

**PROUD
SCHOLAR**

OUR 53RD YEAR OF PUBLICATION

JULY 1957

The President's Page

IN LOOKING FORWARD to being with the Erie Veterans at the annual outing at Conneaut Lake Park on July 20, many thoughts come to my mind. One is the realization that the strength of our organization stems largely from the experience and wisdom of our older employes who have devoted many years of service to the railroad. Their knowledge of the job to be done provides invaluable guidance for the younger employes, who in turn will be the veteran railroaders of tomorrow.

The railroad gains a great plus value by this process of passing along knowledge and creating an attitude of responsibility and dedication to service for the younger members of the family. The result is a certain quality and character that marks the Erie as an efficient and friendly place to work. When men and women understand the importance of the work they do together and have the good sense to do it well, they reap the rewards of job satisfaction and life-long friendships.

We need look no further than the example set by former president Paul W. Johnston who, at the end of this month, officially retires from active duty. Many younger employes, including those of us who have had the privilege of working closely with him, have felt the warmth of his friendship and his guidance. We have all benefited by the influence of his teachings. He has willingly passed along to us much of the railroad knowledge he has acquired over the years as one of the outstanding railroad men of our time.

I hope all Erie Veterans will make a special effort to attend this year's outing as a fitting tribute to Mr. Johnston's 45 years of loyal and sincere service to our Company.

H. W. Van Weller



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 editors try to tell objectively and completely about the progress of the Erie by discussing management's policies, day-by-day practices, problems and plans for the future. Just as important is the human side of the news. Emphasizing contributions to better citizenship and a better Erie, part of each issue is devoted to individual aspirations and achievements of Erie employees on and off the job.

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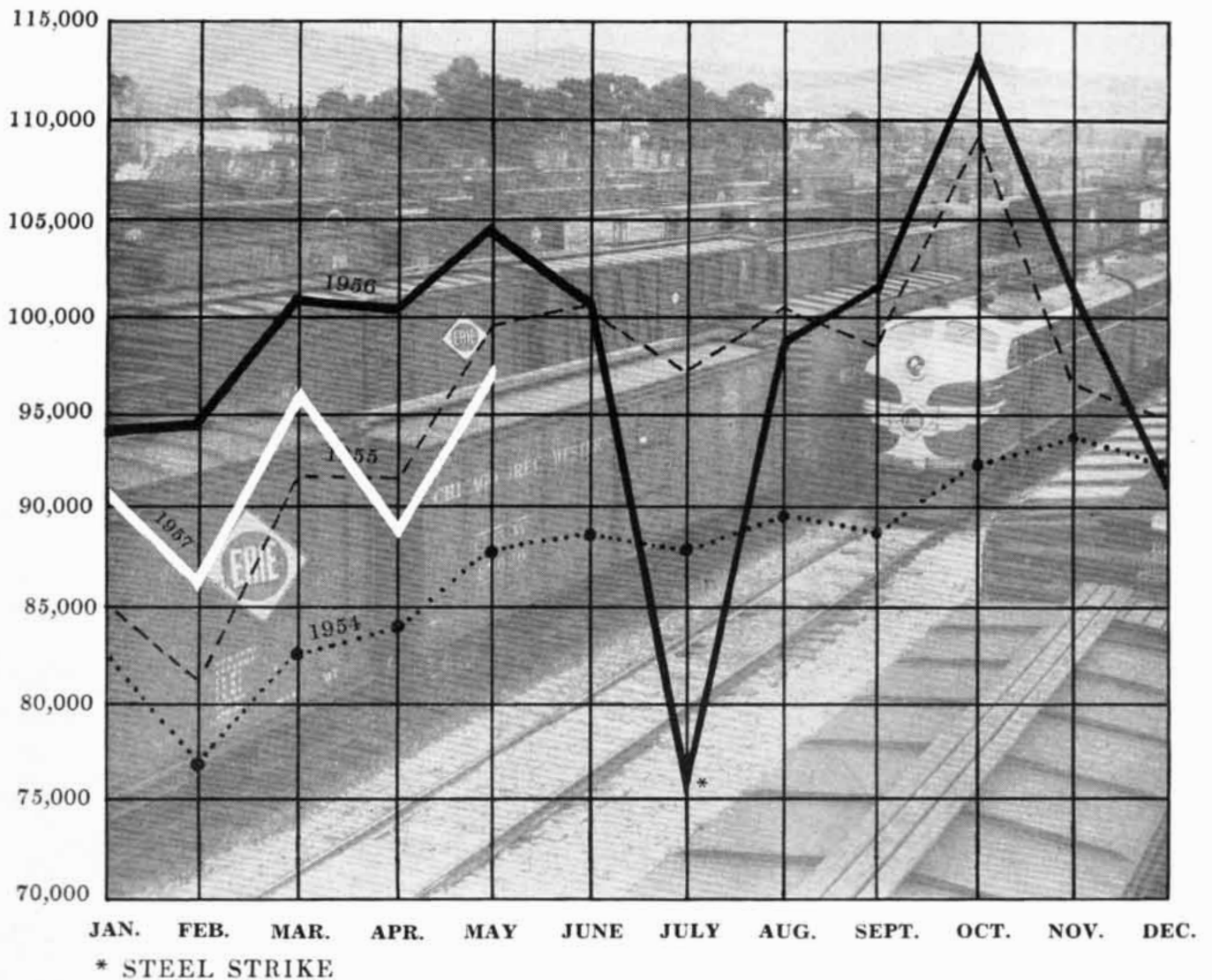
THE COVER:

The proud mother on the cover is Mrs. Boyd W. Cook, better known to Erie Railroad people as Jo Ann Hohman of Jamestown, one of the first Erie scholars to be graduated from college under the Erie Scholarship Award Plan for employee's children. The younger girl is named Alison Jo, and she is proud of her first tooth, which you can see if you look closely. For more news about the first Erie graduates, turn to page 12.

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

Railroads Never in Stronger Position, Superintendents Told

President of Erie Strikes Optimistic Note in Speech

RAILROADS never have been in a stronger position, economically and technologically, than they are today, Harry W. Von Willer, president of the Erie, told 390 railroad superintendents last month.

Mr. Von Willer was the principal speaker at the three-day convention of the American Association of Railroad Superintendents held in Chicago, and a note of optimism ran through his whole address.

"The railroads were never in a stronger position than they are today as far as economics and technology are concerned," he said. "Never has there been a greater realization by railroad management of the importance of the immediate, as well as the longer-term, potentials of mechanized accounting, the substitution of single-main-track operation by means of two directional centralized traffic control, mechanized roadway maintenance, electronic yards, coordination and pooling of trains and facilities, and mergers. All of these developments, and many more, indicate that further operating savings are possible and that the railroads will continue to be the low cost, mass transportation agency."

Must Be Alert

"We must be constantly on the alert to discover opportunities to reduce operating costs without sacrificing service. We all know these opportunities do not come too easily. They must be carefully studied and researched. Some projects can be undertaken without involving too much in the way of capital expenditures. Others, we all realize, must wait until adequate funds are available to carry them out," he declared, and told how the railroads have spent over 11 billion dollars in the last 10 years on technological improvements. But he warned that more than that must be spent in the next 10 years



HARRY W. VON WILLER, president of the Erie (center), and **Guy L. Brown**, grand chief engineer, Brotherhood of Locomotive Engineers (right), both spoke at the banquet of the American Association of Railroad Superintendents. **H. Hale Clark**, superintendent of transportation for the Erie (left), and president of the superintendents' group, was toastmaster.

if the roads are to keep pace with the nation's economy.

On the industry's regulatory problems, Mr. Von Willer reported considerable progress.

"The sun is beginning to break through," he said. "The Interstate Commerce Commission is streamlining its operation. . . . 'User charges' for our competitors, which some people regarded as ridiculous railroad propaganda, are now being considered, discussed, and proposed with considerable light and with lots less heat. More and more, it is being accepted as a fair and equitable principle."

User Charges

The user charges to which Mr. Von Willer referred were suggested to Congress by President Eisenhower, who urged Congress to examine whether or not the airlines, truck lines and barge lines were paying their proper share of the costs of federal facilities they use when looking for new sources of revenue.

Mr. Von Willer called piggy-back service "a most encouraging development."

After outlining the increased demand for transportation ton-miles, the increase in population, and higher standards of leisure, he pointed out that the railroads have an opportunity not merely to participate in the future ton-mile potential, but to increase their percentage of the whole.

Market Research

He emphasized that, if the railroads are to capitalize on their opportunities, two things must be done both of which the railroads can do without outside help.

Those two things, he said, stem from his realization that the railroads must create a product that fits the needs of the customer, and second, that the railroad industry is a national entity, and the whole can be only as good as its parts.

He urged the use of market research as a tool in creating the product the customer wants.

"Find out the facts by the use of marketing research," he urged. "Find out what the manufacturer—distributor—buyer—needs in the way of service and type of equipment,

(Please turn to page 34)

Paul W. Johnston to Retire as Chief Executive Officer

Will Continue to Serve Erie as Chairman of Board

A NEW CHAPTER in an Erie Railroad story that began on Oct. 5, 1886 will start on the 31st of this month.

For that is the day Paul W. Johnston will retire from active service, after a lifetime spent, save for the years of World War II, always within sight and sound of the Erie Railroad.

He will relinquish his title as chief executive officer, but will continue to be chairman of the board of directors.

Not that P. W. J. was even on this earth in 1886—he did not arrive until 1892 and has worked “only” 45 years for the Erie. But it was on that October day in 1886 that his father, the late William R. Johnston, began his 47 years of service as station agent with the road. And when son Paul was born, it was in a house across from the station at Transfer, Pa.

That period gave him enough funds to start his college career, a career that some of his friends thought would lead him out of railroading and into the ministry.

It did not do that, but it gave him a life-long interest in history, in education, and endowed him with a sincerity of manner and a broad outlook on matters far beyond the railroad field.

“Above all, Paul Johnston has always been a gentle man,” a newspaper editor says of him, “and that is both two words and one. He is a gentle and kind person in a business traditionally full of gruffness and roughness. He is kind to everybody.

“Another thing that distinguishes him from most railroad presidents of my acquaintance is his deep interest in colleges and education. Whenever I met him, we soon found that that was our common ground.”

Upon others, too, he made the impression, first of all, of a scholarly man. Yet they soon found he was a man of action, for all his scholarly appearance, a man who could think clearly, make decisions and then translate his decisions into action.

But we are getting ahead of the story.

On the Allegheny campus the future railroad president displayed qualities of leadership, as well as of the scholarship that was to win him

And long before most boys have any idea what their future careers will be, the young lad who was eventually to be president of the Erie was already being bent in the way he would go.

For Paul loved to be around his father's station—ready to run errands, do chores, and make himself generally useful. Meanwhile he was learning, as only quiet boys can, with ears and eyes wide open.

His first duties were simple, but arduous ones. It was he that saw to it that the station stove was aglow by 6:30 a.m., that the ashes were dumped, the station swept out, the lamp chimneys cleaned, and the wicks trimmed.

So, by the time he was 16—and a graduate of high school—he was able to work full time for the Erie to help earn money to attend Allegheny College at Meadville. He had already been a yard clerk, at \$45 a month, in his high school vacations, but from June, 1909 to Sept., 1910, he was baggage handler at Greenville.

a Phi Beta Kappa key. He became editor of *The Campus*, the student newspaper, and a regular member of the college debating team.

His work in debating won him election to Delta Sigma Rho, the national debating fraternity, and he was a member of Phi Gamma Delta, an outstanding social fraternity.

After his graduation from Allegheny in 1914 Mr. Johnston studied theology at Boston Theological Seminary, but the call of the railroad was strong—after all he was born within sound of the Erie's whistles—and he became station supervisor at Meadville.

Assistant General Manager

He subsequently held the positions of rules examiner, assistant to division superintendent and clerk, then trainmaster. Thereafter he moved from divisional posts to systemwide positions, first becoming assistant superintendent of transportation.

He was superintendent of transportation from 1933 to 1935, assistant general manager until 1937, assistant to the vice president, 1938-1939, and in the latter year became general manager of the railroad. He was assistant vice president from 1940 to 1945, but much of this time he spent in the Army in the Pacific.

For the qualities of original thought, and the power of turning

thought into action were sought for by the Army, and in March, 1942 P. W. J. was furloughed by the Erie to accept appointment as a colonel to head a railroad mission in Australia when the picture in the Southwest Pacific was far from bright.

Placed at the head of a group of transportation experts, made up largely of fellow Erie men, he was flown immediately to Australia to study and adapt the transportation situation there to the Army's needs.

His work on co-ordination of transportation in a land of vast distances, great deserts and a multiplicity of railroad gauges was carried out so brilliantly that General MacArthur placed him on his staff, in charge of procurement, lend-lease and reciprocal lease-lend for the Pacific Theater of Operations. He was the American member of the Allied Supply Council at the conference on UNRRA.

He served as General MacArthur's chief representative in Australia, meeting with various government officials and committees on many matters of importance; his supply problems took him to conferences in England, India and New Zealand, and he practically commuted between Australia, the Philippines, and New Guinea.

(Please turn to page 33)

Erie Railroad Magazine



Paul W. Johnston

Plan Track Cut to Do Better Job Faster for Less Money

PLANS to do a better, faster, and more economical job of transportation with 75 fewer track miles were announced at Binghamton last month by Harry W. Von Willer, president of the Erie Railroad, and Perry M. Shoemaker, president of the Lackawanna.

All the saving, too, is to be done in a 48-mile stretch between Elmira and Binghamton, where both companies will operate over 41 miles of existing double track owned by the Erie, and seven owned by the Delaware, Lackawanna & Western.

Sometime in the next 60 to 90 days the railroads will petition the Interstate Commerce Commission for permission to make the change, and if the commission acts promptly, the arrangement will go into effect sometime in the summer of 1958.

Physical changes necessary will cost about 1½ million dollars, and will be spent for a new junction between the roads at a point, known as Parshalls Cove, 10 miles east of Elmira, new signal and communication installations, and a new track connection between the roads just west of Binghamton. The investment is expected to produce savings of more than 25% on the investment every year.

Here's how the 75 track miles are saved in the 48-mile strip: Seven route miles of Erie double track, Parshalls Cove to Waverly, 14 miles;

12 miles of DL&W double track between Waverly and Nichols becomes single track, 12 miles; 20 miles of DL&W double track between Nichols and Vestal, 40 miles; nine miles of DL&W double track, Vestal to Binghamton yards, becomes single track, 9 miles.

At Binghamton both roads will use the present Lackawanna station for passenger traffic; the Erie stations will be used at Endicott, Owego and Waverly. Part of the Erie's Binghamton station will be used for express.

Approximately 60 trains a day, both freight and passenger, will operate over the joint line which will be double track and equipped with modern signalling devices.

This is one of the projects the Lackawanna and Erie decided to study in 1955 looking toward the pos-

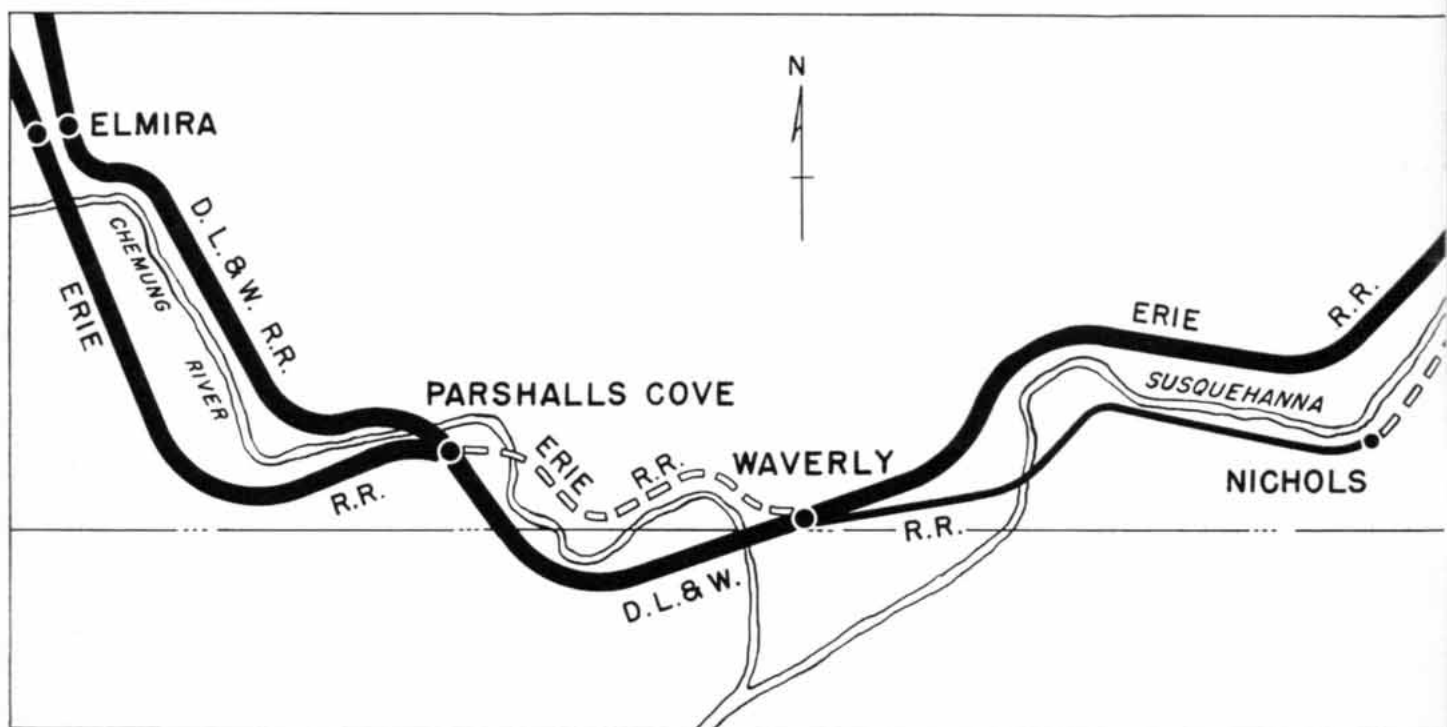
sibility of eliminating duplicate facilities for greater economy and more efficient service. Freight houses of both roads were combined about a year ago at Elmira and Binghamton; and in March of this year Erie's passenger train operations were transferred from Jersey City to the Lackawanna terminal at Hoboken.

