railroad Trainmen participated, and the last-named also sent their choral group to take part in the caroling.

Mainline railroads that took part, besides the Erie, were the Chesapeake and Ohio, the Nickel Plate Road, the New York Central, the Pennsylvania, and the Baltimore & Ohio.

Switching roads who furnished personnel to man the booth were the Cuyahoga Valley, the Newburgh & South Shore and the River Terminal Railway.



# Legal Knot Keeps Ferry Running While Erie Loses

A KNOTTY LEGAL problem has developed as a result of Erie's attempt to discontinue its money-losing ferry service between Jersey City and Chambers Street, New York.

After the Erie combined its passenger terminal with the Lackawanna's operation at Hoboken, the only daily trains left running into Jersey City were three in each direction on the Northern Railroad and eight in each direction on the NYS&W. These trains handle about 2,400 passengers in each direction of whom approximately 40% use the Hudson & Manhattan Tube to reach New York City. Approximately 60% use the Erie ferry depending on weather conditions.

As the ferry operates in interstate commerce, the Erie sought the approval of the Interstate Commerce Commission to discontinue the service, indicating that passengers had other available means for reaching their destination.

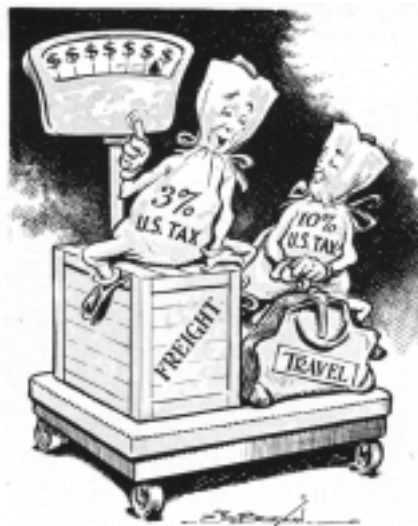
**W**hen things go wrong, the customers always write.

The ICC approved, setting the effective date of discontinuance as Aug. 15, 1957. However, the state of New Jersey and the state public utilities commission sued in Federal Court, saying that the United States government and the ICC had no right to grant the Erie permission to end the service and, on Aug. 14, a three-judge statutory Federal Court at Newark, N. J., issued a temporary injunction requiring Erie to continue operating the ferry.

On Dec. 10 the Federal Court ruled that the ICC lacked jurisdiction on the technical ground that inasmuch as the Erie would continue freight operations across the river, the discontinuance of the ferry would be a curtailment of service rather than a total abandonment of a "line of railroad."

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## ADDED WEIGHT



## Stickers Boost Use of Rail; Order Yours Now

NO OTHER FORM of public carrier renders better mail service than that given by the railroads of the United States.

But all too often businessmen, private persons, and others tend to forget the importance and reliability of that service, which operates despite weather hazards every day of the year to move mail from one postoffice to any other.

The stickers may be used on envelopes, on letterheads, on packages and on personal checks.

On envelopes they let everyone in the postoffice know that many people are interested in seeing the mail travel by rail; on letterheads they let your business acquaintances and personal friends know you have a stake in the railroads; and on checks you use to pay bills they inform suppliers of the importance of railroad revenue to their customers and themselves.

If you would like some for your personal use, the Erie Railroad Magazine office, 1327 Midland Building, will supply them to you without charge.



**STICKERS LIKE THESE on your mail will help all railroads.**

# Erie to Build Seven New Big Flat Cars

**S**EVEN new depressed center flat cars, one of 200-ton capacity, and six rated at 140 tons, will be built at the new Erie car shop in Meadville in the first quarter of this year at an estimated cost of \$368,000.

The seven cars will bring the Erie's roster of heavy-duty cars of the type to 31, and the cars are being designed primarily for the movement of transformers from the Sharon plant of Westinghouse Electric Corp. at Sharon.

But the cars will carry more than transformers. When they are not busy carrying such loads, they might be assigned to any one of several kinds of bulky products produced along the Erie—steel mill equipment, industrial boilers, Diesel engines for steamships and electric light plants and special machinery.

Wells in the center of the cars will make high loadings easy to handle, even on roads not blessed with Erie's high and wide clearances. The bottom of loads on the 140-ton cars will be only 24 inches above the top of the rail; on the 200-ton car 30 inches above rail-top.

The cars are being designed by Erie designers with engineers from Westinghouse sitting in to advise on the transformer builder's requirements.

The 200-ton car will have 16 wheels in four four-wheel trucks; it will weigh about 188,000 pounds when empty, and will be 75 feet between pulling faces of couplers. The 140 ton cars will be 61 feet between pulling faces, and its depressed center will be 18 feet long.

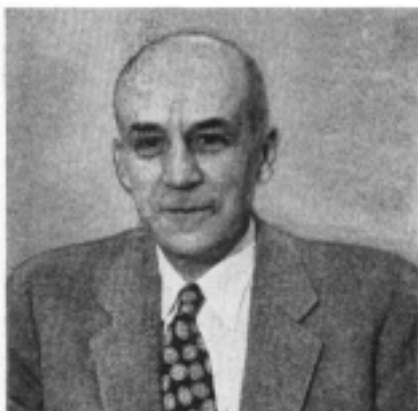
All seven cars will be assembled at Meadville. The bodies for all the cars will be cast by the General Steel Castings Co. at Granite City, Ill, and that firm will also cast the trucks for the 140-ton cars. Trucks and span bolsters for the 200-ton car will be made by the Buckeye Steel Castings Co. of Columbus, O.

# Erie in Excellent Shape for Business Battle of '58

## Medical Department to Keep Health Level High in '58

BY WILLIAM E. MISHLER, M. D.  
Chief Surgeon

**D**URING 1958 the medical department will continue to strive to the best of its ability to maintain the present high level of health of all employees, which, we all agree, is one of the factors that make the Erie a vigorous and alert railroad.



Dr. William E. Mishler

Of first importance in the medical department program is the policy of watchfulness over the physical and mental health of employees, a program implemented by regular, periodic examinations.

But the program goes farther than that.

The examinations themselves help to forge an awareness of the advantages of good health among all who take them. Good health leads to work well done and thereby to pride played in the individual's part in the operation of our great railroad.

Second, through the company doctors along the line, the medical department will continue to implement the management's offer of

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## Best Personnel, Fine Physical Plant Give Railroad Advantage

By MILTON G. McINNES  
Executive Vice President

**T**HE ERIE RAILROAD enters 1958 in excellent physical condition. Never have the physical components of the road—road-bed, track and ties—been in higher condition. Our locomotives are modern, in excellent repair, suited to our business, and we have enough of them to handle much more traffic than is presently available.

Our fleet of freight cars is largely new and suited for both general purpose and special purpose service, in ample numbers to serve our customers.

The most important element of a railroad—personnel—has always been a strong point of the Erie, and I believe we have the most competent and loyal employees at all levels of any railroad.

By reason of our capital expenditure program over the past 10 years, our employees now have better working conditions and better equipment with which to do their jobs than ever before in our history.

All these factors give us a tremendous advantage over our competitors and we can enter 1958 with confidence if all of us are determined to work to the fullest extent of our abilities.

While our traffic department does the actual selling of our service, it is true that all 16,000 of us are selling Erie in one way or another. The efforts of our freight and passenger salesmen can be effective only if every one of us does his part to see that his job is done as it should be and we produce the service "as advertised."

### Need to End Waste

It is true that shrinking volume of business in recent months will force management to postpone some capital expenditures planned for 1958. It was with the greatest regret that such postponements were made, but the plans have not been forgotten and as soon as business makes it possible to do so, these items will be rescheduled.



Milton G. McInnes

Duplicate adjacent railroad facilities are wasteful and not in the best interest of the industry or the public. We will continue our announced policy of coordinating facilities of our railroad with others wherever it is possible to do so with no lessening in our ability to serve our customers.

Summing it all up, there are many things we can do to help ourselves and there are other things that depend on public and governmental attitude. But by doing the best we can and keeping "service" uppermost in our thoughts and actions, I am confident we can make 1958 a year of accomplishment.

• • •



# Decline Won't Affect Erie Performance or Routine

## Squeeze to Delay Part of Program of Betterment

BY GARRET C. WHITE  
Vice President, Operations

**J**UDGING by the present business trend, it looks as though 1958 will be a year in which we will not be able to do all of the things we would like to do from an operating standpoint to improve our railroad; in fact, the lack of funds has already caused us to cut back on the additions and betterments program we set up only a few months ago.

We are faced not only with the problem of a decline in traffic, but also greatly increased wage and material costs. With this squeeze **our** only recourse is to "cut **our** cloth to fit the pattern" which means it will be necessary to make every economy that it is possible to make consistent with safe, dependable operation of **our** railroad.

This does not mean, however, that there is to be any let-up in our day-to-day performance of running trains on time, keeping our track in good repair, keeping **our** cars and locomotives in top operating condition consistent with traffic requirements, **or** all the other routine things that add up to good railroading. In all of our efforts the emphasis will be on better planning, more effective work and more efficiency with what we have.

### Present Plans

Here are some of the things we plan to do at the present time:

Thanks to the new car repair shop in Meadville, we will have full car repair facilities for the first time since Hurricane Diane wiped out the Dunmore shops in August, 1955. While the final completion date is indefinite, we expect to begin using the shop about March 3 when we will start upgrading box cars and gondolas.



Garret C. White

Also scheduled is the assembly of seven heavy-duty depressed center flat cars which will be used to transport giant electrical transformers. These special-purpose flat cars will be started as soon as underframes and other materials are delivered. We plan to build six 140-ton capacity flat cars and one of 200 tons.

The shop has plenty of work ahead of it. Heavy repairs to freight cars have also been scheduled to reduce the number of bad order cars now on hand.

Our program also calls for 43 passenger cars to be given heavy repairs during the year at Susquehanna.

We have programmed heavy repair work on five Diesel tugs and also three carfloats, as well as routine maintenance **jobs**.

### Maintenance of Way

Out along the railroad we plan to lay 45 miles of new rail and 35 miles of relayer rail. Reballasting has been scheduled for 55 miles of track. In addition, 210,000 new ties are programmed to be installed in main tracks and 30,000 in side tracks.

The program also calls for ties to be re-tamped on 240 miles of track; 400 miles of ballast to be cleaned and re-cribbed and 80 miles of track to be resurfaced. If business improves and funds become available we will expand this program.

We are making detailed engineering and operating plans for the coordination of Lackawanna and Erie trackage in the 75-mile territory between Binghamton and Gibson. We are hopeful that the Interstate Commerce Commission will grant prompt approval *so* that we can begin realizing some of the savings this project will produce.

### Loss and Damage

One of the problems of serious magnitude is that involving loss and damage to shipments in our care. I cannot stress too strongly that a dependable service with shipments arriving at their destinations in undamaged condition must be provided for our customers if we are to retain their traffic under the extremely competitive situation that exists today. With loss and damage claims approximating \$3,000,000 a year, it is readily apparent that an improvement must be forthcoming in this respect.

The amount paid out in claims for loss and damage to shipments is only a portion of the story. Our patrons want their shipments to arrive in proper condition. The mere fact that we compensate them for the monetary loss does not solve the problem. In many cases, such dissatisfied patrons transfer their business to **our** competitors, and so we not only sustain the loss in value of the articles involved but additionally lose the potential revenue of their future shipments.

### Safety Record

We are proud of our safety record and of the fact that we received the Harriman Award for safety during the year 1956, but we are not satisfied that **our** record is as good as it can be made to be.

In 1958 we will continue to work diligently to improve our performance in this respect. Safety is a two-way street. While man-

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*Erie Railroad Magazine*

# Erie Sales Force to Keep Its Share of Traffic High

## Aims to Get Big Slice of All Transport

By DAVID R. THOMPSON  
Vice President, Traffic

IT APPEARS that general business throughout the country in 1958 will be below the level of 1957. Industrial production is expected to be off about 5%. Consequently transportation requirements will also be down.

Nevertheless, the volume of traffic is expected to remain comparatively high and our sales efforts will be directed to attaining a good share of such business in order to insure our company's continued growth and fortify our security.

Consumer demand for most types of products will be good; industrial and housing growth will be slightly below 1957; the road building program will be a large factor in keeping up demand for structural steel and other construction materials; and the expanding industrial development in foreign countries will generate a demand for machinery, Diesel engines and similar heavy capital goods.

### Rate Adjustment

Competition among transportation companies for the movement of these products will be extremely keen. At no time in our nation's history has the transportation problem received so much attention. Regulatory controls of federal and state government are being challenged by rail carriers to insure equal treatment and growth with contract and private carriage.