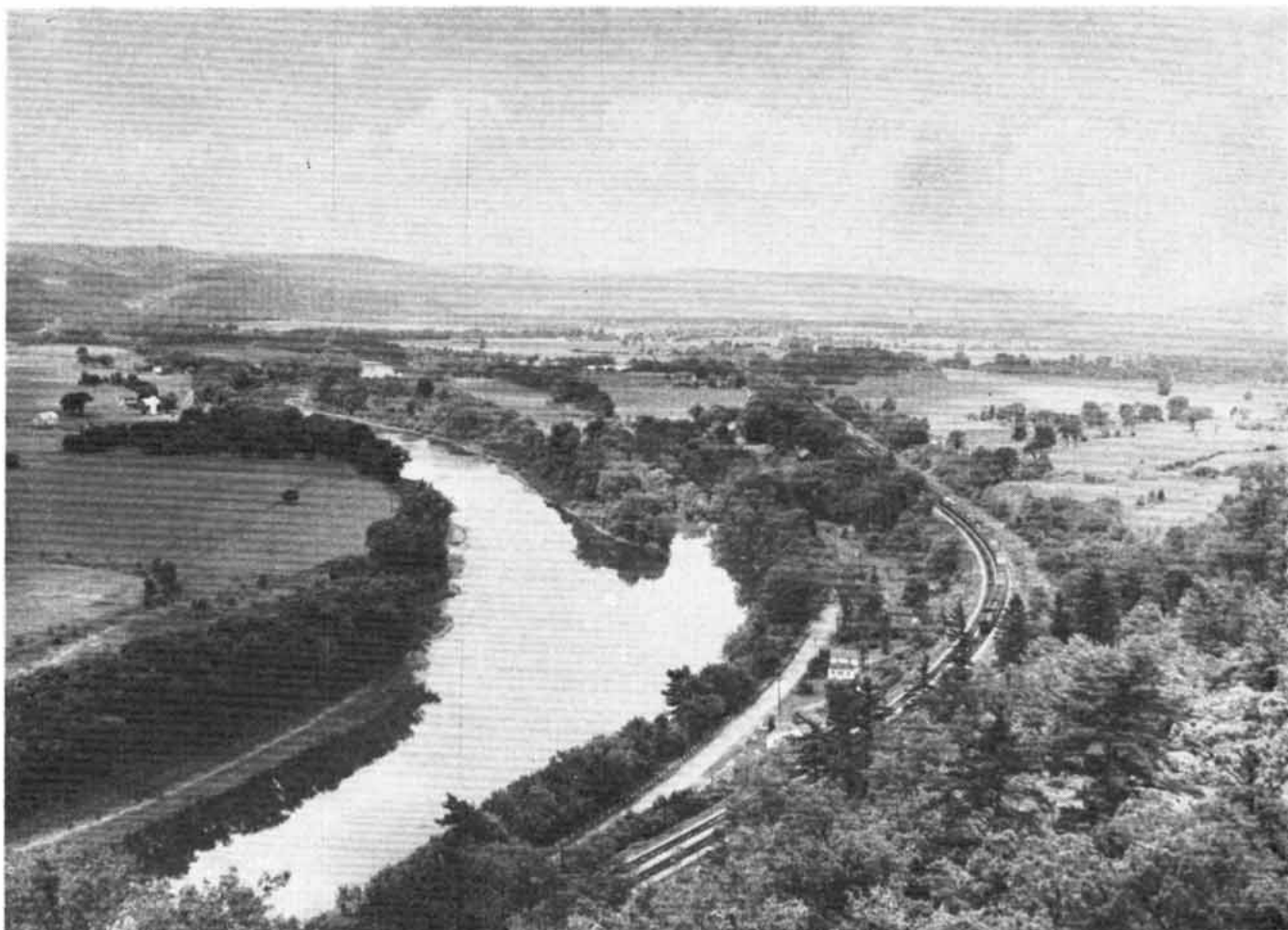
"This project is an excellent example of what can be done through mutual agreement to effect economies and strengthen railroad properties by eliminating costly duplicate expenses," Mr. Von Willer said.

It was emphasized that the change bears no relationship to the study of a possible merger between the Erie, the Delaware & Hudson and the Lackawanna. That study is continuing, but not enough has been learned to make it possible to decide whether or not such a merger would be desirable.

Research is continuing to determine the desirability of unification of Erie and Lackawanna trackage between Elmira and Corning. For the time being no action will be taken to combine those lines.

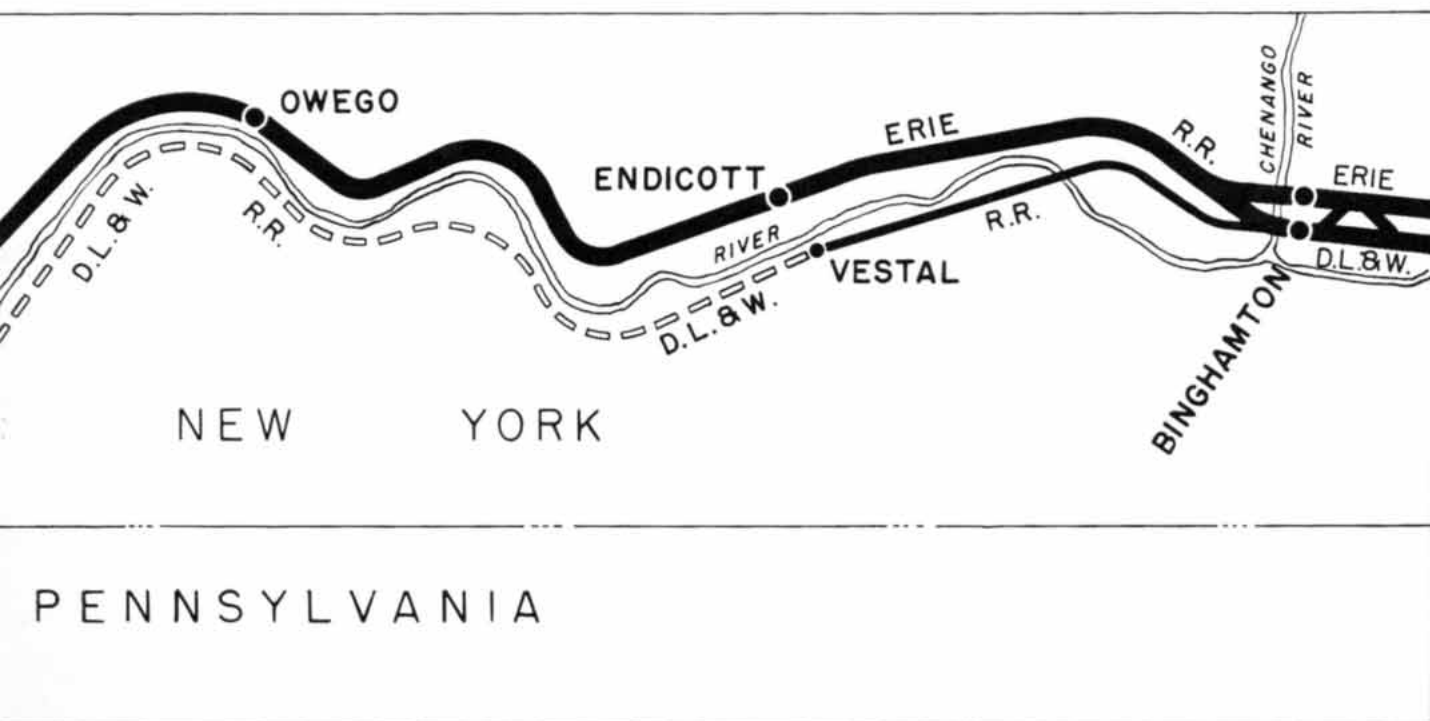
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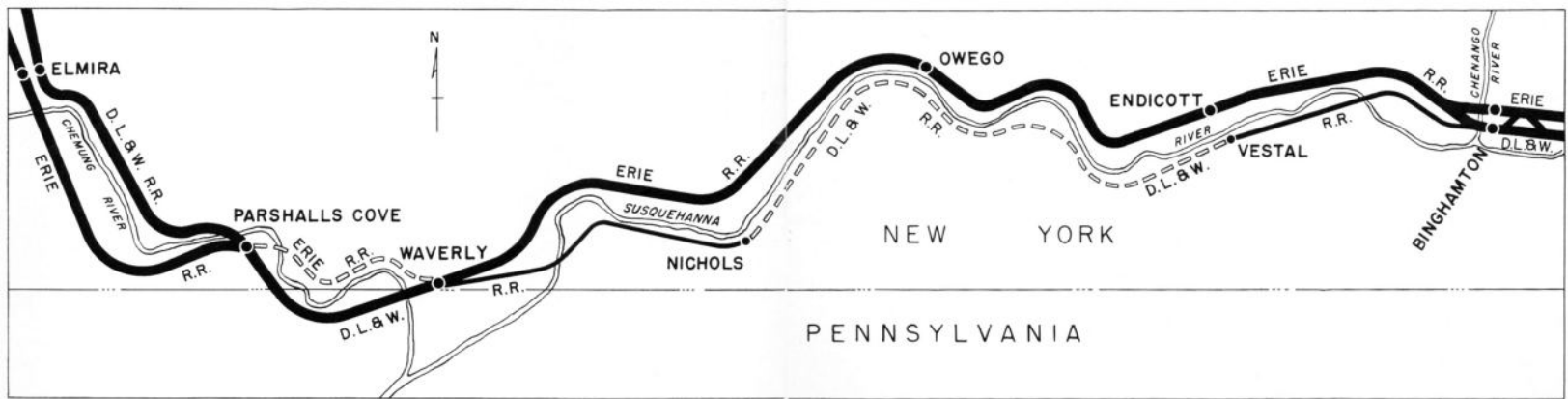




FOR MORE THAN A CENTURY Erie trains have been part of this pastoral landscape (above) on the north side of the Chemung River between Parshalls Cove and Waverly. Under the proposal, this stretch of double track would be abandoned. The diagram below shows the proposal in graphic form. Hollow

broken lines show double track to be abandoned; wide black lines double track to be retained in use, and narrow black lines present double track to become single track. Note new connections between the Erie and the Lackawanna at Parshalls Cove and west of Binghamton station.





Urges Fair Ship Tolls on Seaway Less-Than-Cost Fees Fought by Group

The St. Lawrence Seaway should not be operated at rates which will mean unjust subsidized competition to eastern railroads, according to the West Side Association of Commerce of New York, which has announced its opposition to "promotional" tolls.

In its news bulletin the association says:

"This association has taken the leadership in requesting state and city officials to initiate action to protect this city against the possibility of discriminatory tolls on the St. Lawrence Seaway, now under construction.

"It will be recalled that for years, when our organization was in the forefront of the fight against the Seaway, we constantly reiterated that the proposal was uneconomic and would be either a failure or, because of low tolls, would become a charge against American taxpayers and an unfair competitor to east coast cities and eastern railroads.

"It appears that these predictions were not unfounded. The cost of the Seaway already has mounted from \$105 million to \$140 million, and its proponents admit that it will go to \$150 million. To make it self-supporting, as the law requires, the yearly carrying charges already have mounted from \$16 million to \$28 million, which would mean a 60 per cent increase in tolls which must be charged.

"Since such rates might be prohibitive, and thus result in less Seaway shipping, proponents are recommending various 'devices' such as 'promotional tolls' whereby the charges will be less than are specified by the 'self-supporting' provision of the law.

"The Seaway will soon be an operating facility, and opposition to it as such is no longer sensible. On the other hand, this association insists that the law which created it should be vigorously enforced and that, in order to 'save face,' the Seaway should not be operated at rates which will be unjust to eastern cities and eastern railroads."

KEY TO THE RAILROADS' FUTURE



38 Pullman Cars Set for Picnic

Thirty-eight Pullman cars, 7 coaches, and a baggage car have been assigned to the four trains that will take members of the Erie Veterans and their children to their 1957 annual outing at Conneaut Lake Park July 20.

The Pullmans will run to Conneaut Lake from Hoboken, Port Jervis, Dunmore, Susquehanna, Hornell, Chicago, Huntington, Marion and Buffalo and return. Coaches will be operated between Huntington, Marion, Youngstown, Cleveland, Hornell, and Conneaut Lake.

Chapter chairmen of the Veterans have copies of the consists and schedules of the trains.

Hoffmann Retires at Jersey City

Arthur E. Hoffmann, assistant to the general manager at Jersey City, and an Erie employee since 1906, has retired.

At his own request, no photographers were present at the simple luncheon—stipulated by him when he learned an elaborate banquet was planned—that marked his retirement.

Hoffmann, who lives at 182 May Street, Hawthorne, N. J., spent all but a few months of his working life with the Erie, entering as a messenger in the purchasing department, and rising to secretary to the general manager and vice president in 1914.

He has been assistant to the general manager, eastern district, since 1954.

He and Mrs. Hoffmann have three grown children.

Erie Golf Champ Bound to Lose Important Cup

Erie Railroad golfers will settle possession of the Woodruff Trophy and William A. Carlson, Sr., Memorial Trophy in a two day tournament to be held at Hornell Country Club on July 27 and 28, and only one thing is certain at this point.

The single certainty is that the present holder of both trophies, L. S. Rettberg, yard conductor at Salamanca, will lose at least one of them.

This prediction, while not based on a scientific study of the forms, temperaments, and records of all the golfers entered—and there is still time to enter the tournament—is more certain of fulfillment than most sports writer's guesses.

Formerly the Woodruff cup was awarded to the golfer with the lowest net score, and the Carlson trophy went to the one with the lowest gross score, and one man, as Rettberg did last year, could win both. This year, however, the rules specify only one trophy to a contestant.

Special Pullman

Entry blanks for the tournament can be obtained at any of the Erie's 18 major ticket offices. The fee of \$6 covers green fees for either Saturday or Sunday or both, one ball, and one lunch.

For the convenience of those attending the tournament tentative arrangements have been made to run a separate Pullman on Train No. 6 from Youngstown to Hornell. The car will be furnished on a per diem basis, and if enough golfers from points west of Hornell sign up for it, the charge will amount to about \$2.25 a night, according to Robert Willey, of the Cleveland wage bureau, who is in charge of the travel arrangements, and with whom space reservations should be made.

Rail Wages Rise 187% in 16 Years

From 1940 to 1956 the level of wages in the railway industry increased 187% and the level of prices which railroads pay for fuel, materials and supplies increased 155%. Despite the heavy increases in operating costs, the average revenue received by the railroads for carrying a ton of freight one mile increased only 46% and the average revenue for performing one passenger mile of service increased only 38%.

Erie Men's Advice Steers Youths to Business Prizes

Junior Achievement Companies Win Trophies

BUSINESS SKILLS learned from Erie Railroad Co. advisors have won top prizes for two Junior Achievement companies sponsored by the Erie Railroad.

The two companies, made up of teen-agers are the Wooden Ware Products Co. and the Loco-Jacs Co. (See Erie Railroad Magazine for April.) Both companies designed their own products, made them, and marketed them—at a profit.

But in addition to the profit motive, the youngsters had another spur to excel—local and national prizes offered by Junior Achievement.

And a yard-high trophy, the top management award, went to Wooden Ware for general excellence among 112 competing companies in the Cleveland area.

Wooden Ware also won second place in the Junior Achievement national competition for excellence in over-all performance, while Loco-Jacs won first place for production in Cleveland.

Erie Customers, Too

Too, an officer of Wooden Ware, Peggiann Soltis, secretary of the company, was awarded an all-expense trip to Bloomington, Ind., where Junior Achievement youth from all over the country will meet Aug. 19 to 23.

Both companies used wood shipped over the Erie for their raw material. Loco-Jacs made a line of toy trains and children's blocks; Wooden Ware a snack barrow and a hardwood cutting board.

The Erie's part in the nationwide movement was under the direction of Ernest E. Seise, director of personnel and training for the Erie, assisted by J. E. Keenan, special accountant, comptroller's office, and R. A. Mylius, assistant electrical engineer.

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



YARD-TALL TROPHY WON by the Wooden Ware Products Co. was presented to Ernest E. Seise by Wooden Ware's secretary, Peggiann Soltis. Under his arm Terry Scullin, president of Wooden Ware, carries the national prize won by his company.

...

36 Erie Men Retire

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Charles Baker	Engineer	Hornell	5-27-57	44
William Bell	Engineer	Hoboken	4-17-57	30
Homer C. Clemens	Test Engineer	Hornell	6-30-57	41
Peter F. Berger	Engineer	Port Jervis	4-29-57	41
James A. Boyles	Engineer	Meadville	5- 8-57	50
Orrin F. Brown	Signal Maintainer	Goshen	4-24-57	50
Hugh Cameron	Conductor	Hoboken	3-31-57	35
Henry M. Darling	Messenger-Junior Clerk	Youngstown	5-13-57	41
Lynn Dowler	Road Conductor	Meadville	5-14-57	45
Harry P. Flood	Inspector	Jersey City	6-30-57	36
William H. Hanley	Passenger Conductor	Marion	6-24-57	49
John Hermansen	Tugboat Captain	Jersey City	5-13-57	28
William E. Hosking	Road Conductor	Youngstown	5- 3-57	30
John E. Hotaling	Carpenter Helper	Susquehanna	4-17-57	30
William J. Judge	Conductor	Avoca	4-30-57	35
Frank Lupino	Trackman	Garfield	5- 2-57	25
Bernard M. Maher	Yard Conductor	Elmira	5-16-57	35
John M. Marion	Floatman	Jersey City	5- 8-57	32
William F. Martin	Machinist	Hornell	5-10-57	49
Joseph T. McCabe	Trucker	Binghamton	5- 9-57	34
Charles J. McGowan	Boat Dispatcher	New York	4- 9-57	33
Clarence Parr	Stockkeeper	Marion	5-17-57	42
Angelo Pellegrino	Trackman	Waldwick	5-15-57	24
John Presaznik	Janitor	Jersey City	5- 4-57	30
Charles W. Puckett	Machinist Helper	Meadville	5-27-57	40
John L. Rogers	Rate Revision Clerk	Cleveland	5-15-57	45
Fred J. Sanderson	Shop Hostler	Marion	3-29-57	47
Charles J. Saunders	Engineer	Hornell	3-22-57	52
Arnold R. Sickler	Crossing Watchman	Jessup	5- 7-57	30
John N. Smith	Conductor	Hoboken	2- 6-57	41
Luther L. Smith	Signal Maintainer Hpr.	Owego	5-20-57	34
Harold D. Terwilliger	Asst. Chf. Tr. Disp.	Jersey City	6-30-57	21
Wesley B. Vanderhoof	Engineer	Hoboken	3-31-57	34
Ray R. Violet	Locomotive Engineer	Marion	5-23-57	41
Felice Vivencio	Checker	Jersey City	3- 4-57	30
Frederick C. Walker	Payroll Clerk	Cleveland	5-31-57	40

Original Erie Scholars Give Railroad Due Cause for Pride

Jobs in Chosen Fields Await Them; Mother is Cum Laude Grad

THE FIRST ERIE Scholarship winners to graduate are a group of which the railroad, their parents, and their fellow competitors of four years ago may be proud.

One is both a mother and a cum laude graduate in psychology; another will be a graduate student and an assistant in linguistics at Indiana University this fall; another, a marshal in her university's commencement parade, will work as a junior accountant in a firm of certified public accountants; and the fourth has accepted a research engineering position with an airplane builder.

This month's cover girls are Jo Ann Hohman Cook and her daughter, Alison Jo Cook, 10 months old. Jo Ann was chosen as one of the first group of scholars, together with Edward D. Dowling, Donald A. Leuschel and Gwendolyn Jane Smith in 1953.

Jo Ann comes from Jamestown, where her father, Andrew C. Hohman, was a checker in the freight house at the time of her appointment. She chose Western Reserve University, Cleveland, as her school, partly because in addition to the \$4,000 Erie Railroad Scholarship, the university offered her a further scholarship.

At first she planned to be a nurse, and to enter WRU's Florence Payne Bolton school of nursing, but the added scholarship made it possible for her to enter Flora Stone Mather College at WRU to take a liberal arts course, with a major in psychology.

That she did more than merely well in her studies is proven by the cum laude that is attached to her bachelor of arts degree. That she could do so well despite her responsibilities as a wife and mother speaks well, not only for her intellectual capacity and her high school preparation, but for her determination.



DONALD A. LEUSCHEL will do graduate work at Indiana University. He is a University of Puerto Rico graduate.

For Jo Ann met and married a fellow student, Boyd William Cook, in 1955. Their meeting was, in a sense, due to her scholastic aptitude. For they met while both were doing laboratory work in an institution for problem children in Cleveland.

Jo Ann was doing field work in psychology; her husband-to-be, a medical student, was doing field work in pediatrics. This June both graduated, and for their first year after graduation both will live in Chapel Hill, N. C.

Plans Graduate Work

There Dr. Cook will intern in pediatrics at the North Carolina Memorial Hospital, which is connected with the University of North Carolina, and Jo Ann will do work toward her master's degree in psychology at the university.

Besides the purely formal part of her training, Mrs. Cook feels that the principal thing she learned was to take a wider and more tolerant view of other ways of doing things.

"I have come to see society not as a constant, but as the sum of many sub-cultures," she says, "and to accept other's values as right for them, although perhaps not right for me."

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Erie Railroad Magazine



GWENDOLYN JANE SMITH studied accounting at Rochester, and will work for a certified public accountant, just as she is doing in this picture.

Mrs. Cook would advise high school seniors entering college to be receptive to new ideas, no matter how foreign they may seem at first. Of her own high school, she says that it gave her excellent preparation for college, but that she could have had more instruction in high school in twentieth century literature.

Wind Tunnel Research

Edward D. Dowling, Port Jervis, whose father, Harry J. Dowling, was operator-towerman at Campbell Hall, N. Y., when he entered Rensselaer Polytechnic Institute on the Erie Scholarship, will be working in the high-speed wind tunnel group of Convair engineers at San Diego, Cal., this fall.

Convair, a division of General Dynamics Corp., builds conventional airplanes, jet aircraft and missiles. Edward's engineering degree is in aeronautical engineering.

Edward advises any high school student who plans to enter engineering to take as many courses as possible in mathematics and science in order to prepare himself for college.

High School "Superior"

"In my own experience," he says, "I find that many times my failure to comprehend a problem lies in the fact that the background is lacking, or that I am not able to comprehend at any one time any more than a small part of the over-all picture."

However, he found that his high school preparation was superior, in many cases, to that of his classmates.

"I did find," he says, "that we were expected to learn a lot more about our college courses than was covered in class, and I often found in later years that the true nature of the material covered in the freshman and sophomore years of college had escaped me."

He feels that it will be "a good many more" years before he can appreciate the full extent of his education.

Marched as Marshal

When Gwendolyn Jane Smith received her diploma, a bachelor of science in business administration at the University of Rochester, she was one of eight candidates chosen, on a basis of scholastic excellence, to be a marshal of the procession.

Her father, Louis Francis Smith, is a conductor, and she lives at Port Jervis, where she is to be married to Robert Lansky, an Ithaca College graduate, this summer. He is in the Navy, and at first the couple will

make their home on the West Coast where he is stationed.

After Lansky's release from the Navy in October, the couple plan to live in Rochester, where Gwendolyn will work for Haskins and Sells, certified public accountants, as a junior accountant.

That work will not be new to Gwendolyn, for she specialized in accounting at the university, and worked for Haskins and Sells in their Rochester office in peak business periods during her college career.

At Rochester, Gwendolyn was a consistent member of the Dean's list of excellent students throughout her four years there, and was president of her sorority, Sigma Kappa Upsilon. Last year she was general chairman of the junior prom.

Donald A. Leuschel, Brockway, Pa., son of Henry Joseph Leuschel, car repairman, will be graduated

from the University of Puerto Rico this month.

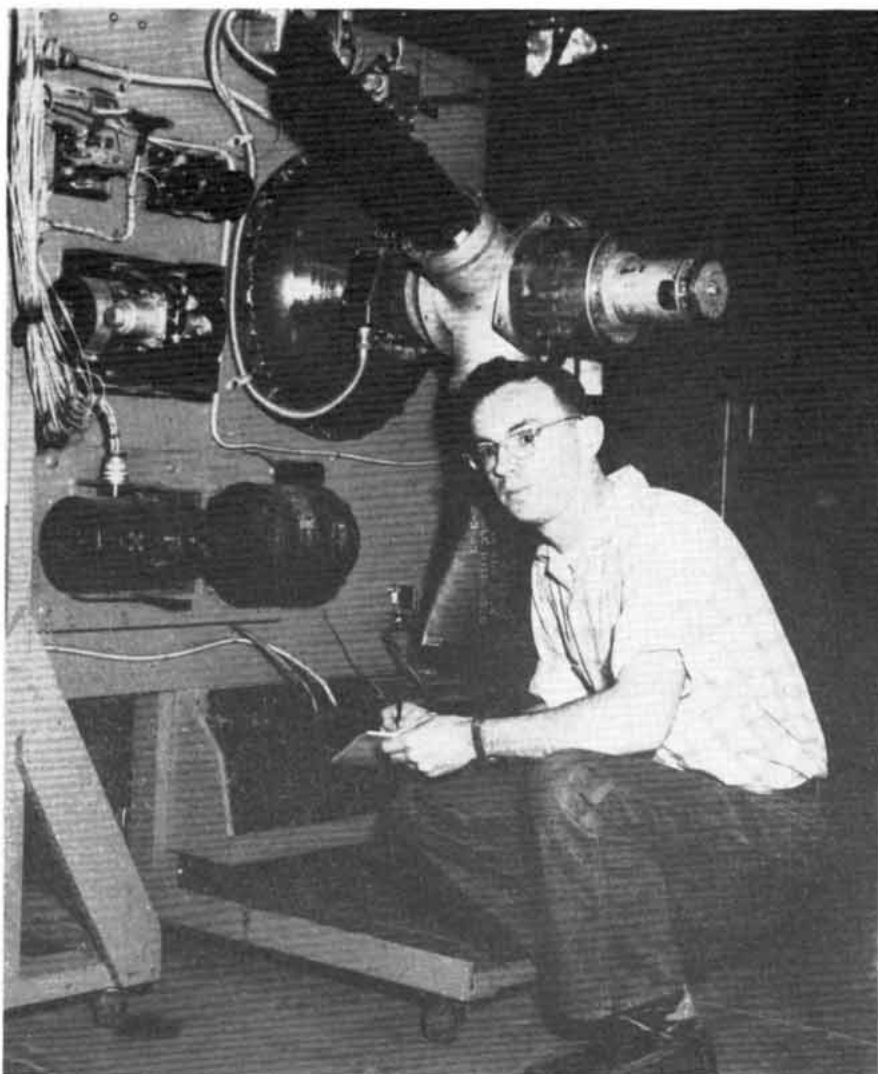
Donald spent his first two years at Lafayette College in Easton, Pa., where he decided to major in Spanish, and then transferred to the University of Puerto Rico, which has one of the best Spanish departments in the Western Hemisphere, if not the best.

There he has been studying with Juan Ramon Jimenez, a member of the humanities faculty of the university, and holder of the 1957 Nobel Prize in literature.

Stresses Study Habits

After graduation he will do graduate work in linguistics at Indiana University, where he has been offered an assistantship. He hopes to win a University of Puerto Rico scholarship in order to pay his expenses at Indiana.

Donald believes that high school
(Please turn to page 32)



EDWARD D. DOWLING studied aeronautical engineering at Rensselaer, and will work in a research laboratory like this one he grew used to at RPI.

Market Research is Erie's Radar Guide in Business

Pioneer Department Reveals Hidden Dangers to Management



EUGENE S. ROOT is director of research.

MARKET RESEARCH serves the Erie Railroad much as radar serves a ship.

Like a radar set aboard a huge passenger liner, the market research department is small in relation to the whole. Like radar, too, market research is a relatively new idea. Ships once got along without radar, and railroads once got along without market research.

For market research cuts through the fog of uncertainty about business conditions, points out the clear passages, and reveals hidden dangers to railroad management, just as radar does for the ship captain who must sail his ship through foggy, crowded and dangerous seas.

As in so many other things, from ticket punches to dispatching, the Erie Railroad has done pioneer work in the market research field. The department was established in 1942, and Eugene S. Root, chief of research, has guided its work from its inception.

Although the department is often called upon to prepare special studies for hearings before regulatory bodies, its routine work and chief aims fall under three heads.

Chief Aims

These three are the preparation of revenue forecasts, the discovery and assessment of traffic potentials, and cost studies.

And in none of its work does the department go in for high-falutin, ivory-tower, castle-in-the-air theorizing. Not only is all its work the result of careful study of facts and figures, but the department has experienced men from the operating and traffic departments working alongside its own men, who contribute their knowledge of field practices to the findings of the research men.

Working as a team the group answers questions such as these: What will the Erie's revenue be in July, 1958? How can the Erie get the most from its sales dollar in each of its 46 agencies throughout the United States and Canada? On what commodities should the traffic representatives concentrate their sales efforts? Does the Erie have adequate sales representation in Alberta?

Will shipment of lumber products from the South increase or decrease next year, and how fast? Is the Erie getting its share of the shipments destined for California, and if not, why not?

Does the widget industry, as a whole, represent a profitable or unprofitable business?

(Next page, please)



M. FRED COFFMAN, assistant chief of research (in coat), and G. R. (Dick) Green, cost analyst, plan a study.

Erie Railroad Magazine

profitable source of traffic? Within the widget industry, what are the differences in the traffic patterns between the XYZ Widget Corp. and Jones' Widgets, Inc., and how do those differences affect the Erie's costs?

As the country's technology continues to expand, whole new industries rise. Is the Erie getting its share of the traffic from the packaging, television, atomic, and petrochemical fields? Or have these, because they are so new, been overlooked?

All these things and more must be known to the president of a railroad, and to the vice president, traffic, if new broad and deep channels are not to be missed, if hidden reefs are to be avoided, and it is the research department's job to supply the answers.

Quick, Accurate

In this day of keen competition for the transportation dollar such answers must be given economically, accurately and quickly if they are to be of any use. It is not enough merely to get business. It must be known precisely, in this day of competition from subsidized forms of transportation, just what every service costs, and just what every service returns.

For the subsidized carriers—whether air, water or highway—can afford to make mistakes that the tax and regulation ridden railroads cannot.

Perhaps the most fascinating part of the research department's work is its studies of market potential, based on a sample of state-to-state movement of rail shipments, which reflects the changing make-up, not only of shipments, but of business development and change as a whole.

Shifts in Trade

Thus, one territory, once a big shipper of fruit, and a small shipper of widgets, may suddenly change from a small fruit region to a big source of widget shipments, and for obscure reasons.

Such intelligence is important to the traffic department, that wants to concentrate its efforts where they will pay off best.

Cost work, too, is full of possible surprises. Some kinds of shipments and some kinds of shippers as a class are obviously good or poor sources of income. But there is a twilight zone that is the special field of the research department to explore. Here some special kinds of traffic may prove to be less profitable than they seem at first glance, and the problem is to find a way to make it pay.

While it is not the prime function of the department, its work in preparing statistics for public hearings is just as important as any other.