Pricing of our own product (transportation) has been undergoing much adjustment—some at a flat upward percentage to keep pace with inflated wage and material costs and some downward adjustments to meet competitive situations. These changes were made



David R. Thompson

to enable us to hold business and to regain attractive tonnage which competing motor carriers and waterway operators have taken from us by offering lower rates.

Our rate men and salesmen collaborate to seek out these inequitable situations and when adjustments are found economically sound, they are made in order to recover business for the Erie. This program is constant and will help keep us in line to compete during the year ahead.

### Car Fleet Changes

Our fleet of cars, designed to carry the variety of products made along the Erie, is undergoing change to adapt them to meet shipper, customer, product and loading requirements. Box cars are being redesigned: wider doorway openings are provided to accommodate mechanical loading equipment; devices are installed to eliminate need for bracing and blocking, prevent damage, add capacity, and increase pay load.

Gondola car requirements are increasing: steel mills and stamping plants have shifted from highway to rail a large volume of coiled and flat sheet steel, tinplate and like items through utilization of railroad gondola cars, fitted with cradles and covers, which has saved the mills labor cost and the cost of wrapping to protect the product from the weather.

Special type, large capacity, covered hopper cars and "airslide" cars are being employed to retain and recapture bulk commodity traffic. To keep pace with growing heavy machinery producers' requirements, Erie's heavy-duty flat car fleet will be increased by seven additional depressed center cars early in 1958. Tailor-made transportation units will continue to be developed as the demand is transmitted through the sales force to management.

### Developing Traffic

Coal will continue to be given a great deal of attention by our entire freight sales staff but more particularly by the specialists in the coal traffic department who work closely with all coal industry groups in the promotion, sale and distribution of this most attractive revenue producing commodity.

The growth of the newest service of railroads — piggy-back — is continuing. Our salesmen seek out new customers, some of whom are so-called "off-track" industries who have never shipped by rail. They develop all competitive factors, including price: and then price and service is tailored to encourage such customers to avail themselves of Erie piggy-back services. The service is nationwide, although still somewhat limited as to participating carriers, and is given full attention by our on and off line salesmen alike.

Industrial growth is important and through the sales, engineering and promotional activities of our industrial development program we are obtaining new plants and assuring continued future growth of Erie areas. We cooperate closely with Erie communities that are active themselves in industrial growth. A going industry served by the Erie makes a firm annual contribution to our gross income, in other words, it is like having money in the bank.

Our passenger efforts will be concentrated on group movements for  
(Please turn to page 32)

# Quick Facts, Trained Troops to Make Erie's Team Strong

## Training Called Important Factor in Battle of '58



Ernest E. Seise

By **ERNEST E. SEISE**  
Director of Personnel and Training

**T**RAINING OF ERIE personnel may be more important than ever in 1958 and the personnel and training department will continue to furnish the railroad's employees with appropriate types of training in order to give the Erie's customers the best service possible.

To be prepared to give such service, every employee must have a full understanding of his job, and a full understanding of its relation to the railroad's whole effort in both sales and service.

Plans are being made to tutor locomotive firemen through the use of the Erie's training car to help them prepare for the examinations for locomotive engineer.

We will be ready to help the entire sales effort by training all those who have contact with the public to keep the Erie's standard of service high, not only in efficiency but in courtesy as well, so that the experience of our customers with all 16,000 of us will be both pleasant and rewarding.

Station forces will be given continued training in the proper handling of shipments so the goods, whatever they may be, will arrive free of damage.

The Erie is noted as a courteous road; we want to retain this reputation. Therefore our training of station forces, train and dining car crews and all other employees that deal with the public will continue.

### New Methods

The maintenance of way department and the locomotive and car shops will be searching for new ways to increase the utilization of their machinery during the year, and re-training will be undertaken in the new methods.

Special training programs will be established to make full use of the capabilities of new types of office machines, especially the electronic computer and its related units, which is scheduled for installation in the general office headquarters.

A continuing survey of personal record files and a program of interviews will be conducted to assure that potential candidates for supervisory positions will have every opportunity to develop.

Many worthwhile suggestions for making the Erie Railroad a good place to work have already been received through the questionnaire that was undertaken during the past year and we hope to make constructive use of the survey results.

• • •



"You're late. What kept you?"

## Accountants to Play Intelligence Role in Battle



George W. Oakley

BY **GEORGE W. OAKLEY**  
Comptroller

**A**CCOUNTING, contrary to the beliefs current among some non-accountants, does not exist for itself—it is a guide for management decisions. It can best be described as the gathering and analyzing of news about the business it serves, just as the intelligence forces of an army gather and analyze news.

And if battles are to be fought, or business conducted, intelligently, two things are needed: the news must be accurate, and it must be presented to the command level quickly. Out-of-date news not only isn't news, it's misleading, in either business or war.

Accuracy has been the strong point of accounting over the centuries. In our work, we cannot compromise with accuracy. The struggle has always been to get the work done quickly enough.

Now, thanks to a revolution in the mechanics of accounting, the new IBM 650 electronic data processing machine soon to be delivered to the Erie will speed up accounting to the point where we can do many of the things we've always wanted to do. At the same

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*Erie Railroad Magazine*



# Research, Public Relations Ready for Year's Challenge



Eugene S. Root

**BY EUGENE S. ROOT**  
Director of Research

**T**he RESEARCH department has become principally a service department and as such works for all other departments of the railroad; however, we plan to find more time for basic research in 1958.

Since most of our projects are undertaken at the request of other departments, our program depends to a great extent upon the requirements of other parts of the Erie organization. However, we can anticipate many of the studies that will be needed during the year.

The revenue situation is of major concern to our management and will continue to consume a good portion of the attention of this department. In addition to our regular forecasts of monthly revenues, we plan to continue our studies of Erie traffic, and the relation of that traffic to other economic factors so that we can improve the accuracy of our forecasts.

## Long-Range Forecasts

A program of long-range forecasting is in the planning stage for 1958.

Requests for increases or other changes in rates, whether before the ICC or the various state commissions, require estimates of the effects on Erie revenue. In view of the pending rate requests much

work of this nature will be done in the year.

The passenger deficit problem will contribute its share of work in 1958. The Erie, in an effort to meet this problem, is attempting to obtain increases in commutation fares and to discontinue certain unprofitable passenger trains. Both these actions will require revenue and cost studies to support the applications. This is part of the work of the cost section of this department.

## Passenger Research

At a recent Interstate Commerce Commission hearing on passenger deficits, a study was submitted by an outside independent agency which indicated that the Erie's passenger deficit was even greater than that determined by ICC accounting methods. The study is based on statistical techniques which will require thorough analyses to determine if they can be used for developing either passenger or freight costs on the Erie.

A regular function of this department has been the computation of costs of handling specific movements of freight. The steady

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**"Just for once. Can't I paint a caboose Ming blue with chartreuse trim?"**



George C. Frank

**BY GEORGE C. FRANK**  
Assistant to President,  
Public Relations

**A**S MEMBERS of a public service organization, we come in contact with so many people that everything we do or say influences their attitudes and opinions toward our railroad in one way or another.

As individuals, we know that our lives are much easier, happier and more successful when we get along well with others.

People naturally are inclined to be more friendly and helpful when they know us and understand us. We all know from experience that we can accomplish a lot more **with** the help of friends. It's just the opposite when we have enemies.

So it is with a corporation, except that its reputation is determined by the combined efforts of all of the people who work for it. What we do individually reflects on the railroad as a whole and creates either a good or a bad impression in the minds of the public. This applies in all of our contacts and actions whether with passengers, shippers, shareowners, neighbors, community groups, government officials or any other segment of our many "publics."

From time immemorial public opinion has shaped the destinies of the world. It was Abraham Lincoln who said, "Public sentiment is everything. With public opinion

(Please turn to page 34)

# Praise Earned by Erie Men, Women at Work

Sir:

Your railroad, Joe Wild, and his excellent staff just gave The News the best rail excursion trip we ever had.

I envy any organization that has a worker and a "good head" like Joe. He gets things done with such good humor and efficiency and he understands people so well as to command the respect and admiration of all our people who knew him.

N. R. Howard, Editor  
Cleveland News

Sir:

Rather belated, but none the less sincere, are these words of appreciation from Mrs. Himmelman and me for the part you played in our recent trip to New York.

We enjoyed every minute of it, and your thoughtfulness and graciousness in the extra touches you added made our trip that much more pleasant. . . .

Carl P. Himmelman  
Promotion Manager  
Cleveland Plain Dealer

Sir:

On behalf of The News, I want to thank you, Mr. Lawrence and your entire staff for the splendid cooperation afforded us in connection with last week's New York City tour.

The Erie left nothing undone for the pleasure and comfort of their guests.

I hope that we have occasion to work together soon again. . . .

Howard J. Brown  
Public Service Bureau  
Cleveland News

Sir:

On July 3, my daughter and I were passengers on The Lake Cities, (Train No. 6) on our trip from Chicago to Elmira.

I would like you to know that your head waiter in charge of the dining car was the most courteous waiter it has ever been my pleasure to meet. He certainly helped make our trip the most enjoyable one we have ever had on a train.

I sincerely hope that Gerald Hinch will be with you for many more

years, as he is a wonderful person. Good luck to him always—and to the Erie Railroad for having such fine employees.

Mrs. John L. Stone  
Cedar Rapids, Iowa

P. S.: The [ticket] clerks on duty the night of July 2 were so kind to us, I'll never forget them. We missed connections and had a 12-hour wait. I was so upset and nervous and they helped us to get a room. Wonderful people! This was at Dearborn station.



"Gee, I forgot all about No. 5!"

Sir:

. . . While on active duty with the Navy during World War II I made a number of rail trips between my home in Minnesota and New York, Philadelphia, and Paterson, N. J. . . . The most pleasant of all was the trip in 1945 from Paterson to Chicago and return via the Erie. In spite of the pressure of wartime transportation overloads, the train personnel was courteous to all and certainly the scenery is all you claim for it.

During three years of World War II Navy duty in five locations in four states, my Erie journey was the only one where the man in uniform was made to feel welcome instead of merely being endured as a necessary evil like rationing. . . .

Donald A. Caldwell, Sec.-Mgr.  
South Dakota Retailers Assn.  
Sioux Falls, S. D.

Sir:

Is the old time custom of being polite and friendly to customers injected into your personnel, or was it just a happy accident that I traveled with such a group on your Erie route from Chicago to Lima, Ohio? If you have the secret, will you kindly divulge it to the world? It is as important to humanity today as the Salk discovery.

I approached the last lap of my trip with no thoughts of the spiritual uplift I received in the few hours I was your guest. And believe you me, I shall travel Erie from now on out whenever circumstances give me a choice.

My first contact was with the conductor as I boarded the train. Pleasant, friendly and without seemingly acting the part. Being a rather constant traveler in the last four years, I had learned what to expect, so I was in for a pleasant surprise.

The porter (I asked his name) was Leroy Lanier. I had nothing much to do with him until nearing the end of my trip. The Red Cap put my luggage away and I sat down to read and sleep. However, I listened instead to what today almost is a miracle.

He first calmed a fussy old lady about the baggage she had checked through and which she was unhappy about. He then had a pleasant word to say to almost everyone in the car, not as a servant, but as a genial host.

It must have given pleasure, too, to be asked if one was returning from a vacation, or just leaving for one, and then to be admonished to have a good time if the latter were the case. His patience with the children aboard was on the level with the rest of his genial approach.

Thanks to you, your road and your personnel for turning my foul mood into one of pleasant memories. As a favorite poet of mine once said, "May his tribe increase."

Florence Ver Wayne  
Evansville 8, Ind.

Sir:

Just as Miss Curtiss, of the Cleveland News, stated in her write-up—happy and tired—but not too tired to drop you a line to let you know that it was a pleasure to meet you gentlemen, also, of the wonderful service and courtesies we experienced to, in and from New York . . . during the Cleveland News Weekend.

Aurelia J. Schroeder  
Cleveland, Ohio

Sir:

I am a commuter between Ridgewood and Hoboken. . .

I am a transplanted Long Islander, and while I do not like to throw brick-bats at any railroad, I am very pleased to be riding the Erie.

Your trains are on time; they are heated in winter; all cars lighted when necessary; seats in good repair; cars kept clean, and non-smoking cars are actually non-smokers.

In two years of travel I have been delayed once by equipment breakdown (hot box), and once when the bridge over the Hackensack "ran" into a tugboat.

As to summer travel, fans are usually all working, and because cars are kept clean, flying dust is kept to a minimum. However, the greatest boon of all is the fact that in the afternoons some thoughtful person draws the blinds.

Believe me, this makes a world of difference. So I just thought I would ask you to pass my own personal thanks on to that person or persons. In fact, I believe if you could listen to the comments of your commuters entering the trains in the afternoons, you would be gratified at their remarks.

So for many reasons I am glad I ride the Erie, but did want you to know that I especially appreciate these small courtesies which make up the larger whole.

Keep up the good work, and thanks for your past efforts.

R. W. Guenkel  
Ridgewood, N. J.

Sir:

I want to thank you and the Erie Railroad for the way you took care of us on cars this wheat harvest.

Harvest was short and a very heavy run. We were full up only once for about two hours. This is the first year I remember us shipping out five cars in a 24-hour period.

So thank you, and express our thanks to Mr. Gorman [D. H. Gorman, car distributor, Marion].

Jack A. Plank  
Plank Elevator  
Creston, Ohio

Sir:

Our generating plant was recently called upon to help relieve a power emergency, and since our plant is maintained only for "stand-by" purposes, we found a coal shortage possible due to the length of time it might have been necessary to generate power.

I would like to take this opportunity to thank you [E. R. Parks, first trick operator, Goshen, N. Y.] and others of your organization who cooperated so willingly by having a special run out of Newburgh for a pick-up at Greycourt.

This carload of coal, originally consigned to the Warwick State School and diverted to the Orange & Rockland, might well have averted a possible power interruption.

Please accept our sincere thanks for your help; it is very much appreciated.

L. A. Smith, Gen. Mgr.  
Orange & Rockland Electric Co.  
Monroe, N. Y.

Sir:

We wish to thank you for the fine cooperation afforded us by W. P. Arnold, yardmaster at Kent, Ohio, in connection with the recent movement of heavy transformers shipped over your lines.

This is not the first time that Mr. Arnold has helped us. I particularly remember car No. SP 561957 which had been delayed for several days. In his usual manner he performed another outstanding job, and the shipment was received on schedule.

Services such as these make it very pleasant to deal with your organization.

A. Kimlein  
Supv. Traffic & Serv.  
Detroit Edison Co.  
Detroit, Mich.

Sir:

I am a commuter on the Erie (Greenwood Lake line) Railroad between New York and North Newark, N. J. So often we commuters are prone to criticize poor service, and I feel it is only fair to take the time to advise you of the very helpful and courteous treatment accorded me by two of your employees.

On July 5 I departed from Hoboken on the 5:33 p. m. train. After I reached my destination at the North Newark station, I realized that I had left my briefcase, containing some important business papers, on the train.

On arriving home I called the terminal in Hoboken and was referred to a Mr. Joseph Angelo, who I understand is the Erie dispatcher on the Greenwood Lake line. I explained my dilemma to Mr. Angelo and within 15 minutes he returned my call. He told me he had contacted the trainman, a Mr. John Walsh, at his home, who had my briefcase, and told me where and when I could pick it up. . .

I want you to know how grateful I am for the considerate and helpful treatment accorded me by your employees, Messrs. Angelo and Walsh.

Frank W. Dougherty  
Nutley, N. J.

Sir:

I would like to take this opportunity to thank the Erie Railroad for a wonderful trip from Hoboken to Cleveland on the Lake Cities on July 19. Your equipment, service, food, and on-time dependability make it a pleasure to travel on the Erie.

I would especially like to thank the conductor on the Lake Cities from Hoboken to Port Jervis. A nicer, more courteous conductor I have never found, and it is refreshing to find such a friendly person aboard a train. Though I do not know his name, if you can check your records and find out who the coach conductor was out of Hoboken on July 19, please thank him for me. . . .

Ronald Federico  
Yonkers 5, N. Y.  
[Conductor Walter Bond and Collector Charles F. Kaschop were in charge of the Lake Cities leaving Hoboken on July 19.]

Sir:

Mr. Cramer and I would like to take this opportunity to express our sincerest thanks to you for making our trip to New York so pleasant.

We most certainly appreciated the many courtesies extended to us.

Mrs. B. J. Cramer  
Cleveland Plain Dealer



"Congratulations, I see your promotion came through."



# PEOPLE YOU KNOW



**WILLIAM J. COUGHLIN**  
Demurrage Clerk



## All Working on the Erie at Buffalo



**GLENN A. SNYDER**  
Agent



**THOMAS J. McTIGHE**  
Chief Clerk to Division Engineer



**ADELE KUMINSKI**  
Typist



**JAMES B. GRANEY**  
Assistant Agent



**ROBERT E. BEALS**  
Telegraph Operator



**THOMAS J. MARTIN**  
Division Clerk

**ELIZABETH L. HORNING**  
General Clerk



**ALBERT POKRANDT**  
Assistant Car Distributor



**CATHERINE M. WADDY**  
Car Record Clerk

**MICHAEL A. REDDING**  
Chief Clerk to Trainmaster

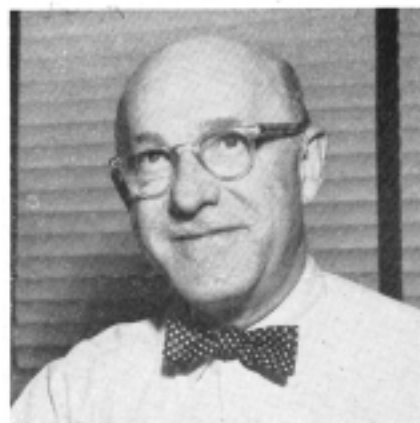


**HERBERT O. BRINDLEY**  
Rate Clerk



**HAROLD F. BROOKS**  
Assistant Division Clerk

**ELMER H. ZWILLING**  
Special Yard Clerk



**EDWARD E. SHIPTON**  
Chief Dispatcher

# ERIE RAILROAD



General  
Offices—

Midland Building, Cleveland 15, Ohio.  
Hudson Terminal, 50 Church Street, New York 7, N. Y.  
327 South La Salle Building, Chicago 4, Ill.

P. W. JOHNSTON, Chairman of the Board, Cleveland.

H. W. VON WILLER, President, Cleveland.

M. Q. McINNES, Executive Vice President, Cleveland.  
W. T. PIERSON, Vice-President and General Counsel, Cleveland.  
D. R. THOMPSON, Vice-President—Traffic, Cleveland.  
G. C. WHITE, Vice-President—Operations, Cleveland.  
G. W. Oakley, Comptroller, Cleveland.

R. H. HANN, Secretary, Cleveland.  
JASPER VANHOOK, Treasurer, Cleveland.  
C. C. FRANK, Assistant to President, Cleveland.  
E. E. SEISE, Director of Personnel and Training, Cleveland.  
P. J. KINDLER, Assistant to President, Cleveland.

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W. W. THOMS, Assistant to Vice-President, Cleveland.  
G. F. MILLS, Assistant to Vice-President, Cleveland.

E. J. DEAN, Assistant Vice-President, New York.  
E. C. HALLBERG, Assistant Vice-president, New York.

R. E. O'GRADY, Assistant Vice-President, Chicago.  
C. R. MARTIN, Assistant Vice-President, Cleveland.  
D. M. LYNN, Assistant Vice-President, Cleveland.

PASSENGER—Sales and Service—Rates  
A. G. OLDENQUIST, Passenger Traffic Manager, Cleveland.

R. J. WILD, General Passenger Agent, Cleveland.  
R. E. TOWNS, Assistant General Passenger Agent, Chicago.  
V. F. GREEN, Assistant General Passenger Agent, Youngstown.

G. W. KROM, Asst. Gen. Passenger Agent, New York.  
A. W. MEINKE, Manager, Mail, Baggage and Express Traffic, New York.

J. VAN DER VELDE, Assistant to Passenger Traffic Manager, Cleveland.  
J. M. COLLINS, Manager Dining Car Department, Jersey City.

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F. M. KLITZ, Freight Traffic Manager, New York.  
J. H. SISCO, Assistant Freight Traffic Manager, New York.  
THOMAS GILPIN, General Freight Agent, New York.  
F. K. NOONBURG, Assistant General Freight Agent, New York.  
C. L. SMITH, Assistant General Freight Agent, New York.  
H. A. WILSON, Chief of Tariff Bureau, New York.  
F. K. CORLETT, Assistant General Freight Agent, Buffalo.  
R. M. TERHUNE, Chief of Divisions Bureau, New York.

H. C. WFL, Freight Traffic Manager, Chicago.  
L. M. SCHUKEL, Assistant Freight Traffic Manager, Chicago.  
C. P. BELL, General Freight Agent, Chicago.  
E. R. BURTON, Assistant General Freight Agent, Chicago.  
A. E. HARTMAN, Chief of Tariff Bureau, Chicago.  
F. M. BELL, Chief of Divisions Bureau, Chicago.

### FREIGHT—Sales and Service

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G. W. MADSEN, Freight Traffic Manager, New York.  
B. F. COSWAY, Fht. Traf. Mgr. Piggyback & L.C.L. Traf., New York.  
E. T. BUTLER, Assistant Freight Traffic Manager, New York.  
H. A. WILSON, General Eastern Freight Agent, New York.  
F. K. CORLETT, Assistant General Freight Agent, Buffalo.  
M. R. FITZGERALD, General New England Agent, Boston.

R. E. O'GRADY, Assistant Vice-President, Chicago.  
J. A. RUSSELL, Western Traffic Manager, Los Angeles.  
C. V. HARROW, Freight Traffic Manager, Chicago.  
E. W. KEILEY, Assistant General Freight Agent, Detroit.  
L. NBWMAN, Assistant General Freight Agent, Chicago.

C. R. MARTIN, Assistant Vice-President, Cleveland.  
D. C. KELSEY, Assistant General Freight Agent, Cleveland.  
H. W. GRAY, Assistant General Freight Agent, Cincinnati.  
C. G. ANDREWS, Assistant General Freight Agent, Pittsburgh.  
J. L. CHAPMAN, Assistant General Freight Agent, Youngstown.

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W. C. OTTEN, Foreign Freight Traffic Manager, New York.  
P. J. VAN NESS, Foreign Freight Agent, New York.

C. C. MITCHELL, Foreign Freight Agent, Chicago.  
A. B. CONNELL, Export and Import Agent, New York.

### PERISHABLE AND DAIRY TRAFFIC

P. J. NAPOLI, Perishable Traffic Mgr. Pier 28, N.Y., New York.

G. E. KEITH, Perishable Freight Agt., Pier 28 N.Y., New York.

### COAL AND COKE

A. E. BARKALOW, Coal Freight Agent, New York.  
J. A. MUCHA, Coal Freight Agent, Buffalo.

G. A. LAMB, Coal Traffic Manager, Cleveland.  
R. T. PHILLIPS, General Coal Freight Agent, Cleveland.

M. S. SWEENEY, Coal Freight Agent, Pittsburgh.  
W. N. STENFELT, Coal Freight Agent, Chicago.

### INDUSTRIAL DEVELOPMENT

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R. W. SCHEUCH, Industrial Agent, New York.  
D. F. MACKERLEY, Industrial Engineer, New York.

O. M. LYNN, Assistant Vice-president, Cleveland.  
G. W. MOORHOUSE, Industrial Commissioner, Cleveland.  
J. S. PARSONS, Jr., Industrial Agent, Cleveland.  
R. S. TIBBETS, Industrial Engineer, Cleveland.

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T. J. SANOK, Assistant to Vice-President, Cleveland.  
J. J. STRAUT, Assistant to Vice-president, Cleveland.

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A. E. KRIESSEN, Asst. Vice-President and Gen. Mgr., Eastern Dist., Jersey City.  
T. R. McGINNIS, Asst. Gen. Mgr., Eastern Dist., Jersey City.  
H. D. BARBER, Asst. to Gen. Mgr., Eastern Dist., Jersey City.  
J. B. EHERT, Supt., New York Division, Jersey City.  
J. W. CONWAY, Asst. Supt., New York Division, Jersey City.  
O. A. FRAUSON, Supt. Lighterage & Stations—N. Y. Harbor.  
F. M. SPORTELLY, Asst. Supt. Lighterage & Stations—New York Harbor, New York.  
J. J. SULLIVAN, Asst. Supt. Lighterage Dept., New York.  
C. E. DEJUNA, Supt. Marine Department, Jersey City.  
C. R. KINBACK, Supt. Bus., Tolls, Dela. & Wrecking Divisions, Hottell.  
J. D. McFADDEN, Supt. Buffalo & Rochester Div., Buffalo.  
J. P. ALLISON, Gen. Manager, Western Dist., Youngstown.  
J. M. MOONBROWER, Asst. Gen. Mgr., West. Dist., Youngstown.  
C. H. TERRELL, Asst. to Gen. Mgr., West. Dist., Youngstown.  
D. A. LOGAN, Supt. Allegheny-Meadville Div., Salamanca.  
F. J. MULLIGAN, Supt. Mahoning Division, Youngstown.  
W. F. WILSON, Asst. Supt. Mahoning Div., Youngstown.  
E. J. ROBINSON, Supt. Kent Division, Marion.  
F. B. NAVIN, Supt. Marion Division, Huntington.  
W. M. WILKIE, Asst. Supt. Marion Division, Chicago.  
H. H. CLARK, Supt. of Transportation, Cleveland.  
E. J. WHELAN, Asst. Supt. of Transportation, Cleveland.  
H. G. STROM, Car Accountant, Cleveland.  
D. C. MITCHELL, Supt. Station Services & Fht. Claims Pres., Cleveland.  
J. M. COLLINS, Mgr. Dining Car Dept., Jersey City.