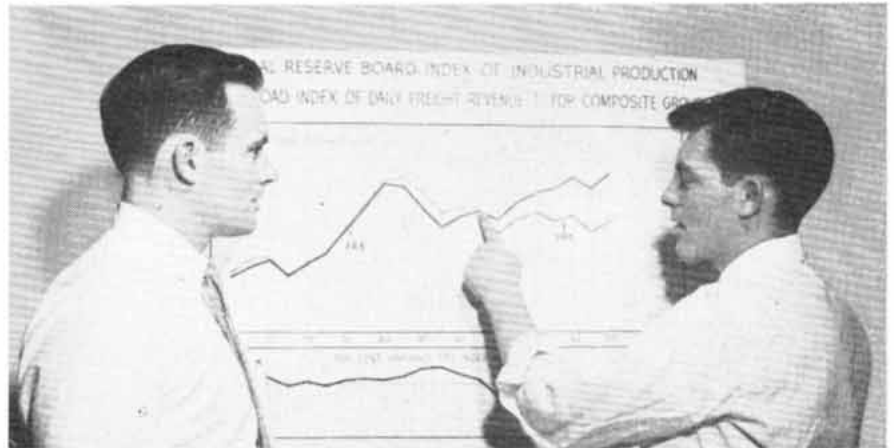
For it is up to the research department to get the facts on which to base requests for rate increases, schedule changes and like matters for presentation to regulatory bodies. These affect the Erie's income directly.

Here the department must be ready, not only with complete studies for the boards themselves, but with facts and figures of all sorts to rebut possible arguments of opposing parties at the hearings.

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RALPH D. McMULLIN is research traffic assistant.

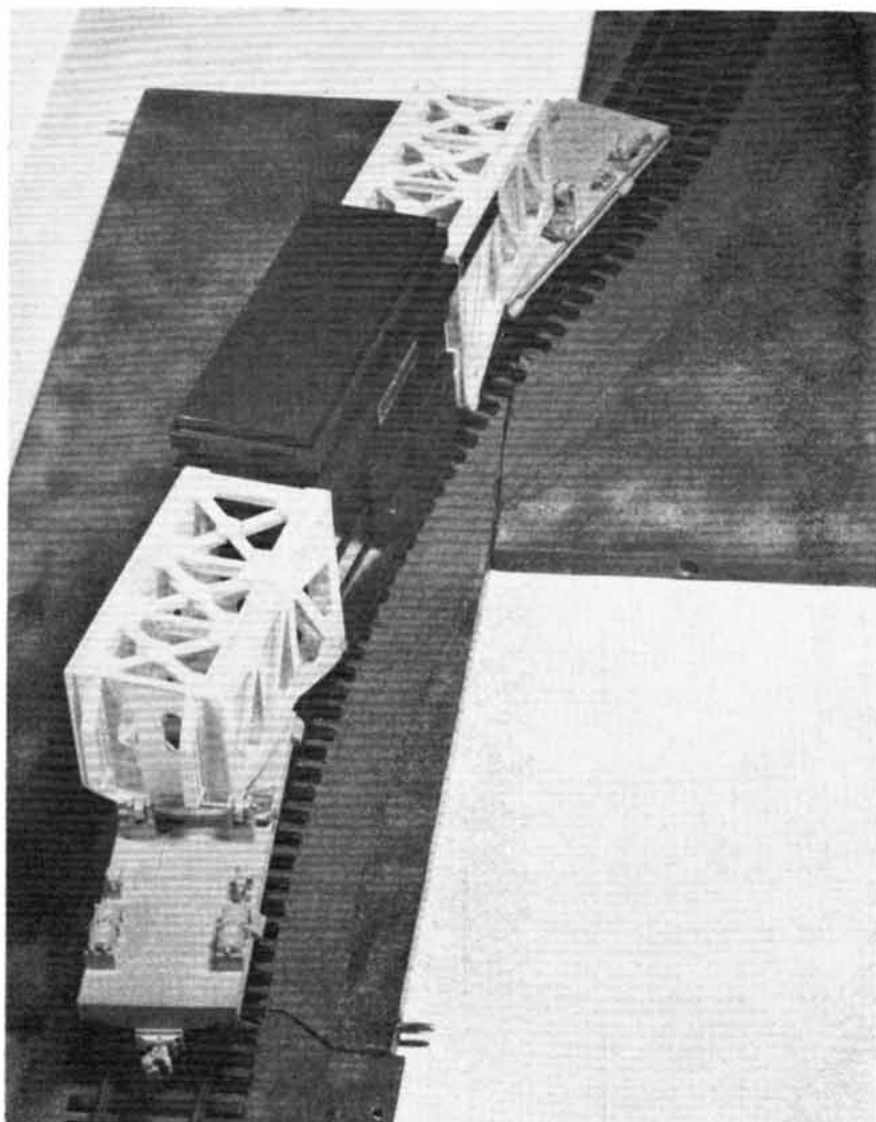


WARREN G. BARBER, market analyst (left), and **Grant Alpaugh**, junior research assistant, discuss a display chart.

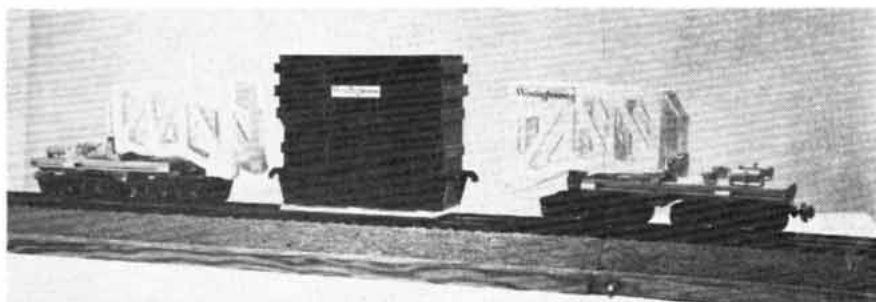


MISS CLARA A. SCHILKE, statistical clerk, and **Miss Virginia Stuhm**, stenographer-librarian (right), check over a tabulation.

New Car Designed to Solve Outsize Shipping Problem



ALTHOUGH THE CAR IS 90 FEET between coupler faces when loaded with a 28-foot long transformer, it moves through sharp curves like a 50-foot long box car.



NO CRANE IS NEEDED to load the giant-size transformer. The car can pick it up if the load is blocked up on the track. Unloading, too, can be done without the help of crane or derrick.

Giant Transformers to Ride Rails with Ease

A NEW TYPE of railroad car, in which the lading itself becomes part of the car, will soon be rolling over the nation's railroads.

Designed by an Erie shipper, the Westinghouse Electric Corp., to transport the super-size transformers that American power companies need to serve the country's expanding economy, the car was developed by R. L. Bean, engineer at Westinghouse's transformer division at Sharon, with the help of John Kolb of the Greenville Steel Car Co.

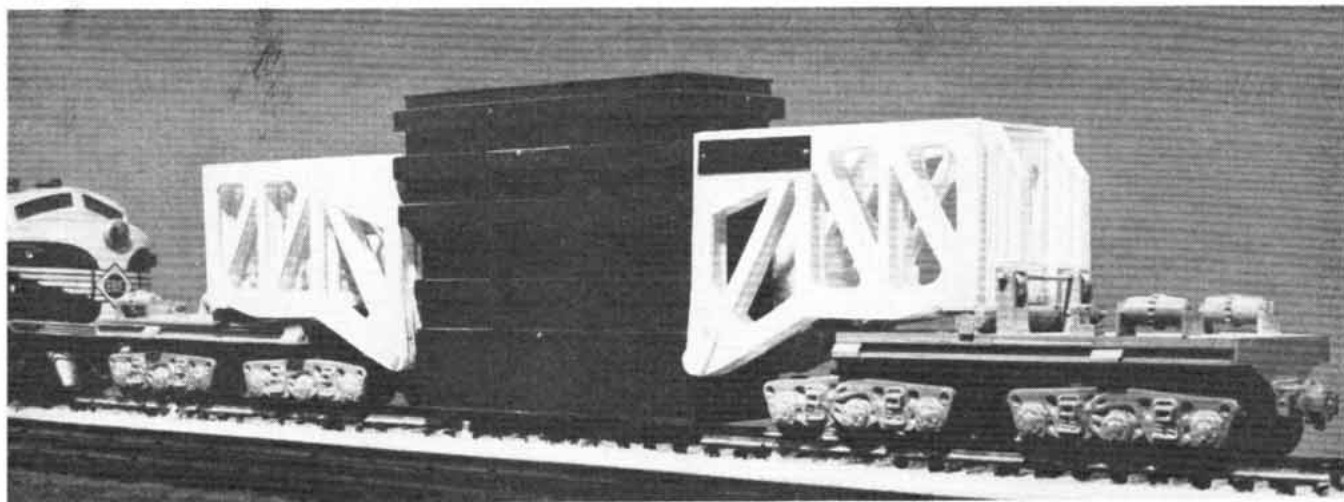
Many problems were met and solved in the design of the car, Bean told members of the American Society of Mechanical Engineers last month when he read a paper at their annual convention.

One of the problems was that of the brake line—and hereafter every transformer of a size to be shipped by this car will have a length of 1¼-inch extra strong pipe as part of its permanent case.

But that was the smallest of the problems that Bean and Kolb faced in the design of the car, need for which was recognized early in 1957, when transformers became so large that they had to be shipped in sections, with resultant problems in re-assembly.

Those transformers had a capacity of 260,000-kva at 345,000 volts; today transformers with a capacity of 315,000-kva are in service, and capacities of 500,000-kva are contemplated—so large that they would cause problems even on the high and wide Erie.

The early 1957 transformer had a shipping weight of 400,000 pounds; soon, perhaps by the end of the year, transformers may weigh 500,000 pounds, be 28 feet long, but will travel in one piece, as part of the new car, which will offer no more difficult problems in switching and routing than a normal 50-foot box-car.



LOADED AND READY TO ROLL the transformer has become part of the car, and can be handled

through yards and across bridges without special routing.

The new car uses the structural strength of the transformer itself—and big transformers have strong, heavily-built cases—to act as the center part of the car. Basically, the idea is this: Attach wheel trucks to either end of the transformer.

Obviously, the primary benefit comes from being able to lower the load to within a few inches of the rails. A second benefit of nearly equal value is that the center of gravity is lowered an equal amount, giving a much more stable load than is possible with former methods of loading. (The first big transformer shipped this year had to ride on a heavy-duty car with a floor 49 inches above the rails.)

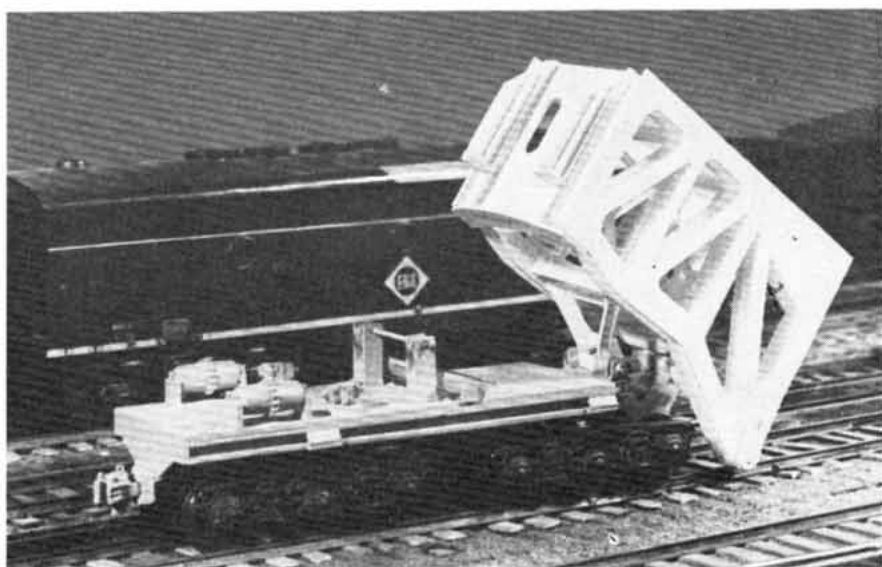
Many special problems were met with in designing the car.

Besides the transformer weight of 500,000 pounds, a train load of 150,000 pounds pulling and 375,000 pounds buffing was allowed for. Then too, there are the problems of side sway, and stresses on curves.

One circumstance favored the designers: In normal manufacture transformers of this size are lifted and carried by the four corners of the bottom section, so this section of the case is normally strong. Only slight modifications were needed in the design of the upper part of the case to make it strong enough to bear the compressive force of the trusses and the buffing forces it will withstand in train operation.

But the car halves required a great deal more development and analysis.

The simplest solution would have been to build the car so that the

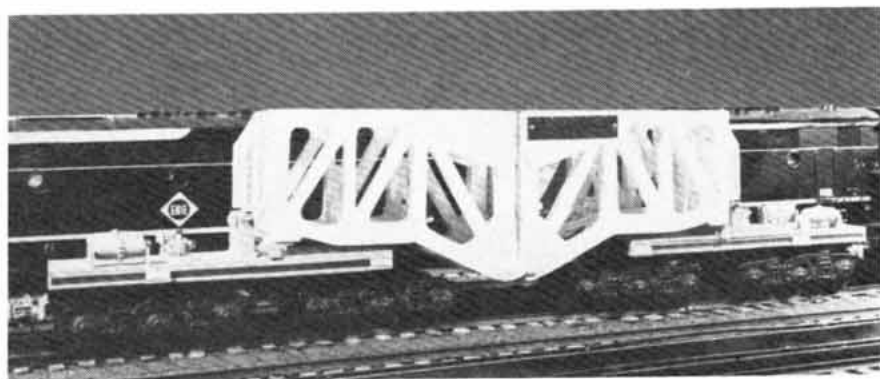


JACKS BUILT INTO THE CAR make it possible to tilt the trusses like this one to pick up or set down the load.

bridge-like trusses pivoted at the centers of the car halves. But that would have limited the width of the load, because, as the car went around

curves or through switches, it would have acted like a car 70 feet long.

So it was decided to pivot the
(Please turn to page 32)



WHEN EMPTY, THE CAR'S TWO HALVES are locked together like this for return.



HERSEL WELKER
Stenographer-Clerk
Huntington

PEOPLE YOU KNOW



All Working on the Erie in Huntington and Lima



JOSEPH A. DONALDSON
Storekeeper
Huntington

ORVILLE G. HOOVER
Leading Car Inspector
Huntington



ARCHIE W. FOLEY
Track Supervisor's Clerk
Lima



CECIL PEGAN
Crossing Watchman
Huntington

ROBERT G. BLANK
Rate Clerk
Lima



JOHN D. SEWELL
Dispatcher
Huntington



ROBERT E. NICHOLS
Car Inspector
Huntington



HAROLD L. JOHNSON
Division Freight Agent
Huntington



IRA PULLEY
Car Inspector
Huntington



DONALD L. BOWERS
Chief Clerk
Lima



FRANK C. ERICKSON
Communication Maintainer
Huntington



ARTHUR BEAVER
Yard Fireman
Huntington



LARRY D. NELSON
Brakeman
Huntington



RALPH ULRICH
Crossing Watchman
Lima



ROBERT F. DALRYMPLE
Switch Maintainer
Huntington

Veterans News

FELLOW Veterans:

As the weeks and months roll by and I have the opportunity of meeting with more chapters and enjoying the fellowship of the members, I realize more and more what a wonderful organization we have.

Not long ago I was invited to meet with a certain chapter. On arriving at the meeting place I learned that 90 members of another chapter had traveled 100 miles to attend that meeting. As a result there were 250 veterans and ladies at the meeting.

We all had a wonderful time. Acts of this kind make life worth living.

Veterans, attend your chapter meetings. Take part in the activities and discussions, and you will soon realize that the Erie Railroad Veterans Association is a worthwhile organization.

Sincerely,
W. W. Turner
President

Huntington

By A. C. Smith

The veterans and auxiliary held a potluck supper April 27 with W. W. Turner, Meadville, system president, Mrs. Turner and 90 members of the Marion chapter as guests, making a total attendance of 250.

After supper the group sang several numbers, led by Mrs. L. A. Kramer with Mrs. John Tallman at the piano.

Supt. F. E. Navin opened the meeting and welcomed the guests. He introduced H. A. Kelly who acted as master of ceremonies.

Chairman P. W. Herrington of the Marion chapter spoke briefly and introduced his chapter's secretary, F. P. Yost.

Mr. Kelly presented a six-star, 50-year pin to G. F. Sands, and gave one to Mrs. G. H. Frewer for Mr. Frewer who could not be present.

Mr. Turner then presented J. A. McDowell with a 50-year pin with diamond. He also had one for Willis Foraker of Bippus who could not be present. Later it was sent to him.