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BLAIR BLOWERS, Chief Engineer, Cleveland.  
H. M. SHEPARD, Asst. Chief Engineer—Engineering, Cleveland.

J. S. PARSONS, Asst. Chief Engineer M. of W., Cleveland.  
A. K. FROST, Asst. to Chief Engineer M. of W., Cleveland.  
L. E. JENTOFF, Engr. M. of W., East Dist., Jersey City.  
H. J. WECHEIDER, Enm. M. of W., West Dist., Youngstown.  
FRANK YOUNGWORTH, Genl. Supt. Communications & Signals, Cleveland.  
O. G. CAREY, Asst. Genl. Supt. Communications & Signals, Cleveland.  
G. D. POOLE, Supt. of Communications, Cleveland.  
W. J. LYONS, Communications Engineer, Cleveland.

### MECHANICAL

C. K. JAMES, Superintendent Motive Power, Cleveland.  
W. G. CARLSON, Asst. Supt. Motive Power, Cleveland.  
F. E. McMULLEN, Superintendent Car Department, Cleveland.  
L. E. SCHUETTE, Asst. Superintendent Car Dept., Cleveland.  
E. D. HALL, Mechanical Engineer, Cleveland.  
C. E. McKINNEY, Chd. Electrical Engineer, Cleveland.

### PURCHASING AND STORES

J. F. DUFFY, Manager Purchases and Stores, Cleveland.  
JOHN TAPPING, Assistant Purchasing Agent, Cleveland.  
E. A. MURPHY, Assistant Purchasing Agent, Cleveland.  
J. P. ECHLE, Assistant Purchasing Agent, Cleveland.  
E. E. DEXTER, Assistant to Purchasing Agent, Cleveland.  
J. H. HOUSE, General Storekeeper, Hornell.  
J. P. HOGAN, Assistant General Storekeeper, Hornell.  
F. P. WILLIAMS, Assistant General Storekeeper, Hornell.

R. P. STEEN, Supt. of Police and Fire Prevention, Youngstown.

H. E. SHAUGHNESSY, Superintendent of Safety, Cleveland.

### WAGE BUREAU

D. D. PURDY, Supervisor Wage Bureau, Cleveland.

## LEGAL-LAND AND TAXATION

**W. T. PIERSON.** Vice-President and General Counsel. Cleveland.  
**M. C. SMITH, Jr.** General Solicitor. Cleveland.  
**P. H. DONOVAN,** Assistant General Counsel Cleveland.  
**J. P. CANNY,** General Attorney Cleveland.  
**F. G. HOFFMAN,** General Attorney New York.  
**J. T. CLARK,** Assistant General Attorney. Cleveland.  
**T. D. CAINE,** Assistant General Attorney. Cleveland.  
**R. D. LACKLAND,** Attorney. Cleveland.  
**DAVID A. LERCH.** General Land and Tax Agent. Cleveland  
**F. D. HALTER,** Assistant General Land and Tax Agent. Cleveland  
**A. F. BUEHLER,** Land and Tax Agent, Cleveland.  
**R. B. HARBISON.** Assistant General Land and Tax Agent New York.  
**D. K. BOYD,** Land Agent, Cleveland.

## ACCOUNTING

**G. W. OAKLEY.** Comptroller. Cleveland.  
**C. G. IBHMAN.** Assistant Comptroller. Cleveland.  
**A. A. MacEWEN,** Assistant Comptroller. Cleveland.  
**J. I. MICHEL,** Assistant Comptroller. Cleveland.  
**M. M. ADAMS.** Assistant to Comptroller. Cleveland.  
**G. W. THOMPSON,** Auditor of Disbursements. Cleveland  
**W. J. MANNING,** Auditor of Revenues. Cleveland.  
**H. N. HALPER,** Valuation Engineer. Cleveland.  
**G. F. DUNATHAN.** Auditor of Mach. Acctg., Cleveland.  
**F. V. KELLEHER.** Freight Claim Agent. Cleveland  
**J. D. CHWAN,** Dist. Freight Claim Agent. Jersey City.  
**W. H. MYRER,** Dist. Freight Claim Agent, Chicago  
**A. H. GUDEHUS,** Dist. Freight Claim Agent Cleveland.

## TREASURY

**JASPER VAN HOOK.** Treasurer. Cleveland,  
**C. E. POST,** Assistant Treasurer Cleveland.  
**G. R. OLIVER,** Assistant to Treasurer Cleveland.

## SECRETARY—INSURANCE

**R. H. HANN,** Secretary Cleveland.  
**C. B. POST,** Assistant Secretary, Cleveland.

## MEDICAL, SURGICAL AND PERSONAL INJURY CLAIMS

**W. E. MISHLER.** M.D., Chief Surgeon and Director of Claims, Cleveland.  
**J. A. MURRAY,** Chief Claim Agent, Cleveland.  
**A. J. BERNHARDT,** Assistant Chief Claim Agent. Cleveland

## PUBLIC RELATION/ADVERTISING

**G. C. FRANK.** Assistant to President. Cleveland  
**C. N. DEMIAN,** Mgr. Press Relations. Cleveland.  
**TALBOT HARDING,** Associate Editor. Cleveland.

## RESEARCH

**E. S. ROOT,** Chief of Research Cleveland

## EMPLOYMENT

**A. J. SCHILLING.** Superintendant of Employment Jersey City

## TRAFFIC DEPARTMENT REPRESENTATIVES

Akron 8, Ohio-Erie Station J. P. Clark, Div. Passenger Agt.; 80 E. Exchange St., H. F. Keelen, General Agt.  
Albany 7, N. Y.—D. & H. Bldg., J. E. Campbell, General Agt.  
Atlanta 3, Ga.—Healey Bldg., J. P. Drew, General Agt.  
Baltimore 2, Md.—Munsey Bldg., G. A. Kiel, General Agt.  
Birmingham 3, Ala.—927-928 Brown-Marx Bldg., William L. Thornton, General Agt.  
Boston 14, Mass.—150 Causeway St., M. R. Fitzgerald, Gen. New Eng. Agt.  
Buffalo 6, N. Y.—1221 Clinton St., F. K. Corlett, Asst. Gen. Freight Agt.  
Chicago 4, Ill.—327 S. La Salle Bldg., R. A. Johnson, City Passenger Agt.; L. E. Newman, Asst. Gen. Freight Agt.  
Cincinnati 2, Ohio — 931 Enquirer Bldg., H. W. Gray, Asst. Gen. Freight Agt.  
Cleveland 15, Ohio—Midland Bldg., D. C. Kelsey, Asst. Gen. Freight Agt.  
Columbus 15, Ohio—Atlas Bldg., C. 4. Parker, General Agt.  
Dallas 1, Texas—1509 Main St., J. A. Moore, General Agt.  
Dayton—Springfield, Ohio—25 S. Main Bldg., Dayton 2, Ohio, C. P. Underwood, Div. Freight Agt.  
Des Moines 9, Iowa—Hubbell Bldg., J. L. Fischer, General Agt.  
Detroit 2, Mich. — General Motors Bldg., E. W. Keiley, Assistant Gen. Freight Agt.  
Edmonton, Alberta, Canada—Magee Bldg., GUY M. Greenwood, Commercial Agt.  
Elmira N. Y.—Erie Station, G. Saunders, Div. Passenger Agt.; H. J. Splndler, Div. Freight Agt.  
Houston 1, Texas—708 Main St., J. A. Hosty, General Agt.  
Huntington Ind.—Erie Station, Harold L. Johnson, Div. Freight Agt.  
Indianapolis 4, Ind.—11 S. Meridian Bt., L. R. Breckenridge, General Agt.  
Jamestown 3, N. P.—Erie Station, O. B. Chapman, Div. Passenger Agt.; C. F. Lauer, Div. Freight Agt.  
Jersey City 2, N. J.—Erie Station, H. Herrmann, Gen. Agt. Pass. Dept.  
Kansas City 5, Mo. — Room 1016 Dwight Bldg., N. C. Frick, General Agt.  
Los Angeles 14, Cal.—510 W. 6th St., K. O. Hemming, General Agt.  
Marion, Ohio—Terminal Bldg., J. L. Tjaden, Uiv. Freight Agt.  
Memphis 3, Tenn.—Exchange Bldg., W. R. Jacobs, General Agt.  
Milwaukee 3, Wis.—Majestic Bldg., C. O. Ewing, General Agt.  
Minneapolis 2, Minn.—Rand Tower, L. L. Harris, General Agt.  
Newark 2, N. J. — Military Park Bldg., F. L. Collins, General Agt.  
New Haven 10, Conn. — W B I B Bldg., G. T. Dolan, General Agt.  
New Orleans 12, La.—Pere Marquette Bldg., E. F. McHugh, General Agt.  
New Ynrk 20, N. Y.—ll Rockefeller Plaza, Rockefeller Center, G. H. Down, City Passenger Agt.; H. T. James, City Passenger Agt.; J. N. Monzel, Steamship Passenger Agt.  
New Ynrk 7, N. Y.—50 Church St., H. A. Wilson, Gen. Eastern Freight Agt.  
Omaha 2, Neb.—1319 Farnam St., E. Havlicek, General Agt.  
Paterson, N. 5-5 Colt St., E. H. Huffman, Div. Freight Agt.  
Peoria 1, Ill.—Jefferson Bldg., F. W. Davison, General Agt.  
Philadelphia 2, Pa.—1503 Finance Bldg., George Pettersen, General Agt.  
Pittsburgh 19, Pa.—Koppers Bldg., C. G. Andrews, Asst. General Freight Agt.  
Portland 5, Ore.—American Bank Bldg., W. E. Reager, General Agt.  
Rochester 4, N. Y.—Reynolds Arcade Bldg., W. E. Bennett, Div. Freight Agt.  
San Francisco 5, Cal.—681 Market St., H. F. Heck, General Agt.  
St. Louis 1, Mo. — 721 Olive St., J. W. Cloud, General Agt.  
Soranton, Pa.—First National Bank Bldg., J. A. Sterl, Div. Freight Agt.  
Seattle 1, \Vash.—817 White Bldg., R. J. Dundon, General Agt.  
Springfield. 0.—(See Dayton-Springfield. O.)  
Toledo 4, O. — 2006 Toledo Trust Bldg., C. W. Stroh, General Agt.  
Toronto, Ont.—69 Yonge St., Robert Williamson, Can. Freight Agt.  
Washington 6, D. C.—519 Bond Bldg., H. A. Bockman, General Agt.  
Youngstown 3, Ohio—Terminal Bldg., W. L. Schorr, Div. Passenger Agt.; J. L. Chapman, Asst. Gen. Freight Agt.; H. W. McIlwain, General Agt.



# Erie Veterans News

## Marion

The annual Thanksgiving party of the chapter and auxiliary was NOV. 21 in the Grotto Hall.

**Mrs. Guy Rank** entertained with two readings and **Jean Lyons**, daughter of **Mr. and Mrs. W. G. Lyons**, sang. She was accompanied by her mother for the rendition of "We Gather Together" and "Autumn Leaves." She closed with the "Lord's Prayer," accompanied by **Mrs. W. O. Wilkins**.

Greetings were extended to **Mr. and Mrs. E. J. Robisch** who were celebrating their 26th wedding anniversary.

Installation of new officers was conducted by **Mr. Robisch**.

## Youngstown

By **S. D. Bean**

**Jack Beilby** of Pompano Beach, Fla., dropped in at our last meeting and was very welcome.

**Chris Peters**, former general foreman at the freight house, is spending the winter at the Hotel Sherman in St. Petersburg, Fla.

**Joe and Nan Hartman** and **Joe and Betty Kaden** are planning their annual trips to Florida.

At our meeting on Dec. 4 officers for 1958 were elected. They are **James W. Bowser**, chairman; **John E. McKernan**, vice chairman-social secretary; **J. Ralph Fero**, secretary-treasurer.

## Buffalo-Rochester

By **Ruth Nise Munger**

Members and coworkers held a party and dance Nov. 2 at the Masonic Hall in Buffalo.

Chapter officers for 1958 were elected at the annual meeting in November and will be installed at the February meeting. They are: **George E. Adams**, chairman; **Henry J. Schultz**, vice chairman; **Herbert Moyer**, secretary; **Frank Halbleib**, treasurer; **Ruth Nise Munger**, corresponding secretary;

**George Cunion**, **Leo Overs** and **James Moran**, trustees.

Congratulations to **Mr. and Mrs. William Winterberg** on becoming grandparents.

Another grandson for **Robert E. Symington** arrived Oct. 30 (**Robert m**).

Birthday greetings to **Mrs. George Feltz**, **Mrs. Ida Luecht** and **Frank Halbleib**.

New members are **John P. Porter**, Gowanda, crossing watchman, and **Wyne Barber** of Warsaw.

## Jersey City

By **G. C. Kalle**

The Ladies Auxiliary was host to the men folk at the annual Christmas party Dec. 4 at the Odd Fellows Hall. About 100 attended. Undoubtedly the severe snowstorm held the attendance down.

Refreshments were served after the meeting and hobbies were distributed.

Chapter officers for 1958 were elected at the November meeting.

(Next page, please)



THESE FOUR WERE RE-ELECTED by the general office chapter to serve another year at the annual meeting held in the Pickwick Restaurant in Cleveland. **Charles J. R. Taylor**, chairman, gestures with his gavel at **Edward J. Whelan**, vice chairman (far right) while **Joseph Pfiefer**, treasurer, and **William H. McGrath**, secretary (moustache) wait their turn.



THREE FROM THE AUDITOR OF REVENUES who met at the annual meeting of the general office chapter of the Veterans Association were (left to right) **Agatha Fleck**, **Llora Throop** and **Josephine Farrell**.

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**JULIE GORMAN**, daughter of Dale H. Gorman, car distributor at Marion, is studying at Wheaton College near Chicago, and doing practice teaching of high school Spanish.

They are: **Alex I. Raywood**, chairman; **William A. Brazel**, vice chairman; **Ernest Mastriani**, secretary; **Frank J. Reichardt**, treasurer, and trustees, **David Tice**, **Joseph Gurth** and **John McCoy**.

About 24 veterans and auxiliary members went to Hornell for the installation dinner of that chapter.

The system meeting and installation of officers at Jamestown was attended by 50 members from our chapter and auxiliary. The host chapter, Salamanca, provided a splendid program of entertainment.

Five members failed to pay 1957 dues. Continuous membership can be maintained by payment of 1957-58 dues.

Dues cards for 1958 are now in the hands of local shop and office representatives. Please give the new secretary a break and take care of these matters at your earliest convenience.

One of the objectives for the new year is to get more new and reinstated members into our chapter. Your assistance will be greatly appreciated.



# Latest Chatter About All the Erie Family

## Susquehanna Division HORNELL DIESEL SHOP

By R. L. Hammond

Good luck wishes to **Lawrence E. McCarthy**, pipefitter, who retired Nov. 30 after 40 years' service.

**Frank Wolfanger**, machinist, is Hornell's new mayor. Congratulations.

Since the deer season closed Dec. 3 many interesting stories

about missing the big ones are being told around here.

**Placidus Momm**, electrician, returned recently from a flying trip to his home town in Switzerland.

Speedy recovery wishes go to **Delbert Wescott**, machinist, who is ill.

**Jim Watt**, retired pipefitter, is planning an addition to his pear orchard.

**Howard Bryan**, retired electrician helper, has gone to Englewood, Fla., and **D. L. Davis**, former carpenter, has tied up at St. Cloud.

Supervisors **Ken Moore** and **Fred Young** spent vacations in Florida.

(Turn the page, please)



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Hans H. Adrlan	Stockman	Hornell	11- 8-57	31
Steve Berry	Trackman	Hamburg	10-18-57	43
Walter J. Blanchard	Engineer	Hornell	10-18-57	44
Clarence L. Castor	Supv Comm. & Signals	Youngstown	12-31-57	4 9
Clarence V. Croner	Chief Clerk	Minneapolis	12-31-57	35
Herbert R. Decker	Carpenter	Jersey City	11-11-57	33
Martin S. Discavage	Yard Brakeman	Salamanca	11- 4-57	41
Michael J. Donohue	Engineer	Binghamton	10-29-57	50
Henry B. Fredericks	Machinist	Meadville	11-15-57	49
Fred E. Flansburg	Engineer	Hornell	11- 5-57	40
Michael P. Fletcher	Yard Brakeman	East Buffalo	9-30-57	34
Nelson M. Flick	Car Inspector	Union City	10-31-57	39
Dominick Gacatino	Trackman	Jersey City	12- 2-57	27
William A. Galloway	Engineer	Hornell	10-28-57	39
Myrtle R. Gilbert	Investigator L&D	Cleveland	12-31-57	45
Bernard GOvert	Car Inspector	Hammond	11-30-57	31
Francis P. Johnson	Yard Clerk	Buffalo	10-31-57	36
Lawrence E. McCarthy	Pipefitter	Hornell	11-15-57	41
John F. McGuire	Roundhouse Foreman	Jersey City	12-31-57	50
Thomas D. McInerney	Yardman	Chicago	10-31-57	32
George Ofiara	Pipefitter Helper	Jersey City	11-12-57	32
Edward J. Piasky	Engineer	Avoca	11- 6-57	45
Dominic Piccirillo	Crossing Watchman	Corry	11- 4-57	28
Nicholas Reach	Asst. Section Foreman	Salamanca	11-22-57	46
Hendrik Schuitema	Boiler Foreman	Jersey City	11- 7-57	38
Frank W. Shaw	Passenger Brakeman	Huntington	10-31-57	50
Arthur F. Soop	Pipefitter	Jersey City	10-31-57	45
Roy E. Strong	Trackman	Little Valley	8-19-57	25
John L. Sullivan	Machinist	Salamanca	10-31-57	41
Walter B. Wallace	Engineer	Salamanca	11-29-57	49
Homer E. Wells	Engineer	Marion	11-13-57	41
George W. Wolfe	Operator	Buchanan	11-25-57	30



**MR. AND MRS. ERWIN WHITE**, Columbia City, Ind., have celebrated their 50th wedding anniversary. White was an Erie yard brakeman at Huntington for 40 years before his retirement nine years ago.

## Lighterage NEW YORK CITY

By Regina F. Frey

Congratulations to Charlie **King** who celebrated his 75th birthday on Nov. 24.

Al Pnsochowicz spent Thanksgiving and the weekend visiting friends in Baltimore.

**Joe Di Mitri** has been appointed stevedore clerk, vice Paul J. O'Neill.

Congratulations to Frances **King** whose birthday occurs in January, and to Paul Romeo and Ed Peterson who celebrate service anniversaries.

Alice Norton, retired mail clerk, visited us recently. We all enjoyed seeing her again.

## SHORT CUT to convenience!

Enjoy the convenience of Saving at any of the handy offices of 1st National Bank. There's one near where you live or work! (See telephone directory for locations.)



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## Buffalo Division BUFFALO MACHINE SHOP

By Frank Halbleib

Norman Schiller is a daddy again. His wife presented him with a baby girl. Daughter and mother are doing nicely. Cigars were enjoyed.

• • •

## Marine

By Jesse E. Baker

Mary Lou Vreeland, daughter of Capt. Carl Vreeland of the tug Marion, played an accordion solo on TV Station 13 in Newark on Sunday, Nov. 17.

New arrivals in families of marine personnel are James Lee Martini, son of **Leo** Martini, relief captain on the tug Elmira, and Deirdre Eileen Brockey, daughter of **Ed T.** Brockey, mate on the tug Chicago. Leo now has two boys and a girl.

**Ed** Farrell and brother Kenneth went rabbit hunting and bagged eight.

Capt. **Torn** Hogan has been sick for some time. We're all hoping to see him back on the ferry Jamestown real soon.

Capt. Axel Arentsen of the tug Akron has retired and is contemplating going to Arizona for his health.

Do you know that the Dutch discovered the Hudson Valley in 1509? It is said that Giovanni da Verrazano was the first white man to sail into New York Harbor, but this has not been clearly proven. In 1524 he sailed into New York or Narragansett Bay, it is not known which.

• • •

## New York Division SUPERINTENDENT'S OFFICE JERSEY CITY

By Mary A. D. Meyer

Congratulations to Clifford Beckwith who was elected councilman on the Democratic ticket in West Paterson.

Nice to see Rudy Appelot, Fred Dana and Dan Crowley back at work after illnesses.

Good luck to Christina McNamra, transferred to Pier 28, New York, as claim clerk, and to **Phil** Schmidt as clerk in the master carpenter shop, Jersey City. Also to Teddy Teehan as clerk at the floatbridge in Jersey City.

**Mr. and Mrs. Harry Coleman** have moved into their new home in Lyndhurst, N. J.

Neil Fulton, with his son Neil, Jr., John Masson, Mountain Lakes, and Al Moody, Newfoundland, went hunting in Maine the week of Nov. 11 and returned with a 335-pound bear and two deer.

•

## PASSAIC

Mary M. Molinaro spent a late vacation in Pennsylvania.

On Aida Sara's recent birthday ice cream and cake were served.

Marion Kaiser spent a vacation at Atlantic City in October.

Extra Trucker Tom Starling returns to college this month.

We welcome Bob Woolworth as extra operator-clerk.

Baggage man Charlie Eyth went deer hunting and his boys are looking forward to a venison dinner.

•

## WEEHAWEN DOCKS & LOCAL

By Violet Schmitt

Rose Marotta, telephone operator-clerk, found her two weeks of jury duty interesting.

Now that our bowling team has new shirts, we're hoping for better results.

Many from Weehawken attended the annual fall dance of the Ancient Order of Hibernians, including Past President John O'Brien, foreman, and family.

Best wishes for speedy recovery go to **D.** Stratton, checker; W. Moore, stower, hospitalized in Woodhaven, N. Y., and Jacob Wilson, stower.

Mrs. Mazie Hudson, wife of **Leo** Hudson, dock clerk, was the hit of the Melody Lane show at St. John's Church in Jersey City. She impersonated Sophie Tucker.

Nov. 2 marked the wedding anniversary of Mr. and Mrs. **J.** Hayes (general clerk). A family dinner was held at the home of Marie's mother.

The Gilbert Fortes (manifest clerk) announced the arrival of a grandson on Nov. 12 (Gilbert Forte **III**). The junior Fortes also have a daughter, Barbara Jane, 3.

Mr. and Mrs. Robert Colville (general clerk) were godparents for Robert McGowan, son of **J.** McGowan, tally clerk, at a christ-

(Next page, please)

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ening ceremony in the Sacred Heart Church in Lyndhurst.

**Mr. and Mrs. V. Horan** (crane shop) were blessed with a little girl on Nov. 8 (**Judith Regina**).

**Mr. and Mrs. G. C. Kalle** (assistant agent) attended the Princeton-Dartmouth football game on Nov. 23, and **Mr. and Mrs. H. Gaherin** (chief clerk) the Giants-Frisco 49ers game on Nov. 24.

**Al Hennigan's** (checker) son and daughter-in-law, **Mr. and Mrs. Ronald Hennigan**, were home for Thanksgiving. The son is with the armed forces at Fort Lee, Va. Another son, **Robert**, 17, a senior at Bayonne High School, is an accordionist with the Bob Hennigan Trio.

■ ■ ■

## Kent Division

### AKRON

By Besse Westbrook

**Dave Hinds**, relief clerk, and wife announced the arrival of a boy Nov. 2 (**Jeffery Lynn**).

**F. A. Kulton**, checker, is driving a new station wagon.

**Carol Elaine Carnes**, eldest daughter of Freight Agent **C. D. Carnes**, and **Wesley Carr** were married Oct. 19 in the Trinity Evangelical and Reformed Church.

The bride wore white lace and tulle over satin studded with sequins. The skirt of lace and tulle ruffles ended in a train. The imported veil of illusion was attached to a crown of seed pearls and sequins. She carried a white orchid with stephanotis on her Bible.

The bride's sister **Madeline** was maid of honor. She wore gold taffeta and carried green mums. The other four bridesmaids wore ballerina length taffeta gowns and carried gold mums.

**Dean Monbarren** of Hopewell, Va., was best man and there were four ushers.

The honeymoon was spent in the east.