Mr. Kelly then presented E. F. Champlin, chairman, who welcomed the guests and introduced Mrs. Mary Jones. Mrs. Jones welcomed the Marion group and introduced the Hunt-

ington auxiliary officers, Mrs. E. L. Martin, vice president; Mrs. A. H. Klepper, secretary-treasurer; Mrs. E. G. Schell, assistant secretary-treasurer; Mrs. A. C. Smith, chaplain; Mrs. H. A. Kelly, Mrs. G. J. Douglas, Mrs. J. A. McDowell, trustees; Mrs. H. M. Bowers, historian; Mrs. H. A. Teems, press reporter; Mrs. G. H. Frewer and Mrs. J. F. Stroud, flower committee.

Chairmen were Mrs. Teems (afternoon party), Mrs. Pearl Thorn (kitchen), Mrs. Tallman and Mrs. Kramer (music).

Door prize winners were Mrs. Clarence Price and Ray Strawser.

Mrs. H. C. Smith, president of the Marion chapter, thanked the Huntington chapter for the wonderful supper and good time.

Mr. Champlin introduced officers of the Huntington chapter, H. E. Ellerman, vice chairman; A. C. Smith, secretary-treasurer; M. J. Stonebraker, C. E. Jackson and A. W. Harlow, trustees.

The Huntington chapter voted to change the bylaws so that the employee with 20 years of service (not continuous) would be eligible for membership. A vote also was taken to the effect that the chapter nominating a person for second vice president of the system organization must support and sponsor him.

Meadville

By Lewis Kebort

Two golden wedding couples, Mr. and Mrs. W. W. Thomas and Mr. and Mrs. Emory Fitch, were honor guests of the chapter and auxiliary at their May meeting in the Cussewago Temple. The party also marked the 23rd anniversary of the auxiliary's founding.

The two couples were presented corsage bouquets and boutonnieres, and each couple received a three-tiered, decorated wedding cake.

About 100 members attended the ham supper. Mrs. Nelson Flick was in charge of the dining room; Mrs. Harriet Thompson, of the kitchen.

Entertainment, with Mrs. T. F. Gorman in charge, began with a

group of solos by Mrs. A. W. Nottingham accompanied by Mrs. Walter E. Johnson. Readings appropriate to the golden wedding theme of the party were given by Mrs. Charles King, Mrs. James Gourley and Mrs. Lewis Kebort.

Tributes to the honor guests were sent by the Rev. Dr. Herbert A. Picht, pastor of Grace Methodist Church.

The program closed with group singing.

Brief business meetings were held by the two organizations.

Salamanca

Over 200 members and guests attended our fifth annual May party at the Holy Cross Athletic Club. In charge were J. G. Ainey, dinner chairman, and his committee, with L. R. Smith of Jamestown as toastmaster.

The hall was decorated artistically in pink and white, with candles and floral displays of the same colors, which was the work of Chairman Ida Bunker and her helpers.

System officers present were W. W. Turner, president; L. E. Rodgers, vice president; H. A. Kelly, second vice president; R. P. Reebel, recording secretary, and L. P. Johnson, treasurer. Also present were three past presidents, Edward McCue, M. A. Redding and J. F. Muchler.

A delegation of 22 came from Buffalo with their chairman, G. E. Adams, and 20 from Hornell with Chairman H. C. Travis.

Two of our oldest veterans also were present, Ruth Munger, Buffalo, and Guy LaShure, Hornell.

The B&O Railroad veterans were represented by J. P. O'Hearn, retired train dispatcher, and Mrs. O'Hearn.

Warner's orchestra furnished music for round and square dancing.

There will not be another meeting until September. Don't overlook the big summer events: Conneaut Lake outing, July 20, and our annual family picnic at Gargoyles Park, Olean, Aug. 17.

(Next page, please)

Latest Promotions

Name	Location	Promotion	Date Started With Erie
Harold D. Barber	Jersey City	Asst. to Gen. Mgr.	5-28-14
Wayne L. Hoffman	Hammond	Gen. Foreman (M. of W.)	5-8-43
Carl E. Maahs	Buffalo	Master Mechanic	8-16-38

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Jersey City

By G. C. Kalle

During April we welcomed 10 new and five reinstated members, bringing the total for the first four months to 48 new and 12 reinstatements. This is very gratifying, and it is hoped the good work can be continued.

Mr. and Mrs. J. J. Callahan returned recently from their vacation, spent in the Sunshine State, looking hale, hearty and tanned.

Harry J. Smith, secretary of the Lackawanna Veterans and the United Veterans, was welcomed at our June 5 meeting. He spoke on the proposed Unity boat ride to Rye Beach in August, and the annual convention of the United Veterans, to be at Portland, Me., Oct. 12. Veterans interested can secure hotel reservation blanks and information from the secretary.

At its May 1 meeting the chapter passed a resolution to create social membership for employees having 15 years of service and less than 20 years' service. Employees interested may secure applications and social membership cards at our regular meeting or by contacting any collector, veteran, or the secretary.

A number of ballots were returned to our financial secretary because the veteran had moved. This resulted in our having to contact the veteran or his collector to get the new address so the ballot could be remailed. If you moved recently and did not notify us, won't you please do so by mail or telephone?

Congratulations are extended to veterans H. H. Brown and W. J. Flusk who celebrated 30th wedding anniversaries recently.

There are still a few outstanding 1957 dues.

Buffalo-Rochester

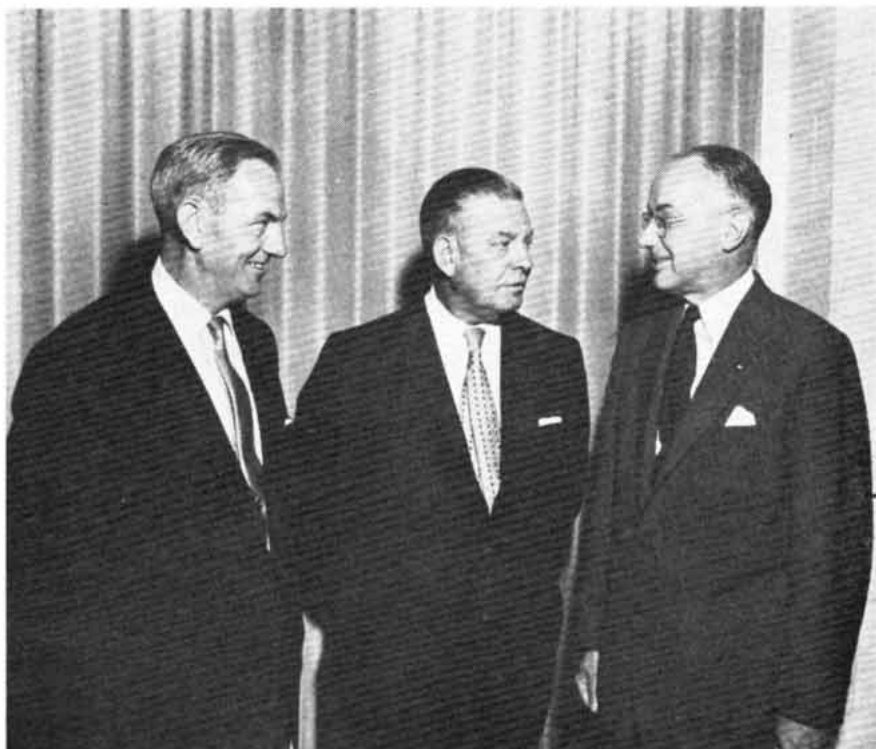
By Ruth Nise Munger

The Howard Perrys made a trip to California to visit their children and grandchildren. The Don Yaws vacationed in Texas.

We learn that Fred Hirt, who lives in Florida, went to Mississippi for the wedding of his son.

Twenty-two of our members had a good time at the Salamanca chapter annual spring dinner and dance on May 25.

Get-well wishes are extended to A. W. Peters, who has been hospitalized; also to Walter Curtis, Mrs. Paul Struwe, Mrs. Edward Ervin, Mrs. Robert Berger and Mrs. William Binkert.



TWENTY YEARS' DURATION of the Erie's contract with the Brotherhood of Railway Clerks was marked at a banquet in the Shenango Inn at Sharon attended by railroad leaders and government officials. Paul W. Johnston, chief executive officer of the Erie, Milton G. McInnes, executive vice president of the Erie (left), and George M. Harrison (center), grand president of the brotherhood, chatted before the dinner.

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Clarence L. Smith, chief clerk at North Tonawanda, spent a week in New York City attending the 176th annual convention of the Grand Lodge, F. & A. M. He is district deputy to the grand master of the first Erie district.

Happy birthdays to Fred Kern, Mrs. Mich Mirco, Mrs. Herb Moyer, Mrs. Lawrence Soule and Mrs. Charles Ernst.

Mr. and Mrs. W. E. Smith gave a birthday party in honor of their son. A wedding shower was given by the L. Luechts in honor of a niece.

Weekend trips: Mrs. George Cunnion (Hornell); Mr. and Mrs. Frank Corlett (New Jersey); Mr. and Mrs. Talbert Wyandt (Scranton).

Happy landscaping to new home owners, Mr. and Mrs. H. Brundt and Mr. and Mrs. Ted Wynne. Mr. and Mrs. Syl Sommers have moved to Grand Island, N. Y.

Veterans and the auxiliary will hold a basket picnic Aug. 4 at California Grove. There will be plenty of drinks, ice cream, cracker jack, and a country store for the ladies.

Eighty-seven made reservations for the spring luncheon of ERVA May 16.

Mrs. James D. McFadden, wife of our division superintendent, was a guest.

Chairmen for the luncheon were Mrs. H. Schultz, Mrs. W. R. Stretton, Mrs. J. W. Fagan, Mrs. H. C. Mattheis and Mrs. H. A. Brundt. Mrs. Fred Kern arranged the flowers.

The auxiliary board officers met June 6 at the home of Mr. and Mrs. George Adams in Hamburg. Mrs. H. Schultz presided. Luncheon arrangements were by Mrs. Fred Kern and Mrs. Adams. Later the ladies played croquet.

Wedding anniversaries: Mr. and Mrs. Frank Corlett, 31st, May 8; Mr. and Mrs. John W. Fagan, 31st, June 16; Mr. and Mrs. Leo Overs, 33rd, June 18.

The daughter of Mr. and Mrs. Joseph Duane was married on June 8.

Mr. and Mrs. Charles Ernst are grandparents for the third time. The Ernsts are building a new summer home in Canada.

We welcome newcomers, Mr. and Mrs. Talbert Wyandt, from Scranton, and Mr. and Mrs. Dale Stewart.

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Latest Chatter About All the Erie Family

New York Division

SUPERINTENDENT'S OFFICE
JERSEY CITY, N. J.

By Mary A. D. Meyer

Best wishes for speedy recovery are extended to **Mrs. Al Whalen**, who underwent surgery in Paterson, and to the mother of **Barbara Coan**, who is hospitalized at Newburgh, due to an accident.

Office changes: **John McBride** now is clerk-stenographer in place of **Helen Smith**. **Heleen** has transferred to M. of W. stenographer, Pier 8, in place of **Ruth Hopper Ruffing** who resigned. **Peggy Straut** is stenographer-ediphone operator in **John's** place.

Naomi Dicker has transferred to stenographer in the general master mechanic's office. Her successor is **Pat McCarroll**, from Paterson Freight. **Arthur Kroll**, also from Paterson Freight, has succeeded **Peggy Straut**.

Mr. and Mrs. Harry Coleman motored in New England and Canada recently.

It's nice to see **Anne Volski**, **John McBride** and **Barbara Meister** back at work after illnesses.

Wedding anniversary congratulations to **Mr. and Mrs. H. A. Rhoads** and to **Mr. and Mrs. A. Kleiman** (June).

A going-away dinner party at **Lawler's** in New York May 23 honored **Peggy Straut** who has joined her husband in Honolulu. He is a lieutenant in the Coast Guard, on special duty on Bataan.

The honor guest was presented with a summer bag, an umbrella in a leather case, and a corsage of roses. **Peggy's** mother, **Mrs. Margaret Birish**, was a guest.

Attending the dinner were **Esther Del Ghiaccio**, **Barbara Coan**, **Antoinette Geerinck**, **Mary O'Dea**, **Rosemary Van Riper**, **Barbara Spizzirri**, **Virginia Rhoads**, **Christine McNamara**, **Deanne Gogle**, **Gladys Paparella**, **Susan Wester**, **Carol Nemeth**, **Norma Shama**, **Irene Gallagher**, **Naomi Dicker**, **Alice Shama**.

Those who could not attend but made gift contributions were **Terry Mahoney**, **Anne Volski**, **Laura Butler**, **Mary A. D. Meyer** and **Hertha Karpinski**.

Mr. and Mrs. Thomas Decker went to Phoenix, Ariz., the Grand Canyon

and Little Rock, Ark., on vacation. **Clifford Beckwith** made local trips.

Mr. and Mrs. Chester Volski went to East Lansing, Mich., for the graduation of their daughter, **Constance Anne**, from Michigan State University June 9.

Hearty congratulations to **Mr. and Mrs. George Lucas** on the arrival of a daughter (**Nancy Jane**). The mother is the former **Phyllis Owens**, who formerly worked here and in the general master mechanic's office.

WEEHAWKEN LOCAL & DOCKS

By Violet Schmitt

Congratulations are extended to **Joseph F. Wronko**, son of the barge captain, who was awarded an Erie Railroad scholarship. We understand that he has been accepted as a student at Stevens Tech in Hoboken.

Mr. and Mrs. M. Foligno (checker) were dinner guests of their son, **Patrick**, also an Erie employe, in celebration of their 25th wedding anniversary.

Watchman **F. Hans** is a fifth-time grandfather. Son **William** and wife were blessed with twin girls on May 14 (**Karen** and **Sharon**), weighing four pounds each.

And it's the fourth child for **D. Stratton**, checker, and wife. A girl (**Evelyn May**, eight pounds, 12 ounces) was born May 23.

Speedy recovery wishes were sent to **C. Blacer**, dock laborer; **J. Ad-**

desso, checker; **P. De Candia**, trucker; **W. Thomas**, dock laborer, and **F. Krissler**, trucker, all convalescents.

We are glad to report that **Mrs. F. L. Pizzuta**, wife of the westbound clerk, and **Mrs. L. Horvath**, wife of the checker, are convalescing rapidly. Also, **A. Tumminia** is back at work, fully recovered.

We were surprised and pleased to see retired Dock Clerk **C. Smith** and **Lieut. Paegler**, from Youngstown, formerly with the police department here.

Bertlan Horvath, son of Checker **L. Horvath**, who is with the Navy aboard the *Munson*, now off Florida, marched in the Armed Forces Day parade in New York.

Ronald Hennigan, son of Foreman **A. Hennigan**, now with the Army at Fort Benning, Ga., keeps his family informed of his whereabouts and activities via telephone each week.

Margaret Ann McMahon, daughter of Assistant General Foreman **G. McMahon**, was graduated from St. Aloysius Academy last month. She will continue her education at St. Elizabeth College.

Just for the record, our bowling team finished in eighth place.

J. McGowan, tally clerk, is back from his vacation in Florida, well tanned.

R. Colville, relief clerk, spent his vacation on trips to local resorts—

(Next page, please)



"... but how could you misplace a locomotive?"

Erie Railroad Magazine

Bear Mountain, Jones Beach, Atlantic City.

A. Janssen, general clerk, in on vacation. Understand he can be seen basking in the sun daily at 10th St. Park, Hoboken.

Late news—**Henry Cuthbert**, extra trucker, has undergone an operation at the Knickerbocker Hospital in New York.

BLOOMFIELD, N. J.

A recent office visitor was **Charles Voellmy**, retired agent. He looks hale and apparently is enjoying life.

Patrolman **Pete Leverton**, who has vacationed in most of the 48 states, says **Mrs. Leverton** has not made up his mind as to where or when this year.

Car Clerk **William Smith** and his new car recently moved to Morristown, N. J.

OS&D Clerk **Frank Molinaro**, who is physical director at St. Bonaventure in Paterson, spent a week vacationing at ball parks and the gym.

Comptometer Operator **Madeline Sharkey**, who spent her vacation at Bradenton, Fla., returned with a firm conviction that the Milwaukee Braves will surely come through this season.

Typist **Inez Blue** is preparing for a vacation at Virginia Beach, Va., where she plans to improve that southern accent.

PASSAIC, N. J.

Newlywed **Bill Dobson** now is back on the job and very happy.

Helen Haycock is still recuperating at home.

John Lucas and wife spent Mother's Day watching the Dodgers play at the Polo Grounds.

Dick Fitzgerald is driving a new car.

Bob Bashaw spent a week's vacation in Canada, trying to get a fish, but had to return before the week was up on account of cold weather.

A. Guillermain spent his vacation making repairs to his home.

Congratulations to **Freddie Keesler**, now first trick operator at Passaic Ticket.

Charles Dalzell will have his seasonal week-end at a Pennsylvania mountain resort, enjoying the great outdoors.

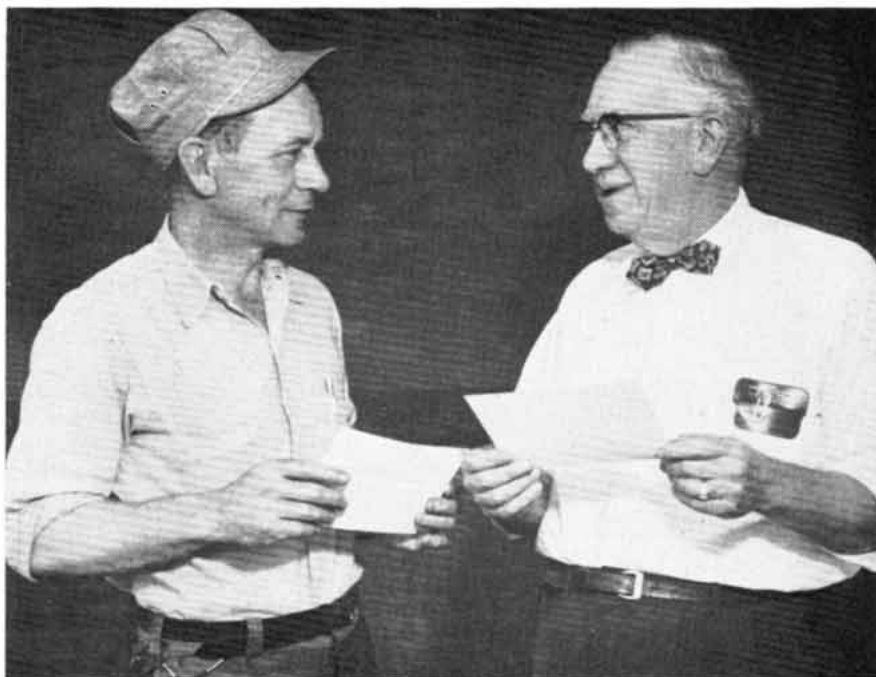
Employment

JERSEY CITY, N. J.

By V. T. Bustard

Welcome to **Eileen M. Hopler** as temporary stenographer.

That far-away look in **Johnny Bakker's** eyes is caused by the problem of selecting a different vacation spot this year.



NO REPORTABLE ACCIDENTS in 20 years brought safety honor roll certificates to **Noel B. Buskirk** (left), warehouse foreman, and **John F. Blazer**, freight and passenger agent, both of Galion. And the certificates brought smiles to their faces.

Lighterage

NEW YORK, N. Y.

By Regina F. Frey

We are happy to welcome back **Joe Piegari** who has completed his military service.

Al Posochowicz spent his vacation in Louisiana.

Bertha Trefry and **Marie Jacobs** have returned to work after having been incapacitated with an infected finger and a fractured bone, respectively.

James Kelly has returned from his vacation, spent in Canada.

Congratulations to those celebrating July birthdays, **Loretta Londregan**, **Bill Evans** and **Charlie McGowan**.

Emil Skupin, chief clerk, completed 35 years of service on June 9.

Lionel Harris, Jr., our former employee and son of Barge Captain **L. Harris**, was graduated from Rutgers University on June 5. Congratulations and best of luck.

Susquehanna Division

HORNELL DIESEL SHOP

By R. L. Hammond

Louis McIntyre, retired general machine foreman, celebrated his 50th wedding anniversary June 17.

Leo McCarthy, pipefitter, with a new tote bag, can be seen leaving the A&P every Thursday night.

Welcome to Special Apprentice **Tom Brown** who is working with

Homer Clemens of the test department.

Slim Wescott has taken over the landscaping of **Louie Oakes'** motels.

Due to late frosts, **Leo Stone**, machinist, let his prize mums go at half price.

A steak dinner was held at the Moose Club on May 29, honoring **C. E. Maahs** on his promotion to master mechanic at Buffalo. The supervision and clerks presented him with a gift.

Marine

By Jesse E. Baker

Capt. **Harry Flood**, inspector, who has wrung more salt water out of his socks than many a sailor has sailed on, was honored at dinner at **Sophie's Greenville Garden** in Jersey City on May 29. Over 400 were present.

The captain's cousin, the **Rev. Luke B. Duff**, pastor of St. Mary's Church, Flushing, gave the invocation.

Members of Colon Council, K. of C., Long Island City, headed by Past Grand Knight **James Farrell**, were there. **Mr. Farrell** is yardmaster for the Long Island Railroad.

Many of **Harry's** neighbors from Woodside were present. Those from the Erie at the speakers' table were **Mrs. Flood**; **Mr. and Mrs. M. B. Ro-**
(Turn the page, please)



FRED WALKER, more formally known as Frederick Cleveland Walker, has retired from the Erie after 40 years in the treasury department. He will be missed, especially on pay days, by the hundreds whose checks he delivered.

• • •

derick (retired marine superintendent); **Mr. and Mrs. C. E. DeJoia** (marine superintendent); **Mr. and Mrs. Teunis Wouters** (master mechanic). **Mr. DeJoia** was toastmaster.

Supt. of Lighterage and Stations **Oscar A. Frauson** spoke of **Harry's** efficient handling of his department.

Others who came to honor **Flood** were **George Fink**, B&O marine superintendent; **Capt. William Smith**, Central Railroad of New Jersey marine superintendent, and **Capt. William Brophy**, vice president of the McAllester Lighterage Co.

Those in charge of the affair were **Joe Wronko**, chairman; **L. Schram**, **James Hogen**, **Al Mikker**, barge captains, and **Ralph Grogg**, clerk, who deserve a big hand for their work.

Capt. John Hermansen sailed May 31 for Oslo, Norway, to make his home.

New York City has 578 miles of waterfront. By boroughs the mileages are: Manhattan, 43, Queens, 197, Richmond, 57, Bronx, 80, and Brooklyn, 201.

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Buffalo Division BUFFALO MACHINE SHOP By Frank Halbleib

About 300 friends, relatives and associates of Master Mechanic **Francis D. (Doc) Kennedy** gathered to honor him at a testimonial and retirement dinner in the Hotel Buffalo on May 23. He was retiring May 31 after 49 years' service.

Supt. **J. D. McFadden** was toastmaster and **C. F. Schwartz**, general master mechanic at Jersey City, was master of ceremonies.

Mr. Kennedy received many congratulatory messages, letters, cards and telegrams, and he and **Mrs. Kennedy** were presented with gifts.

C. K. James, superintendent of motive power, Cleveland, made the presentation of a retirement certificate, and **W. G. Carlson**, assistant superintendent of motive power, gave a brief talk.

Carl E. Maahs has been transferred here from Hornell to succeed **Mr. Kennedy**. We welcome the **Maahs** family and hope they will like their new location.

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Allegany-Meadville SALAMANCA SHOP

A son was born on May 21 to **Mr. and Mrs. Thomas Huckabone**. **Tom** is a carman apprentice and **Mrs. Huckabone** is the daughter of **Jack Rice**, car repairer.

Adam Ambuske returned to Salamanca after spending three months in Lakeland, Fla. He also visited with **Jim Miess** in Miami.

Frank Nolan and his wife spent a week's vacation during May visiting friends and relatives in Keyser, W. Va.

Tom Pascarella, laborer at the diesel shop, has returned to work after spending two months in Italy. There he met, courted and married the new **Mrs. Pascarella**. **Tom** expects the bride will be here in about two months.

Joe Collins, general foreman, spent two weeks' vacation in Canada.

Bob Forness, stockkeeper, spent his vacation on a fishing trip in Canada.

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SALAMANCA YARD By S. Minneci

Mr. and Mrs. John J. Malone (retired general yardmaster) have returned home after a winter in Florida. They called on retired Erie men **James I. Miess**, **Ken Miller**, **Harry Vernooy** and **John W. Graves**, who sent best regards to all.

Chief Caller **E. G. Abers** and wife became great-grandparents May 21 when a son was born to **Mr. and Mrs. Thomas Huckabone** (**Randy Thomas**). Speedy recovery is wished for Passenger Conductor **Howard Logue** who underwent surgery in the St. James Hospital at Hornell.

Relief Caller **Bruce J. Hill** and sons, **David** and **Jimmie**, took a train ride to New York City during Armed Forces weekend. Their best sight was

from the observation platform of the Empire State Building on a clear day.

The correspondent and his family visited with son, **Normand**, and family in Silver Spring, Md., during the week of May 5. Grandpa helped the grandsons deliver newspapers and saw the 13th annual helicopter display at the Naval Air Station. The Army chorus and band and the Marine band gave a joint concert at the Carter Barron amphitheater.

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Stores MEADVILLE SCRAP & RECLAM.

By George S. Smith

Birthday greetings to **John Izbinski**, **Lawrence Osten**, **Frank Leslie**, **Forest Greathouse**, **Harold Harvey**, **Cecil Shumacher**, **Tony Perricone**, **Frank Valella** and **Lawrence Grove**.

Welder John and **Mrs. Izbinski** recently became grandparents of a boy, born to their daughter, **Rose**, and **Pvt. Philip Hendricks**. Grandson **Philip Joseph** weighed 7 pounds 12 ounces and was born in Honolulu.

Mrs. Ralph Hickman recently gave birth to an eight pound four ounce boy. **Marian** is the daughter of **Leading Dismantler Forrest** and **Bernice Greathouse**.

Laborer Robert and **Mrs. Colwell** announced the marriage of their daughter, **Hazel**, to **Marlin Anthony** of Geneva. The ceremony took place May 17 at the parsonage of the Pilgrim Holiness Church in Geneva with the **Rev. Harvey** officiating. Reception for 100 guests was at the Geneva Grange Hall. They will reside in Geneva, where he is employed by the Greenville Steel Car Co.

Hosefitter Helper James and **Mrs. Bulger** happily announced the graduation of their daughter, **Patricia Ann**, from the Villa Maria College in Erie, Pa., with a BA degree in psychology. This summer she will work for Maryland State in Baltimore, and will have charge of supervisors of playgrounds for the Montrose School for Girls. In the fall she will attend Catholic University in Washington, D.C. to get her masters degree.

Conductor **William S. Allen** and wife spent several weeks' vacation with their sons in Milwaukee and Washington, D. C. The entire trip was by auto. **Bill** (or **Stuart** as he is better known) and wife, **Frieda**, say it was one of the finest vacations they have ever had.

Robert Wade, Jr., son of our burner and **Mrs. Wade**, recently appeared on the Gene Carroll Amateur TV (Next page, please)

Erie Railroad Magazine

show from Cleveland with four other boys from Meadville. The vocal group is known as "The Orientals." They average 15 and 16 years in age and feature Rock 'n Roll numbers.

The other boys were **Robert Horton**, **Gary Barksdale**, **Peter Powell** and **Frank Blackman**. They were accompanied on the piano by **Charles Gorman** and are directed by **Robert Wade, Jr.**

They put on a fine show and are much in demand at various functions in this area. They appeared for the Meadville High School junior-senior prom.

Kent Division

ASHLAND, OHIO

By E. E. Woodford

Ralph Keller went to Cleveland May 1 for his pre-induction physical examination. He is expecting to receive Uncle Sam's greetings soon.

Art Soules, retired engineer, was in for a brief chat recently.

Beck Mumaw, daughter of **A. D. Mumaw**, cashier, underwent an appendectomy. We hope she has speedy recovery.

W. J. Shuey, retired engineer, has returned from a trip to Mexico.

AKRON, OHIO

By Besse Westbrook

E. F. Kale, chief clerk, won a trophy in the Boulevard Lanes bowling league with a team average of 825.

R. E. Snyder, rate clerk, revision bureau, and wife motored to Florida on vacation, stopping at Tampa, St. Petersburg, Miami and Fort Lauderdale.

Trucker **C. O. Ritter** and **Mrs. Ritter** spent a weekend at their cottage near Cambridge Springs.



"Hey, Sis, Erie 98 is here with perishables!"

July, 1957

L. V. Brownell, general foreman, and wife spent a week in Hornell with relatives and friends.

H. F. Hatherill, Jr., trucker, and wife announced the arrival of a daughter (**Sherry Lynn**).

The **E. F. Kales** spent a vacation with relatives in Parkersburg, W. Va., and Fort Wayne, Ind.

MARION, OHIO

The Erie Trowel Club's May meeting was at the Grotto Hall on West Church St. on the fourth. Thirty-five persons enjoyed a potluck dinner. Special prize winners were **W. O. Wilkins**, **Mrs. G. H. Keeler**, **Judy Williams** and **Debby Williams**. Cards were in play after the business session.

Dorothy Gafney is the new clerk-typist in the freight office.

D. M. Watt, stenographer, division freight office, has been on vacation.

Clyde Herriot is welcomed back after hospitalization.

Terry Flynn, son of the assistant division engineer, placed second in the broad jump at the district field meet in Delaware and will compete in the finals at Columbus.

Dail Gorman, car distributor, and wife spent Mother's Day at Wheaton, Ill., with daughter, **Julia**, a student at Wheaton University.

Congratulations to **Yard Brakeman John Conarty** and wife on the arrival of a son (**Randall Scott**).

Marion Division

TRANSPORTATION

By C. R. Swank

The Huntington Erie Band, under the direction of **E. H. Rahn**, will play ten concerts this season, including the Erie veterans' outing at Conneaut Lake, Pa., on July 20. This is the 42nd year for the band since it was organized by Erie President **F. D. Underwood**.

Agent **Z. E. Fanning**, McGuffey, stopped at the Huntington office while on his vacation. He was headed for some fishing at an Indiana lake.

Our best wishes go to Engineer **Harry Porter**, who has retired after 36 years with the Erie.

Operator **R. L. Casper** and family enjoyed a trip to Kansas to visit relatives.

On Sunday, June 2, **Miss Claudia Todd**, daughter of **J. S. Todd**, agent at Kenton, and **Marvin Haas**, also of Kenton, were married in the First Methodist Church of that city.



WILLIAM HUGH HANLEY, passenger conductor on the Kent division, retired June 23 after 52 years and 6 months of service to the Erie. In all his years no complaint was ever made of him, and there are many commendations in his file.

MAINTENANCE OF WAY

By Maralene Trainer

Recent office visitors were **A. W. Harlow**, retired master carpenter, who was making arrangements for the trip that he and **Mrs. Harlow** will be making to visit their son in New York; and retired Police Officer **C. E. (Cap) Jennings** of Huntington who just came in to say hello.

It was a baby girl that has joined the family of Equipment Operator **Lenard Conley**.

Sorry to learn of the illness of retired Plumber **J. C. Reeb** of Huntington who is in the St. Joseph Hospital at Fort Wayne.

Carpenter **E. T. Lessig** is recuperating following a stay at the Huntington County Hospital.

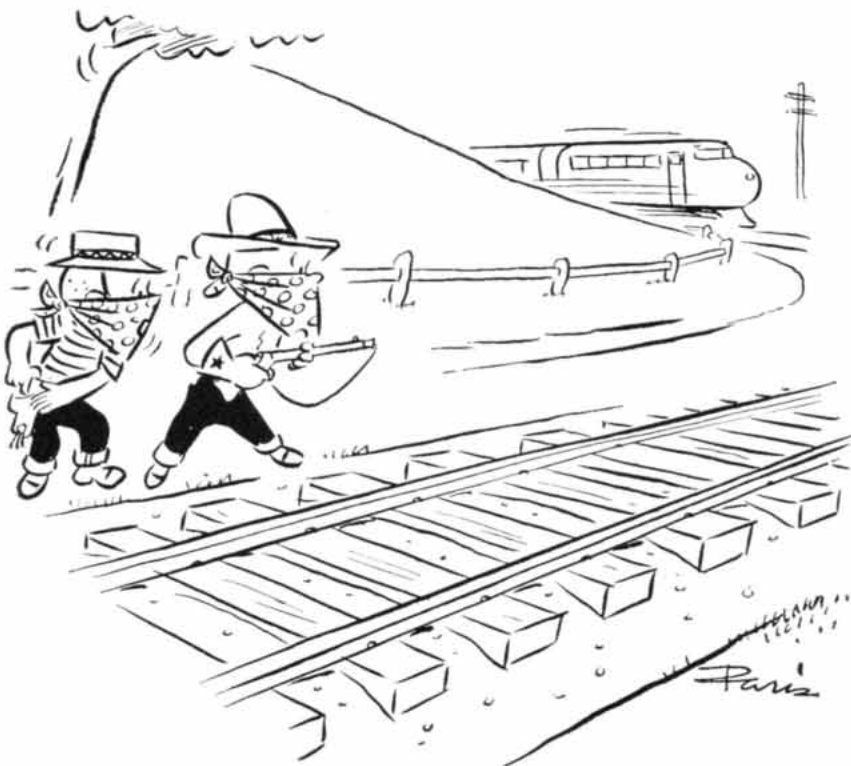
HAMMOND CONSOLIDATED

By Grace Connoles

Chairman **Ernest Wartena** greeted 47 members and friends who attended the semi-annual Erie veterans' dinner May 13 at Vogel's Restaurant in Hammond. Several games were enjoyed and everyone present agreed the evening was a success.