■

## MARION

By Lucile Osmun

**D. J. Schoonmaker**, chief train dispatcher, entertained his brother and family at Thanksgiving.

**P. E. Knauss**, retired assistant chief train dispatcher, and wife are in Los Angeles for an extended visit. They arrived in time to see the Rose Bowl game.

We welcomed **C. E. Gatts** as track supervisor's clerk at Kent on Nov. 25.

**L. E. Knecht** spent his vacation with friends and relatives in Indiana.

We welcome **R. R. Mitchell** as road foreman of engines.

■ ■ ■

## Allegany Division

### SALAMANCA

By S. Minneci

**Charles A. Parker**, mail handler, and **Elizabeth J. Halloran**, daughter of the **M. Paul Hallorans**, were married Nov. 30 in St. Patrick's Church. They stopped in Washington, D. C. and points south on the wedding trip.

Some of our hunters had good luck during the deer and bear hunting season in Cattaraugus



**LORRAINE H. SKUPIN**, daughter of **Emil J. Skupin**, chief clerk, lightering department, wore lace when she was married to **Joseph Zurich, Jr.**, at Passaic. The couple will live in Clifton.

■

County. Yardmen **A. M. Ball** and **F. J. Crossfield** each got a deer. Young **Jack Dunn**, son of yard conductor **Hugh J. Dunn**, bagged a 250-pound black bear on a hill at the rear of his home in Bucktooth Run.

**Harold Hall**, express agent, his 84-year-old uncle, **Benjamin Baxter**, and **Jack Yardley** got their bucks within 45 minutes on the day the season opened.

Section Foreman (Ret.) **Nick Reach** and wife spent three weeks (Turn the page, please)

## Latest Promotions

Name	Location	Promotion	Date Started With Erie
Arthur Price	Jersey City	Div. Engr., Terml. & N. Y. Divs.	6- 6-16
E. W. Scott	Jersey City	Asst. Div. Engr., Terml. 6 N. Y. Divs.	6-13-28
L. M. Swoap	Jersey City	Asst. to Engr. M. of W., Eastern Distr.	1-23-18
J. H. Duane	Jersey City	Track Supvr.-Territory Extended	8-10-20
E. D. Fern	Jersey City	General Foreman M. of W.	3-29-43
W. C. Spain	Youngstown	Supv. Comm. 6 Signals	4-21-41
E. J. Gaughan	Buffalo	Asst. Signal Supervisor	8- 1-44
D. R. Hockenberry	Binghamton	Asst. Signal Supervisor	3-25-44

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**CAROL ELAINE**, daughter of **Chester D. Carnes**, freight agent at **Akron, O.**, and **Wesley Carr** were married in **Akron**, where they will make their home. The groom works for **Goodyear Aircraft Corp.**

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with their daughter and family in Waterford, Conn.

Conductor **Fred Spawton** and wife **Dorothy** left for Kissimmee, Fla., early in January, for several weeks' vacation. **Fred** has acquired land there for his golden years.

Retired Section Foreman **Sam Cucchiaro** and wife of Olean are spending the winter with their son **Andrew** in Sebring, Fla.

• • •

### Marion Division MAINTENANCE OF WAY

By **Maralene Trainer**

Congratulations to Carpenter **H. E. Chapin** and wife of Huntington who have been presented with a great-granddaughter, born to grandson **Larry Chapin** and wife.

Retired Plumber Foreman **John Sheldon** of Indian Lake, Ohio, and **W. B. Rathfon** of Huntington, retired Crane Engineer **G. Y. Knight** of Huntington, and former Track Supervisor Clerk **R. S. Myers** of Highland recently renewed acquaintances in Huntington.

### CHICAGO POLICE

By **J. S. Steen**

We welcome to the department Patrolmen **W. H. Vong** and **C. E. Smith**.

### HAMMOND CONSOLIDATED

By **Grace Connole**

Wreckmaster Foreman **John Urban**, accompanied by **Steve Piskula**, car department, went hunting during **John's** vacation in November. They chose the state hunting grounds at St. Anne, Ill., Iroquois County, and although it was raining, got their limit.

Florida visitors during November were **Mr. and Mrs. Ray Bentley** (night foreman) who did some deep sea fishing at Tampa, and **Mr. and Mrs. Roy Davis** (patrolman) who visited with **Mr. Davis'** brother in Fort Myers.

At 11:03 pm Nov. 21 in the Swedish Covenant Hospital, Chicago, **Mr. and Mrs. Robert N. Martin** became the parents of an 11 lb. 12 oz boy who has been named **Robert Kent**. This is the correspondent's first grandchild and, take it from grandma, he's a real honey—black hair, blue eyes and a sweet disposition.

**H. L. Kinzie**, rate clerk, a member of the national public relations and publicity committee, Veterans of World War I, and editor of the Indiana Bulletin, attended a hearing at Evansville Dec. 5, with **Olin E. Teague**, chairman of the veterans affairs committee, presiding. The basis of the hearing was pensions for World War I veterans.

Thanksgiving dinner guests at the home of **Mr. and Mrs. L. W. Connole** (chief clerk) were Patrolman **Frank Harris** and Rate Clerk **H. L. Kinzie**. No one became ill and everyone seemed to enjoy themselves, so the dinner was a success.

•

### CHICAGO GENERAL OFFICE

By **Marilyn Minch & Bernie Klein**

Happy birthday to **Fred Bell**, **Herb Boumann**, **Evelyn Coakley**, **Art Haase**, **Roger Kirtland**, **Seymour Kravitz**, **Curt Pinnell**, **Jack Soll** and **Vern Zipfel**.

A hearty welcome is extended to our newest colleague, **Elizabeth Svatik**, steno-clerk.

**Roger Kirtland** is taking a two-year paid vacation with his favorite uncle (**Sam**). Prior to this news **Roger** announced he had bought a sparkler for a friend.

**Tom Carleton** is patiently waiting (Next page, please)

*Erie Railroad Magazine*

ing to move into his new home in Calumet City.

Best wishes for speedy recovery are extended to **Frank Hickey** who is convalescing in St. Bernard's Hospital.

We are glad to see **George Kendall** back on the job after a bout with the Asian flu.

**Elaine Berlinski** was pleasantly surprised when the girls had a belated bridal shower in her honor. The happy event occurred Nov. 2.

#### TRANSPORTATION

By C. R. Swank

**M. J. Stonebraker**, division clerk, and wife spent their vacation in Florida visiting relatives.

We are happy to have **Joanne Pyle** with us again while our regular junior clerk in the superintendent's office is on leave.

Congratulations to **Harry Teems**, operator at WR Tower, and wife who have a new boy. His name is **Howard Alvin**.

**Wade Brodbeck**, ass't. chief dispatcher, and family vacationed in and around Clearwater, Fla.

**J. C. McCauley**, car distributor, and wife visited their daughter in Louisville, Ky., over Thanksgiving.

14th STREET, CHICAGO

By Chris Hardt

**Jakob Appelhans**, check clerk, who is in Germany on leave of absence, reports that he is making progress in arrangements to bring his family to the United States. We wish **Jakob** all our best in his attempt, and hope to see him safely back in the country of his choice, with his family and relatives.

**June** and **Herb Rossnagel**, former clerks here, have moved into their new home at Kankakee, Ill., with their adopted daughter. **Herb** is division manager for his company and the move was a promotion for him.

We were honored on Nov. 9 with a visit from **Hannah Connolly** of the Erie's Dayton, Ohio, office and son **Edward**. They were en route to California and stopped off at this station between trains. **Lena Savage**, comptometer operator, was enjoying her noon coffee break and had enough coffee to treat our guests.

A trip to Phoenix, Ariz., was  
January, 1958



**JAMES CLYDE HAND**, locomotive engineer at Youngstown, received his 50-year **gold** pass from **Walter G. Coleman**, road foreman of engines (left) while **Paul R. Rice**, trainmaster, looked on.

made by **Donna Major** (rate desk) and husband **Richard**, after their wedding Nov. 2 at St. Mary's Church in Hammond.

The bride is the former **Donna Marie Myers**, daughter of Mr. and Mrs. **D. W. Myers** of Hammond.

(Turn the page, please)



RAILROAD

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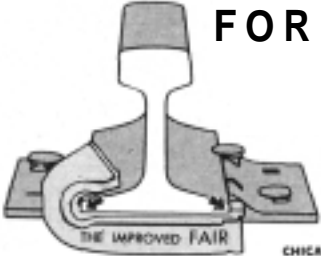
Chicago 38, Illinois

**Diesel Cooling System and Steam Generator  
Water Treatments • Combustion Catalysts •  
Fuel Oil Treatments • Weed & Brush Control**




ELWOOD SCHWARTZ, SON OF Charles F. Schwartz, general master mechanic at Jersey City, was honored for his work as publications editor for the Dayton Rubber Co. Here Schwartz (right) accepts a plaque from Fred Hobbs, director of personnel at Delco Products, Dayton.

• • •



## FOR HOLDING POWER

THE ANCHOR  
THAT LOCKS ITSELF  
ONTO THE RAIL




**THE P. & M. CO.**

Div. of P. & M. CO. CHICAGO

**NEW YORK**

## BUCKEYE CAST STEEL PRODUCTS

 <p>Truck Side Frames Truck Bolsters Couplers Buckeye C-R (Cushion-Ride) Trucks and Package Units</p>	<p>Yokes and Draft Attachments Freight Car Castings 6- and 8- Wheel Trucks</p>
---	--

**THE BUCKEYE STEEL CASTINGS COMPANY**

New York
Columbus, Ohio
Chicago

**Richard** is the son of **Mrs. Sophie Major**.

The Rev. **Joseph Zobel** was celebrant of the nuptial mass and solemnized the double ring ceremony. Organ music was played and white mums decorated the church.

**Ronald Grazcyk** was best man, and **Milton Kontos**, **Jim Jones** and **Larry Pitts** were groomsmen. The bride was given in marriage by her father and appeared in a gown of Chantilly lace and nylon tulle.

**Maureen Madden**, our stenographer-typist, was maid of honor and wore a gown of nylon chiffon and carried a bouquet of pink carnations.

The reception for 250 persons was at the Moose Hall in Calumet City and office associates were invited.

• • •

### Mahoning Division CLEVELAND FREIGHT

By **R. M. O'Connor**

**Anna Beck** has returned to this station from Youngstown as chief bill clerk.

December vacationers included freight handlers **Scott Caton**, **W. T. Hedrick** and **George Graham**; Demurrage Clerk **Ray Martley**, Rate Clerk **Jake Tischler**, Chief Clerk **Carl Grunwald** and Yard Checker **Ray Martyne**.

**Ray Martyne**, incidentally, won top prize of \$25 in a critics' contest sponsored by the Cleveland News, his second award in three months.

Typist **George Kilcoyne** bought a bowling ball which he claims is helping his average.

**Dorothy Feighan** won a carton of cigarettes and **Carl Grunwald** a box of candy at the Erie veterans' dinner.

•

### YOUNGSTOWN FREIGHT

By **Dorothy Danks**

A hearty welcome is extended to **June Taylor**, new general clerk.

Congratulations are extended to **Rose Marie** and **Dick Patrick** on their second wedding anniversary.

Among returning vacationists are **Carmen Davanzo** and **Margery Frampton**.

Congratulations are extended to **Mary Kay** and **Eddie Bell** on the arrival of a baby girl weighing seven pounds.

(Next page, please)

*Erie Railroad Magazine*

## POLICE DEPARTMENT

Capt. **J. O. Sheets** and wife visited with old friends in Florida on vacation.

Lieut. **D. Downie** and wife celebrated their 28th wedding anniversary recently.

Lieut. **C. H. Pageler** spent part of his vacation hunting deer in West Hickory, Pa.

Patrolman **A. Herrick** went hunting near Kane, Pa., on vacation.

Patrolman **J. M. Buda** reported very good luck on his hunting trips this season.

Patrolman **Banyas** spent his vacation on a deer hunting trip to his camp in West Hickory, Pa.

Patrolman **J. F. Gilson** and family spent Thanksgiving at the home of his sister in Jamestown.

**Robert L. Hamilton**, 12, son of Patrolman **R. E. Hamilton**, plays on the basketball team at Edison School in Ashland.

•

## ROAD FOREMAN OF ENGINES BRIER HILL

By **Catherine E. Campbell**

**James C. Hynd**, one of the senior passenger engineers in the first district, has completed a half century of service and has been presented with system gold passes for himself and wife by **W. G. Coleman**, road foreman of engines.