We are sorry to hear of the illness of Switchtender **Luke Ballard** who has been confined in a Chicago hospital for the past several weeks.

On Sunday, June 2, **Mr. and Mrs. L. W. Connoles** (chief and general (Turn the page, please))



"What will we do if he REALLY stops?"

clerks) traveled to West Lafayette, Ind., to attend commencement at Purdue University when son, **Robert**, was graduated from the School of Engineering in metallurgy. **Robert** now is with the Joseph T. Ryerson Co. of Chicago.

We welcome to the force **Irwin King** and **John Plotski**, relief yard clerk and general clerk, respectively.

From time to time we have the privilege of reporting blessed events in the Erie family, usually one or two, but to the 3:45 p.m. east end crew the arrival on Mother's Day of quintuplets to their mascot, **Spooky**, was the most.

Spooky was carefully guarded and the men saw to it that she received the proper food and rest. Although a specialist was not engaged for the occasion, **Spooky** did all right with the assistance of mother nature.

With material furnished by **Calvin Grubbs**, Conductor **Hensel** and other crew members constructed a modern dog house, complete with fence. It is a thing of beauty and **Spooky** and the pups heartily approve. This bit of information was furnished by Fireman **Dorris Campbell**, one of Mrs. **Spooky's** solicitous patrons.

14th STREET, CHICAGO

By Chris Hardt

Nancy Katherine Thompson, niece of **Fred Koeppen**, foreman, was chosen Queen of May at Concord College, where she is a member of several sororities. This honor was by popular vote of the women students.

Nancy has participated in extra-curricular activities during her four years at Concord. She was president of the Women's Hall Council; head cheerleader for two years; membership director for several sororities; attendant to the 1956 homecoming queen; member of the Women's Athletic Association; Pep Squad. All we can add is, congratulations to **Nancy** and **Uncle Fred**, but how did she do it!

Ernie Martin, check clerk, and family motored on the Ohio and New York turnpikes to attend a family wedding on May 18 at Rochester, N. Y., his home town.

We welcome a new switchboard operator, **Antoinette Lauria**. She replaces **Louise Reck**, who was promoted to general clerk, OS&D.

Maureen Madden, stenographer-secretary, visited her brother, Pvt.

William Madden, with the Third Infantry at Fort Benning, Ga.

Walter Slaughter, foreman, announced the marriage of his daughter, **Barbara**, to **Roy Richard** on May 4. **Roy** is an engineer for Western Electric Co.

Twelve veterans of our 51st Street car shop gave a dinner for their retired mechanic, **Joseph Mickulas**, and presented him with a purse and a veteran's certificate.

We regret very much the illnesses of **Lena Savage**, comptometer operator, and **Stanley Kearney**, veteran billing clerk, and the injuries suffered by **Theresa Pacella**, personnel clerk. While returning from her sister's wedding, **Theresa's** ankle and face were injured in an automobile collision.

Donna Myers, rate clerk, spent her vacation with her parents at Fort Lauderdale, Fla. With them she stopped at the San Jacinto Monument, Texas, and New Orleans.

Harvey Gentry, trucker, is proud of the part he and his boys had in handling a huge crane which required special blocking at our team track here.

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CHICAGO GENERAL OFFICE

By Denise J. Valkutis

Marge Ellis returned from the West Indies with so much calypso spirit that she's been dancing the meringue, singing calypso songs, and wants to teach everyone how to cha-cha-cha.

Bernadette Klein's pet cat, **Motley**, was injured by a hit-run driver.

Art Hofer reports that since the Memorial Day picnic was so successful, he will gladly volunteer as chairman of the July 4 picnic to be held at the **Hofer** estate.

Bob Voltz bought a new pup, named it **Foo Foo**, and in August the stork is to deliver a new baby, to be named **Junior**.

Blanche Lewan tried on a tight sheath dress in a fashionable store and was embarrassed when she fell over while attempting to walk in the tight skirt.

Edna Anderson is still packing bags for her trip to Ireland.

Al Watkins is recovering from a year's work by spending two weeks in Barrington, Ill.

Helen Griffin went fishing and came home with a sunburned face.

Bob Kolalis spent two weeks in a military camp for the reserves.

Roger Kirtland, an auto race enthusiast, drove all the way to In-
(Next page, please)

Erie Railroad Magazine

Manapolis for the time trials and then for the "500" mile race.

The new fluorescent lighting is sure to be installed properly, considering there are so many superintendents giving advice on the job.

We'll miss an avid baseball fan, **Ken Blauw**, who is leaving our employ to work for another road.

The rate department has been in a fog since **Tom Keating's** birthday. **Tom** received 100 cigars.

Art Hofer predicts the White Sox will win the pennant this year.

Marge Ellis and **Edna Anderson** don't like the dramatic effects from the new lighting on the 17th floor.

The rate clerks' dinner was a big success on June 6 at Stella's. **Bill O'Dea** wore a white shirt.

Birthday congratulations are extended to **Frank Nolan**, **Len Schukei**, **Ed Burton** and **James VanderVelde**.

Marilyn Minch tells us she has about 10 months of commitments before she can go through the rice and old shoe bit.

During the staff meeting in Chicago, we were all so happy to see many familiar faces visiting from all corners of the country.

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Mahoning Division YOUNGSTOWN FREIGHT

By Dorothy Gettig

Birthday congratulations are extended to **Rose Marie Clark**, **Jack Carney** and **Leo Richards**.

We heartily welcome our new messenger-junior clerk, **James Davis**, and new general clerk, **Carmen Davanzo**.

Henry Darling, formerly messenger-junior clerk, retired recently after 43 years' service. **F. T. England**, agent, presented **Henry** with a gift on behalf of the office personnel.

The correspondent had a wonderful vacation traveling in Virginia.

POLICE DEPARTMENT

A boy, weighing eight pounds, was born May 28 to Patrolman **Andrew Herrick** and his wife. His name is **Ronald John**.

Patrolman **John M. Buda's** 12-year-old daughter, **Barbara**, underwent an appendectomy at the Medina Hospital.

Don't be surprised if you see Patrolman **Robert E. Hamilton** with a new car soon.

Patrolman **G. D. Schirmer** is progressing well after an operation at Spencer Hospital in Meadville.

Lieut. **C. H. Pageler's** daughter, **Janyce**, returned from California the first part of June, and now the entire family is planning a motor trip to Canada.

(Turn the page, please)

PROMOTION ON THE WAY? BE READY WHEN IT COMES!

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

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SPECIAL DISCOUNT FOR ERIE EMPLOYEES

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| <input type="checkbox"/> R. R. Air Brake | <input type="checkbox"/> R. R. Diesel Machinist | <input type="checkbox"/> R. R. Apprentice Training |
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| <input type="checkbox"/> R. R. Car Inspector & Air Brake | <input type="checkbox"/> Machinist & Toolmaker | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Carpentry & Millwork | <input type="checkbox"/> Mathematics & Mechanics for Engineering | <input type="checkbox"/> Roadmaster Section Foreman |
| <input type="checkbox"/> Chemistry | <input type="checkbox"/> Mechanical Engineering | <input type="checkbox"/> Supervision |
| <input type="checkbox"/> Civil Engineering | <input type="checkbox"/> Plumbing & Heating | <input type="checkbox"/> Surveying & Mapping |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Personnel — Labor Relations | <input type="checkbox"/> Telephony |
| <input type="checkbox"/> Construction Engineering | | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> R. R. Diesel Electrician | | <input type="checkbox"/> Welding — Gas & Electric |
| | | <input type="checkbox"/> High School |

Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____



KATHRYN E. FENTON, 17, daughter of Signal Foreman T. K. Fenton and Mrs. Fenton of Elmira, has entered New York State University Teachers College at Cortland, N. Y. She is a graduate of Elmira's Edison High School.

ROAD FOREMAN OF ENGINES BRIER HILL, OHIO

By Catherine E. Campbell

At Easter time William B. O'Connell displayed some of those colorful baby chicks in his feed store in Girard, and gave them free to the children who admired them. Now he smiles at these same boys and girls who come running in with their quarters for chick feed.

Locomotive Fireman James O'Neill is back from vacation. The first week was spent at the Westinghouse Air Brake Co. in Schenectady for a little preliminary study. The second week he and Mrs. O'Neill spent in Chicago.

Congratulations to the many sons and daughters, and other relatives of our employees, who were graduated recently.

Among those who spent vacations out of town were: **F. M. Byers**, engineer, and wife, Florida; **Jack Fay**,

engineer, and wife, motor tour in the South, including Florida; **J. A. McCullough**, engineer, and wife, viewing the New York skyline and seeing the sights from the city's tallest building.

LaVerne Calvin, engineer, and the Mrs. visited the Loop district in Chicago. **E. Jon Pierson**, fireman, went to New Orleans.

Engineer **Walter Richey** spent his vacation on his farm in Geneva, Pa., and **R. O. Blackburn**, engineer, traveled in his new automobile.

Some folks just leave us in the dark about their vacation plans. **George Lazor**, engineer, might be landscaping his new home; **George Minze**, engineer, local chairman of the BLF&E, did say he would go to New York City on business, and **Martin Embert**, engineer, like some other Niles folks I know, slipped quietly away.

News of our convalescents: **C. W. Stanyard**, engineer, who is a patient at Crile Hospital, is much improved and by the time this column appears, he will be home again. **Millard E. Waugh**, engineer, was able to pay us a visit at the office recently.

John B. McCaffery, retired engineer, has been presented with a framed retirement certificate with which, he says, if he has to, he can prove that he did work for the Erie.

We welcome "rookie" firemen, **Ronald Knauff** and **Ed Bell**.

George Wydick, Kent division fireman, and **Mrs. Wydick** stopped in the office to pay a friendly call. Before **George** left he found himself changing a tire on a red car in the parking lot which went flat at the right time. Thank you, **George**.

We learn that **J. J. Fader**, engineer, now a patient in the North Side Hospital, Youngstown, will be there indefinitely.

Walter G. Coleman, road foreman of engines, and **Mrs. Coleman** made a motor trip to Canada, and stopped off in New York for the graduation of his niece.

Artie Hartman, engineer, with **Mrs. Hartman** and their daughter motored in Kentucky and the Great Smokies.



"Upper five, please."

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Land and Tax CLEVELAND, OHIO By Pat Masterson & Barbara Sadlo

Belated congratulations to **Mr. and Mrs. Robert Wiess** who were married April 27. **Mrs. Wiess** is the former **June Damon**, a stenographer here.

Mr. and Mrs. George Winter spent two weeks in Florida. Their postcards indicated they had a wonderful time.

Bob Barner spent two weeks in Navy boot camp.

Kenny Dolphin is quite elated that he was allowed to be a member of the "Rover Boys" in the recent Erie bowling tournament.

We all hope that **Biff Mone** will soon be feeling well enough to return to work.

Dick Minch has been seen riding around town in a new car. Color, bittersweet. Wonder where we sign up for a ride.

A handsome tan house on a muddy hill, with a deeply rutted road passing by, has been bought by **Don Boyd**. The road is being paved now and grass has begun to grow on the hillside.

We were all surprised to hear of the elopement of **Phyllis Frunceck** and **Clyde Reeves**. The honeymoon was spent in Florida.

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Car Accountant

By Ella Carpenter

At a candlelight service in the First Presbyterian Church of East Cleveland on June 22, pretty red-haired **Sandra Boso** became the bride of **David Zmek**.

Her gown of pure silk organdy had a modified sweetheart neckline, and

(Next page, please)

Erie Railroad Magazine

STILL GREATER PROTECTION—For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical and lateral forces

Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.

a graceful bouffant skirt with a panel of organdy, accented with a large bow in the back, completed her chapel train.

A headpiece of a double crown of pearls and paillettes with fingertip illusion and a bouquet of white orchids and lilies of the valley completed the picture.

The bride's sister was maid of honor and wore mauve pink while the three bridesmaids wore pink chiffon and all carried matching bouquets.

A reception was held at the church immediately following the ceremony.

It was a great day for the Irish when Carol Anne Kilbane and her mother sailed from New York on the SS *Britannica* to visit relatives in County Mayo for three months. Caroline also plans on stopping in England and Scotland. She was bid bon voyage by Mary Martin, former co-worker, now retired and living in New York.

Mr. and Mrs. Les Arold drove to Athens to attend the graduation of son, Bob, from Ohio University. Bob is a member of the Phi Delta Theta, Key Honor Society, Air Force Association, and was graduated as a second lieutenant. Grandma Grozing of Paterson, N. J., also was there.

Alice Seferin is very proud of sister, Armine, who was chosen soloist and played the first movement of Mendelsohn's Concerto for violin at her graduation from Cleveland Heights High School.

Mr. and Mrs. Chester Haughn drove to Ann Arbor to bring home daughter, Betty, and her accumulated paraphernalia, after completion of her second year at the University of Michigan.

Helen Trojahn enjoyed a vacation in Florida and made Miami her headquarters. Carol Gacom is planning to visit Florida and see some of the country in her red and white convertible.

John Babli and John Hills flew to the west coast where they had a gala time at the Barbershop Quartets, Inc. annual convention in Los Angeles.

Joanne Zrimsek and husband are making plans for a motor trip south with Acapulco, Mexico, as their ultimate destination—providing time and gas hold out.

Olga Tanka, Norma Simmons and Helen Trojahn have the distinction of being among the favored few who secured tickets for "My Fair Lady." They report it was worth waiting for.

Mrs. Charles Halusker visited relatives in Wheeling, W. Va.

Congratulations to Lynne Priest who was elected corresponding secretary of the Railway Business Women's Association at the annual election in May.

We welcome Rosalie Wofner, from the transportation department, and extend best wishes for the future on her engagement to Wayne Mencke.

We were happy to have a visit from our former coworker, Mary Lou (Ramsey) Darby, who noticed quite a few changes since her last visit.

Our best wishes go with Dorothy Schmidt who is leaving us to await a visit from the stork.

Guy Huston and his folks moved into their brand new home on June 1.

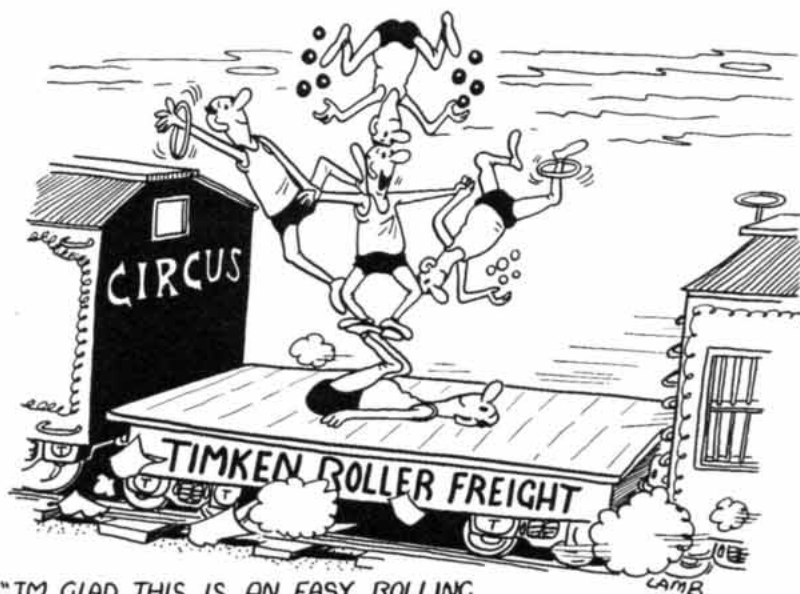
Schottzie didn't prove too cooperative but Berniece Batcha was very patient (she has the marks to prove it), and finally graduated from the course of ten EASY lessons in "How to Train Your Dog."

The most unusual thing happening around here in a long time was the morning Shirley Walker's car disappeared from right in front of the building when she started home after working the late shift. The police picked it up on the Mall next day, but poor Shirl had to pay towing charges to get it back.