**Mr. Hynd** has been an engineer since 1919. Until two years ago he was at the throttle of passenger trains between Youngstown and Cleveland, Kent and Meadville. Now he is on the afternoon shift at the Youngstown passenger terminal and says he selected that job because he doesn't like to get up early.

**Mr. and Mrs. Hynd** have a daughter, **Mrs. Phillip King** of Sharon, and four grandchildren.

**Howard W. Arundel**, locomotive engineer, who was injured Nov. 6, is confined to St. Elizabeth's Hospital in Youngstown. He will be there for an indefinite period and cards and visits will help make his recovery easier.

Locomotive Engineer **Arthur Cruickshanks** spent his vacation touring in the North West. He stopped at Madison, Wis., St. Paul, Bismarck, Seattle, Las Vegas and Kansas City.

**Roy F. Ellis**, retired locomotive engineer, is spending his fourth consecutive winter in Mexico. He will go as far as Vera Cruz where he will renew friendships and acquaintances made on previous trips.

**Rollie R. Miller**, retired engineer, and wife are finding winter pleasures in Los Angeles. They are stopping with their daughter, **Mrs. A. W. Chamberlain**.

**George C. Minze**, locomotive engineer, and family spent the holidays in St. Louis. Son **George, jr.** was discharged from the army in time to join the happy group.

**Mr. and Mrs. Walter G. Coleman** spent a vacation in Miami. **Mr. Coleman** proudly wears on his watch chain a telescope containing a picture of **Mrs. Coleman** in her swimming togs.

Retired Engineers **E. I. Morrison**, Greenville, and **Lemuel T. McMahan**, Youngstown, and **Mrs. McMahan** are in Fort Lauderdale and

Miami, respectively, for the winter.

Locomotive Fireman **Frank J. Thomas** and family visited with relatives in Syracuse during the holidays.

**Mrs. Fred R. Thomas**, widow of the engineer, has returned to her home in Long Beach, Cal. **Mrs. Thomas**, who is in the eighties, enjoys traveling here twice a year and renewing friendships.

**Robert W. Horgan**, locomotive engineer, who is active in Battery A of the Anti-Aircraft Battalion of the National Guard, has been promoted to sergeant.

• • •

## Car Accountant CLEVELAND

By **Ella Carpenter**

Congratulations to **Les Arold**, former supervisor of statistics, whose new position is assistant chief clerk to car accountant.

Answering the call of young love, **Carol Cunningham** and **Keith**  
(Turn the page, please)

## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

## IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

## THE FIRST NATIONAL BANK of JAMESTOWN, N. Y.

CAPITAL, SURPLUS, UNDIVIDED PROFITS  
AND RESERVES . . . . . \$3,300,000

Member Federal Deposit Insurance Corporation

## RAILWAY DEVICES

## SPECIALTIES

FOR FREIGHT-PASSENGER  
AND REFRIGERATOR CARS

ILLINOIS RAILWAY EQUIPMENT CO.

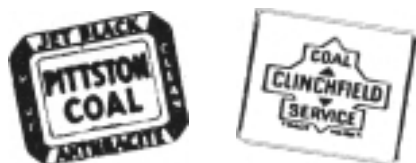
80 EAST JACKSON BLVD.

CHICAGO 4, ILL.



# THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,  
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Galuska became Mr. and Mrs. at St. Mary's Parish in New York while he was home on furlough from the Navy at El Centro, Cal. Carol subsequently left us to work in the transportation department.

Lynne Priest became Mrs. Jack Stevenson at a quiet wedding ceremony attended by the newly-wedded Mr. and Mrs. Bob Haynes. A reception for the wedding party and a few friends was held at Tuma's on Center Ridge Road in Westlake.

Norma Simmons, Jean Brady and Mary Ann Sabo took a quick trip to the big city to see "Auntie Mame," the lights of old Broadway and Radio Center. They also visited with Mary Martin, former coworker.

Lucille and John Babli journeyed east to visit relatives and spots of interest around New York and New Jersey.

Ella Carpenter visited relatives in Suffern, also Christie Pierce in Rutherford, and managed to squeeze in a couple of New York shows during the holidays.

Other easterners back home for the holidays were Alice Carroll, Violet Auryansen, Al Van Houten and Helen Trojahn.

Charlie Halusker's wife and daughter were recent New York visitors.

Chet Haughn was happy to have daughter Betty home from Michigan State for the holidays.

We think Audrey Hepburn had better watch her laurels since

Helen Ketchum got that new chic haircut.

Grace and Ed Bilson spent several days in Cleveland and had a wonderful time visiting with former coworkers.

Welcome back to Esther Nash who has been on an extended sick leave.

After a week's vacation there, Shirley Walker reports that more fun is to be had in the little town of Conneaut than in the big city of Cleveland.

We welcome to the force our newest stenog, Wilma Kerzman.

◆ ◆ ◆

## Accounting AUDITOR OF DISBURSEMENTS

By Denny Kish & Dorothy Buday

Since our last report, no one in our office has exchanged marriage vows, so we thought we would throw the spotlight on some whose recent anniversaries indicate that life—married—can be beautiful. Wedding anniversary congratulations go to Fergie and Mildred Small (26 years); George and Ruth Ernest (30 years); Frank and Alice Troyano (30 years) and to Harry and Jean Laurie whose Christmas anniversary completed 37 years.

Harry Laurie again would have given Santa Claus much competition in a popularity contest as he passed out the annual Christmas Club checks in the office.

Lottie Scholz celebrated the holidays with her brother and family in Allendale, N. J., and Kate Guiton had a fine time in her old stamping grounds—Jersey City.

Neva Rook and her sister now do their motoring in a smart new black and yellow car, while Ginny Blackley has taken title to a 1958 turquoise model.

Best wishes to Rita Talbot who has left our midst to become a full-time homemaker.

●

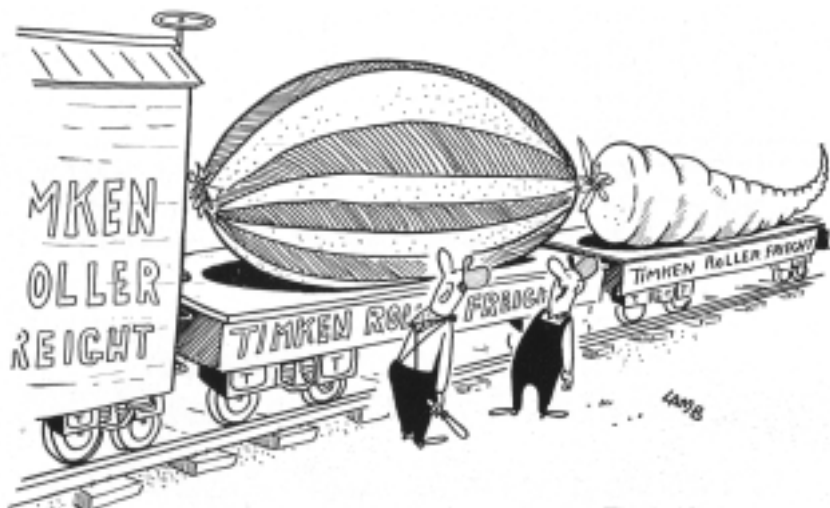
## HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Freddie Schmitt and wife visited their daughter, Mrs. Richard Moorehead, and family in Miami.

Fritz Singleton and Patty Washburn kicked up their heels at the Thanksgiving dance.

●



"THESE TEXAS FARMERS INSIST ON TIMKEN  
ROLLER FREIGHT TO GET THEIR PRODUCE TO MARKET."

**Bob Willey** of the Wage Bureau was a recent visitor in the office.

**Fred Petersen** and **Tom Halloran** tied for high average in the Erie bowling league with 181.

**Frank Bottomley's** luck is still holding. He won two turkeys and a check pool.

**Ray Clark** is sporting new winter tread style shoes.

**Bud Vanderhoof** is refereeing basketball games for another season.

**Robert Gregory** spent a long Thanksgiving vacation in New York City and New Jersey.

**Ella Dennison** spent her annual vacation in St. Petersburg, Fla.

Little **Kelly Ann** has come to live with the **James Donovans**.

**Ruth Hunt** and **Olga Nazar** vacationed in Florida and Cuba.

**Dave DeLany** and **Abber Burdette** were lucky deer hunters with the long bow.

**Nell Singleton** has retired after 41 years' service. She was given a party by the fair sex of the office at the Country Club and a special surprise party at the New Hotel Sherwood.

**Ed Leferink** is substitute bowler for the Accounting Bureau bowling teams.

**Frank Krider** spent a few days in Meadville.

**Mozzy Piacenti** is back on the office payroll after being furloughed from the shops.

**Ruth Hoyt** is back at work after being hospitalized.

## Ferry

(Story begins on page 10)

The Erie is appealing the decision to the United States supreme Court.

In the meantime, the railroad is required to operate the ferry and absorb the loss of nearly one-half million dollars a year for the accommodation of roughly 1,450 passengers. In simple arithmetic this means that it's costing the Erie Railroad about \$345 per passenger per year to transport a commuter across the river.

Pretty costly yacht ride, eh what? And the drain is likely to go on while the knotty jurisdictional problem is being straightened out.

# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
"Allen, Leason Henry	Engineer	Allegany Division	11-11-57
*Binkert, George	Conductor	Buffalo Division	10-10-57
*Black, Charles Albert	Conductor	Buffalo Division	9-28-57
*Boykin, Robert Hill	Superintendent	Wyoming-Jeff. Divisions	1-13-58
*Campbell, Harry Brace	Carpenter	Susquehanna Division	10- 2-57
Clemmens, William	Engineer	Allegany Division	11- 4-57
Coletta, Silvio	Trackman	Susquehanna Division	10-28-57
*Cunningham, Edward Russell	Car Inspector	Avoca Car Shop	10-18-57
*Dain, Bert Jeremiah	Conductor	New York Division	11- 1-57
*Erlander, Karl	Barge Captain	Marine Department	11-11-57
Hadley, James Patrick	Carman Helper	Avoca Car Shop	10-16-57
*Hunter, John Joseph	Boilermaker	Jersey City Shop	10-17-57
*Kase, William John	Painter Foreman	Susquehanna Coach Shop	8-26-57
"Kearney, Matthew McDonald	Barge Captain	Marine Department	10-17-57
"Killam, Mark	Trackman	Jefferson Division	10-22-57
Logue, Paul McKinley	Telegraph Operator	Meadville Division	10-30-57
McCarthy, Frederick Patrick	Carman Helper	Susquehanna Coach Shop	10-28-57
*Mickulas, Joseph	Mill Machine Hand	Chicago Car Shop	11- 5-57
Miller, Arthur Joseph	Machinist	Meadville Diesel Shop	10-31-57
"Miskuf, Stephen Joseph	Boiler Foreman	Buffalo Shop	11-12-57
*Nolte, Albert John	Car Repairer	Jersey City Psgr. Car Shop	11-12-57
*Perkins, Floyd Lorenzo	Engineer	Allegany Division	10-25-57
Robinson, Harley Ellsworth	Carpenter Helper	Susquehanna Division	10-29-57
Romanoff, Joseph	Supv. Fght. House Optn.	Cleveland	9-24-57
Ruane, Charles Ambrose	Freight Conductor	Wymoning Division	7-29-57
*Scales, Frank William	Machinist	Port Jervis Shop	10-23-57
*Shields, David Andrew	Machinist Helper	Port Jervis Shop	10-30-57
Shields, John Joseph	Machinist	Susquehanna Shop	10-24-57
*Smith, Charles Joseph	Dock Clerk	Weehawken	10-22-57
*Smith, Lester Charles	Yard Conductor	Buffalo	10-14-57
*Smith, William Edward	Chief Rate Clerk	Chicago	9-13-57
"Stubbs, George	Laborer	Brockway	9-17-57
Sullivan, Harry Joseph	Crossing Watchman	Susquehanna Division	10-26-57
*Westervelt, Charles Edwin	Road Conductor	New York Division	9- 3-57
*Retired Employees			



## PROGRESS IN TRANSPORTATION- AND BRAKES

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

Use "AB" for today's freight trains.

Use "HSC" for Conventional High-speed, Light-Weight Passenger Trains.

## The New York Air Brake Company

230 Park Avenue, New York 17. N. Y.

Plant: Watertown, N. Y.

## Accounting

(Story begins on page 14)

time, we will be able to do a better job in furnishing the figures to the management currently, which is so essential in these modern times in managing the property.

This new machine will bring our methods into step with the Diesel locomotive age. The device itself, and its subsidiary units, will be installed in the Columbia Building in Cleveland during the first six months of the year.

Meanwhile, since **Jan. 1**, the Erie has been renting a machine of the same type and Erie personnel are learning to use it.

### More Uses for Machines

The 650, however, is only the capstone of our electronic accounting. At the end of 1957 we already had 196 electronic machines at work in all sorts of routine tasks, among them the preparation of payrolls and payroll drafts.

And the machines are proving more and more useful as we find new ways to use them. **For** example, during the year, by the addition of an attachment for running payroll drafts, besides entering the payee's name, number, deductions, amount due, etc., the machine countersigns the drafts as well. Formerly, the countersigning was a separate operation.

Too, during 1958 more and more inbound interline carload waybills will be handled by punch card machines, and by the end of the year 90 % of them should be handled by routine machine processes, to serve both our management and our customers better and faster.

• • •

## Traffic Sales

(Story begins on page 13)

business and pleasure. The Erie's low coach and first-class rail fares between New York and Chicago give us an important advantage which we seek to promote at every opportunity.

Through cooperative meetings with conductors, trainmen and ticket office personnel, the courteous services which are a byword on the Erie have been developed. Coupling such effort with fine equipment will add up to successful sales and **more** effectively enhance our reputation with the public generally.

Sales are the result of planning and attention to shippers' needs, and it **is** our purpose to analyze and satisfy our customers' needs wherever possible. Successful sales effort means continued company growth and assures the security of every Erie employee.

To back up the sales effort, efficient service of the highest quality must be provided for every commodity we carry. Then, in a way, all the things all of us do—lay track, move cars, handle freight, bill freight, whatever it is—go into making the dependable service for which Erie is justly famous; therefore, every employee in his own way is an **Erie** salesman.

I have high regard for the loyalty and pride of Erie men and women and am sure our abilities and training will be evidenced by the end of 1958 when another successful year will have become history.

• • •

## Subway Cars

(Story begins on page 6)

gleaming in stainless steel and aluminum inside, with easily maintained exteriors. They have both dynamic and air brakes, and the dynamic brakes are those used for applications when the train is going over 10 miles an hour. Emergency and final brake applications are made with the air brake.

Two motors are hung from every driving truck, and are so arranged that they may be changed without lifting the car body from its trucks, **or** removing the trucks **from** the car. They are hung from the bolster.

Fully loaded, the **cars** are designed to carry **200** persons, and seats, with foam rubber cushioning and plastic covers, are provided for **44** passengers. Thanks to their light weight per passenger, the coaches have an acceleration rate of 2.5 miles an hour per second. Service braking reduces the speed at a rate of 3.5 miles an hour per second, and emergency brakes at **4** mph per second.

To keep passengers happy fluorescent lights that give 20 foot candles at the reading level run the length of the **car**. Five loudspeakers in every car, located beneath the seats, may be used to announce stations.

These cars have a weight of 1,600 pounds a seat, but with a full load the weight per passenger falls to about 355 pounds a passenger.

• • •

## Pierson

(Story begins on page 8)

Mr. Pierson married Mary Koch of Cleveland in 1918. The couple have three children, Allan D., a teacher in Wilbur Wright Junior High School, Cleveland; Richard W., a teacher at an Elyria (O.) junior high school, and a married daughter, Mrs. Eleanor Matthews, of Cleveland, and two grandchildren.

**Mr.** Pierson plans to spend the next few years in seeing the United States, the West Indies and Europe, and will maintain his home at 3769 Carol Boulevard, Rocky River.

• • •

## W. H. MINER, INC.

### EFFICIENT RAILWAY APPLIANCES

CERTIFIED FRICTION DRAFT GEARS

CERTIFIED RUBBER DRAFT GEARS

POWER HAND BRAKES

TRUCK SPRING SNUBBERS

THE ROOKERY

CHICAGO

# Blood Bank

(Story begins on page 5)

Should anyone be temporarily unable to give blood because of illness **or** any other reason, another name is drawn. As soon as the "passed" person is again able to give blood, he is called upon to do so before any further names are drawn by lot.

## Volunteers for First 30

Among the clerical tasks that had to be performed in setting up the bank was a typing job of some magnitude--1,600 cards pertaining to the individual members. In this **Mrs.** Campbell had the help of Mrs. O'Brien, Mrs. W. E. Moss, Mrs. Raymond Brode, Miss Ann Shadenfroh and Miss June Taylor.

Too, there was the matter of the first 30 pints of blood--and these pints were furnished by the following volunteers:

George C. Minze, David M. Huggins, Robert C. Joyce, Edward Bell, A. F. Hartman, jr., John L. Wasson, John P. McFadden, William G. O'Brien, Elizabeth Tarkins, Mrs. Mildred Mays, Paul R. Rice, Charles S. DeSantis, Robert K. Campbell, Mrs. Robert K. (Catherine) Campbell, John A. Cook, William H. McIntyre,

Fred J. Ruane, Michael Mantini, Donald M. Bechdolt, Jack Scott, Richard Carroll, Raymond O. Brode, Ralph N. Barber, Peter Barber, Verdi T. Socciarelli, W. W. Headley, Charles H. Pageler, Thomas P. Vestal, W. E. James and Ray T. Dalton.

Both O'Brien and Mrs. Campbell expressed gratitude to the Erie's supervisors in aiding them in setting up the blood bank organization, which is not part of the railroad's activities, but an independent association of employees.

"Francis J. Mulligan, superintendent, Walter G. Coleman, road foreman of engines, Loyd G. Robinson, master mechanic, Michael Mantini, chief clerk, yardmaster's office, and Paul R. Rice, trainmaster, all sanctioned our efforts and helped us in every way," O'Brien, who is director of the blood bank group, says.



# Medical

(Story begins on page 11)

free polio and Asian flu vaccinations for all employees who desire them.

Inaugurated early in 1957, the polio vaccine program has resulted in more than 6,800 injections to date, and will, we feel sure, prove an effective deterrent to the spread of this crippling disease.

Now that an adequate supply is available, the program of Asian flu vaccine distribution is also progressing satisfactorily.

All this is part of our general program, aimed at maintaining a high level of health, which is not only a business asset of first magnitude for the railroad, but of first importance to the individual if he is to enjoy both his working and leisure hours to the full.



There are approximately 125,000 refrigerator cars in operation on the American railroads. Most of them are fitted with air circulating fans and improved insulating materials, and many of them are equipped with wide sliding doors.

# Research

(Story begins on page 15)

growth of this work can be traced to the increasing need for knowledge of our costs to help in effectively establishing competitive rates and to determine our most valuable traffic based on net revenues.

In the past we have made studies of potential traffic to be used as a guide by the traffic department. It is our sincere hope that 1958 will provide the necessary time to permit us to improve and refine these studies, so that we may actively aid in developing additional traffic for the Erie Railroad.

In conclusion, I would like to stress that in the work of this department, we continually depend upon information, statistics, and other data which originate all over the railroad. Therefore, to the extent that you can help make these statistics more accurate and meaningful, you have a personal opportunity to participate in the work of this department and the progress of your company.

## Promotion on the way? Be ready when it comes!

With ICS training under your belt, when the time comes to move up, you can move with Confidence knowing you're fully prepared.

Whatever phase of railroading you're in, there's an ICS course that can help **you** in your career. Every

course is supervised by practical railroadmen.

**You** study at home, in your spare time. Clear, easy-to-follow instructions lead you through every step.

Get set for success! Send the coupon today for complete details.

*Special discount for Erie employees*

## INTERNATIONAL CORRESPONDENCE SCHOOLS

Explain fully about your course marked X:

Box 33297A, Scranton 15, Penna.

- ☐ Railroad Administration
- ☐ Accounting
- ☐ R. R. Air Brake
- ☐ Blueprint Reading
- ☐ Bridge & Bldg. Foreman
- ☐ R. R. Car Inspector & Air Brake
- ☐ Carpentry & Millwork
- ☐ Chemistry
- ☐ Civil Engineering
- ☐ Commercial
- ☐ Construction Engineering
- ☐ R. R. Diesel Electrician

- ☐ Diesel Electric Locomotive
- ☐ R. R. Diesel Engineer & Fireman
- ☐ R. R. Diesel Machinist
- ☐ Electrical Engineering
- ☐ Electronics
- ☐ Machinist & Toolmaker
- ☐ Mathematics & Mechanics for Engineering
- ☐ Mechanical Engineering
- ☐ Plumbing & Heating
- ☐ Personnel — Labor Relations

- ☐ Radio
- ☐ Television
- ☐ R. R. Apprentice Training
- ☐ R. R. Car Repairer
- ☐ R. R. Engineering
- ☐ R. R. Rate Clerk
- ☐ Roadmaster Section Foreman
- ☐ Supervision
- ☐ Surveying & Mapping
- ☐ Telephony
- ☐ Traffic Management
- ☐ Welding—Gas & Electric
- ☐ High School

Name \_\_\_\_\_ Age \_\_\_\_\_

Home Address \_\_\_\_\_

\_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_ Name of Railroad \_\_\_\_\_



## Operating

(Story begins on page 12)

**Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.**

**Quarry at Huntington, Ind., on the Erie Railroad**

**Ask Us For Prices**

**THE ERIE STONE COMPANY  
TOLEDO 4, OHIO**

agement may provide all the tools of safety, it is up to the individual employe to make use of those tools, and to do his part. Every employe can contribute to the improvement of his own safety and that of his fellow employes by being alert at all times. He is the only one that can take care of this major responsibility.

It is obvious that the outlook for 1958 presents a challenge to each and every one of us. Everyone has a job to do that is essential to the over-all success of our operations. With everyone pitching in to the best of his ability, I am sure we can successfully meet the challenge that confronts us.

## Public Relations

(Story begins on page 15)

nothing can fail, without it nothing can succeed."

A favorable public opinion is a necessary ingredient to the success of our railroad. Just to cite one example, with public opinion on our side, we are better equipped to ward off political attacks and unsound legislative proposals that come our way so often.

And if public opinion is favorable enough, we can have a much better chance to get some legislative relief from the burdensome regulations and unfair competition: under which the railroads are required to operate. The railroads are on the threshold of making some encouraging progress in this direction in 1958. This could well be "a year of decision" for the railroad industry.

So you can see, even though it isn't listed on the company's balance sheet, the goodwill of the public is one of the best assets we can have. But it can't be bought, it has to be earned.

We are entering a year when there will be a need for greater emphasis on building and keeping public goodwill. There will be a need for better understanding of the railroad situation; a need for explaining in a convincing way why we do things as we do; a need for more courtesy and consideration for others; a need for showing the public that we are interested in them.

The belt tightening that appears to be necessary in all of our operations in 1958 will quite likely generate new public relations problems and many existing ones will be intensified. Because of the need for economy, we will not be able to do all of the things the public expects of us in the way of new equipment and more modern facilities and improvements.

However, the need for economy does not prevent us from being friendly or courteous or giving good, dependable service, or taking advantage of opportunities to gain a better understanding of our accomplishments and objectives. These things cost nothing but mean a great deal to the success of our railroad.



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Electronic "traffic cop" clears the track ahead. On this Centralized Traffic Control board—"CTC"—the dispatcher sees the location of all trains operating in his district. By pushing buttons or flipping levers on the panel before him, he throws switches and sets signals to control the movement of all trains over hundreds of miles of track.



## More Railroad Progress like this depends on adequate earnings

### Isn't this common sense?

Centralized Traffic Control is just one of the many improvements which help make the railroads far and away our most efficient form of mass transportation.

Railroads are constantly making such improvements — and will make many more as rapidly as they are able to earn the money to pay for them. But the earning power of railroads today is re-

stricted by outdated public policies that **favor** competing forms of transportation.

This unequal treatment causes the public to lose some of the benefits of railroad progress — progress as important to the nation as it is to the railroads.

In the interests of all of us, the railroads **should** be permitted equal opportunity to earn an adequate return on the money invested in them. Then everyone would benefit — including **you**.

Isn't this common sense?

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.



YOUR BASIC TRANSPORTATION

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## Railroading on the water



Progressive railroading means more than diesel locomotives, electronic signaling devices, and other modern rail equipment necessary for delivering essential goods. On the Erie, it also means floating a good sized "Navy."

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in New York Harbor with a fleet of all-diesel tugs, lighters and barges . . . even a 50-ton floating crane. These facilities are part of Erie's *complete* freight service that saves time and money for shippers.

Railroading on the water is not considered unusual **on** the Erie. It's

another vital part of Erie's progressive railroading that has introduced such things as trains carrying trucks "piggy-back" . . . radio-telephone equipped trains . . . and "Quick Action" Car Locator Service that helps Erie men give shippers instant information on their shipments enroute.



# Erie Railroad

Dependable Service For The Heart Of Industrial America