(Turn the page, please)



FRANK WILLIAM SHAW, passenger brakeman and train baggage agent, Marion division, completed 50 years of service with the Erie on June 25. He has lost only four days, due to illness, in his term of service. His father, the late Robert M. Shaw, was locomotive engineer aboard a construction train used in building the Chicago and Atlantic, now the Erie's Marion division.



"I'M GLAD THIS IS AN EASY ROLLING
TIMKEN ROLLER FREIGHT—NOW WE CAN GET IN
SOME PRACTICE BETWEEN STOPS!"



THE ANCHOR
OF MERIT

THE P. & M. CO.
"Division of Poor and Company"

CHICAGO • NEW YORK



NEW JAYCEE CHIEF. Charles Sidenstricker, jr., is the new president of the Marion Junior Chamber of Commerce. He is clerk to the storekeeper, Marion.

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Accounting

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Harvey Schneeegas received a letter from Gladys and Russ Westphal who live in Tampa, Fla. Russ likes the climate and says it has been very helpful in improving his health.

Jack Burlingame is still after the big ones.

Stan Walter is a patient in the Bath Veterans' Center.

Robert Pebbles was a delegate to the New York State Elks convention in Albany.

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MEMBER FEDERAL RESERVE SYSTEM
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At the recent election of the Arthur H. Cunningham Post, No. 440, William Leonard was elected vice commander, Jack Meehan, treasurer, Ed Gillette, historian, and Walter Coston and Richard Wheeler were elected to the board of directors for three year terms.

Robert Gregory was on another weekend pass to New York to see his Yankees play.

Mr. and Mrs. Edward Dressler visited their daughter and family in Rochester, Minn.

Ed Yochem, Ronnie Benson, Dan Swift and Paul Smith made an excursion to Canada.

Welcome to Shirley Walton, newest member of the bureau family.

Pauline Bove, Richard Schieder and Bill Sirianni made trips to Boston via New York.

Watson Walden is spending some of his spare time at the local GLF.

Jim Hogan and Tom Page are members of the local baseball team.

Lt. Gerald Curran of the Army Reserve spent two weeks at Camp Drum with his outfit.

Ed Yochem passed his insurance agent's examination.

Lillian Karl spent Decoration Day in Olean.

Anna Anderson spent her vacation in Marion.

When Dorothy Marks returned from California she brought yours truly some "quail eggs."

Lorraine Cornish is a candidate for the title of Queen of the Centennial at Wellsville.

Richard Tyson has traded station wagons.

Ruth Hoyt has the first real suntan (?) of the season.

Leo Hitchcock is recovering from an operation at Elmira.

Richard Schieder showed some of his paintings at a local exhibition.

In case you're interested, Nancy Conner just had a birthday.

Coots Congelli played golf at Dansville.

Howard Hamilton and his sons do a little fishing in his spare time.

Barbara Moorehead and daughter, Cheryl Lynn, of Miami, Fla., visited at the home of her parents, Mr. and Mrs. Fred Schmitt.

Mary Jones of Medina visited at the office. Formerly she was a key punch operator by the name of Horvat.

Don Matthews reports that his household is back to normal, now that wife Georgia is home from the hospital after her accident.



"How do you like my imitation of a Diesel engine's horn?"

• • •

Ed Deegan again is spending all of his spare time at the Little League ball park.

Ernie and Bruce Dungan now are full-fledged photographers after attending a night school course in the art of handling the camera.

Dorothy Marks attended the races at Jamaica while visiting in the big city.

George Hussong and family visited in New Orleans and then made an extended tour of the South.

Understand everyone is looking forward to the annual outing.

•

AUDITOR OF DISBURSEMENTS

By Denny Kish and Dorothy Buday

We are glad to hear that Leon Hopkins is recovering rapidly after surgery at Lakewood Hospital. Speedy recovery wishes also to Virginia Blackley, a recent patient at Deaconess Hospital.

Congratulations to Steve Gall on his engagement to Peggy Jacobs.

Rita and Dick Talbott spent their vacation in Omaha amid storms and heavy rain.

Don Bundy was a busy committee-man for the Westlake homecoming June 6-9.

Nelson Potter, proud owner of a new yellow automobile, can be heard comparing notes with Al Okeson, proud owner of a new pearl convertible model.

Mary McCarthy visited friends in Cincinnati.

(Next page, please)

Erie Railroad Magazine

AUDITOR OF REVENUES

By Jimmy Murphy

Just about all the girls on the fourth floor of the Columbia building attended the farewell dinner for **Ursula Jurcisin** at the Sherwood Inn. She was given a car bed and corsage.

Ursula was so touched by this gesture we thought for a moment she was going to decide to stay. But she did promise frequent visits.

Congratulations to **Charlie Kraft** who on May 16 completed 40 years of service. In good health and going strong, he doesn't look much older than that.

White blossoms formed a floral background June 8 at the First Congregational Church in Avon Lake for the marriage of **Betty Grugle** and **Chuck Jacobson**. Traditional wedding marches were played for the processional and recessional. Following the ceremony a reception was held at the Sportsman Club.

Alberta Lawler must keep a horse-shoe under her pillow. She won a \$50 bond in the Erie Athletic League raffle. **Jerry Griebek** won a transistor radio.

With the coming of summer also came a shiny new car for **Chuck Von Duhn**.

Attendance was exceptionally good on Railroad Night at the Stadium. Over 1,500 attended the contest between our Indians and the Yankees.

Friends of **Ralph Winters** showed concern when they learned that his progress toward recovery from a recent heart ailment had been delayed. We are hopeful that his confinement will be short and that he will have speedy recovery.

We were delighted that **George Bushwell** found time to stop in for a visit. He looks fine and is becoming accustomed to the different pattern of life in retirement.

We are still in the midst of the face lifting of the Columbia and Marine buildings. The file racks have been removed from the eighth floor and the overcharge claim bureau is now at home in the new quarters.

The fifth floor has taken on an entirely different appearance. The air conditioning system is partially completed and the machine room will eventually fill this space.

Howie Brown and his family bought a farm in Newberry, Ohio, complete with all the things that go with a farm. **Howie** has also found the solution to the short haul transportation problem. Get a horse.

More glamour has been added to the waybill sorters group. Welcome to **Clare Feeney**.

• • •



WHEN **ARTHUR MUNSON**, Wyoming division engineer (right), was presented his diamond chip Erie Veterans button, marking 50 years of service to the road, by **Michael Leshanski**, chairman of the Dunmore chapter of Erie Veterans, at a meeting of the chapter.

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.

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Erie Scholars

(Story begins on page 12)

pupils who intend to go on to college should concentrate on developing good study habits, and that a high school senior should be prepared to do anything to help earn his way through college.

Donald points out that he has done clerical work in registration periods, waited table, tutored French and English, painted houses, sat with children, played the piano in a dancing school, and has done "odd jobs" as well.

If he were to go to high school again, Donald says he would probably study a little harder. But he has found no course difficult, provided he used the right approach to it.

But it has not been all hard work and study for Donald. He has studied piano with Jesus Maria Sanroma, one of the world's, and Puerto Rico's, most outstanding masters.

New Car

(Story begins on page 16)

trusses at the inner ends of the car halves. And then the problems multiplied.

For the load is so heavy that if its weight was carried on a flat metal bearing surface its action would be so stiff that the car would be in danger of derailing on curves. Too, where changes of grade were met on straight track, the bearings would be subjected to bending stresses.

The problem of sliding friction was met by designing a roller-bearing pivot, with conical rollers, because cylindrical rollers would skid under the conditions the car will experience. Both the truss bearing surface, and the bearing surface in the car half must be machined to fit the conical rollers.

That solved the problem of going around curves. The problems involved in going up and down hill were met by mounting the whole bearing upon a cylindrical bearing running across the car on each of the two car halves.

When traveling without a load, the two car halves hook together at the

bottom of the trusses, and the tops of the trusses are held apart with steel spacers.

The car will be simple to load if an overhead crane of sufficient capacity is on hand.

But that brought up another problem—how to load the transformer, and unload it, where no such crane was available.

That was solved by building one 100-ton and two 30-ton jacks into each car half. The 30-ton jacks can maneuver the trusses; the 100-ton jacks can lift truss and load together.

In the absence of a crane, the transformer can be blocked up on any straight stretch of track, so that its bottom is 12 inches off the rails. Then the two halves of the car are brought up to it, and hooked on, using the small jacks. Then the big jacks lift the load off the cribbing, the cribbing is removed, and the jacks withdrawn.

As soon as the air-line connection is made the load is ready to roll. Unloading without a crane is just as simple, the designers say.

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Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Allen, William Joseph	Clerk	Susquehanna Division	3-12-57
*Anderson, William	Relief Car Inspector	Port Jervis Car Shop	5-19-57
*Ashton, Edward George	Barge Captain	Marine Department	4-14-57
Bergson, Samuel	Clerk (Revs.)	Cleveland	4-10-57
*Boda, George Washington	Crossing Watchman	Meadville Division	2- 3-57
*Boyd, James Peters	Exp. Accountant (Disb.)	Cleveland	4-30-57
*Clark, Erastus Orman	Engineer	Susquehanna Division	4- 2-57
Coleman, Patrick James	Machinist Helper	Hornell Diesel Shop	5-17-57
*Consiglio, Patsy	Boilermaker Helper	Meadville Shop	5-13-57
Cordisco, Luigi	Asst. Track Foreman	New York Division	4-22-57
*Cunningham, Robt. Michael	Track Supervisor	New York Division	5- 3-57
*Dinnen, James Frank	Chief Surgeon	Cleveland	2-19-57
Dombrowski, Peter	Laborer (Psgr. Car)	Jersey City	4- 5-57
*Dougherty, John Marie	Machinist	Kent Locomotive Shop	2-11-57
*Duggan, Charles	Checker	Chicago	3-15-57
*Dwight, Robt. Livingston	Conductor	Susquehanna Division	4-14-57
Emler, George	Signalman	Meadville Signal Shop	4-24-57
Fox, Edward David	Senior Designer (Struct.)	Cleveland	4-23-57
Fraser, William	Car Inspector	Hornell Car Shop	5-14-57
*Fulton, Joseph Gould	Signal Maintainer	New York Division	5- 7-57
*Gibson, Harry Raymond	Engineer	Mahoning Division	5- 8-57
*Gregorio, Ernest	Sheet Metal Worker	Dunmore Car Shop	4-22-57
*Hansen, Albert Carl	Barge Captain	Marine Department	3-28-57
*Hicks, William	Engineer	New York Division	6- 9-56
*Ippolito, Antonio	Car Inspector & Rep.	Avon, N. Y.	5- -57
Jones, Donald Hyatt	Road Conductor	Mahoning Division	5- 1-57
Kutz, John	Engineer	Marion Division	5- 6-57
*Miechowski, William	Car Inspector	Kent Car Shop	3-16-57
*Mueller, John	Engine Watcher	Buffalo Shop	1-18-57
Nelson, Harry Martinus	Lumber & Tie Insp.	Stores (System)	5- 5-57
*Norton, Charles Clarence	Crossing Watchman	Mahoning Division	3-17-57
*Pelenski, Mike	Car Repairer	Port Jervis Car Shop	4-24-57
*Quackenbush, Arthur	Yard Brakeman	New York Division	5-14-57
Setree, George William	Locomotive Engineer	Mahoning Division	4-20-57
*Smith, Harry Adam	Machinist	Hornell Backshops	5- 2-57
*Snyder, Mertus Josef	Machinist	Marion Shop	4-29-57
*Stauffer, Benjamin	Engineer	Kent Division	3- 8-57
*Stelmack, Andrew	Car Inspector	Hornell Car Shop	3-10-57
*Strabel, Fred Albert	Conductor	Buffalo Division	4-25-57
*Tartaglione, Alessandro	Laborer	Meadville Scrap Plant	5- 2-57
*Tigue, Joseph Miles	Rod Cup Man	Port Jervis Roundhouse	5- 8-57
*Van Splinter, Cornelius	Pipefitter	Secaucus Shop	4-26-57
*Weaver, Howard Edward	Signal Maintainer	Buffalo Division	3-23-57
*Whitaker, Dewitt Guy	Agent	Nutley, N. J.	6-26-56
*White, Harry Welcome	Yard Conductor	Bradford Division	4-23-57
Zaviski, Mike	Trackman	Delaware Division	3- 3-57
*Zawadowski, Frank	Pass. Car Repairer	Cleveland Coach Yard	3-29-57
*Retired Employees			

Paul W. Johnston

(Story begins on page 6)

During his Army service he was promoted to brigadier general, Army of the United States, and, upon his return to civilian life, was awarded the Distinguished Service Medal.

On his return to the Erie Railroad in 1945 Mr. Johnston was made vice president in charge of personnel. In this capacity he participated in scores of conferences with railroad labor unions on the property as well as in national negotiations.

On Oct. 1, 1948 Mr. Johnston was appointed executive vice president, in which position he had jurisdiction over all departments.

In this capacity the company records point out that "he spent many hours traveling over the railroad—mostly by rail motor car—covering as many as 250 miles a day. He visited many construction projects, discussed progress of work, and stopped to shake hands and chat with employees in all job classifications."

President of Road

And, exactly a year after he became executive vice president, Mr. Johnston was elected president of the Erie, succeeding Robert E. Woodruff, who became chairman of the board.

To Mr. Johnston his tenure as president marked more than the scaling of the pinnacle in his business; it gave him a chance to put down roots. During his steady advancement to the top he and his family had moved 21 times in 17 years.

Any railroad man's wife knows what that means—packing and unpacking the household goods, taking the children out of one school and getting them started in another, meeting and making new friends, and all the chores of setting up a new home in a new town.

And Paul Johnston will be the first to admit that the courage, inspiration, understanding and companionship he received from a very gracious lady—his wife, Dorothea, contributed immeasurably to his success.

For the railroad his term in office was a period of advance. Dieselization was completed; the modern four-way radio communication system was extended to cover the whole main line, an Erie first; mechanization was extended to track maintenance work and even to the car records department; piggyback service began, and the fleet of Erie rolling stock was modernized and improved.

He inaugurated the scholarship program for children of Erie employees. He initiated co-ordination of facilities

with the Delaware, Lackawanna and Western Railroad and participated in the preliminary discussions that led to the present studies on the possibility of merging the DL&W, the Delaware & Hudson, and the Erie.

Mr. Johnston's personal life has never been ostentatious. His former neighbors on Chadbourne Road, a street that lies partly in Cleveland and partly in Shaker Heights, and his present ones on Belvoir Boulevard in Shaker Heights, know him as a man who prefers to mow his own grass and rake his own leaves, and as a neighborly sort who can be called upon in a domestic emergency.

Neighborly Deed

On one occasion a widow found a bat flying about her house. Her first thought was to send for "that nice Mr. Johnston." Mr. Johnston came, captured and evicted the bat.

A devoted family man, Mr. Johnston has been married since 1916. His courtship, in the summers, when he was working as an agent and telegraph operator and the future Mrs. Johnston was living at Jamestown, was aided by his skillful use of a hand speeder, which enabled him to go calling on weekends, by pumping his way along the railroad between Lottsville, Pa. and Jamestown, N. Y.

The couple have four children, all of whom, like Mr and Mrs. Johnston, are graduates of Allegheny College.

They are Paul W., Jr., assistant vice president of the National Carloading Corp. at New York; James D., of the Ethyl Corp., Baton Rouge, La.; Mrs. James W. Zarbock, whose husband is with the Oxford University Press at New York, and Mrs. Grant Alpaugh, whose husband is a junior research assistant for the Erie. There are 10 grandchildren.

And when Mr. Johnston moves from his office as chief executive officer, after a brilliant career in railroading, there is one place where no alteration will be made in a roster. That is at Meadville, where he is No. 26 on the Alleghany-Bradford-Meadville-B&SW roster, holding rights since March 1, 1918.

• • •

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CHICAGO

Railroads Strong

(Story begins on page 5)

and what price will attract the business."

At the same time, he pointed out, the market research should develop more accurate knowledge of the costs of handling individual commodities.

"It is important," he said, "to know the answers to many questions, such as: What are the costs of our competitors—where do the railroads have the advantage—where are we at a disadvantage? What should we do in the intermediate zone between out-of-pocket costs and fully distributed costs? How do we arrive at an answer to the question as to the proper charge relationship—one commodity versus another? All these and many others are the fundamentals of success or failure; and, up to now, decisions have been made largely on opinions and not facts. Facts should be and can be developed."

Joint Efforts

"We must realize that we are no longer a transportation monopoly; we are living in the most competitive transportation age that has ever existed; and it is by our joint efforts that we will either progress or fall. Competition among railroads is healthy and stimulating, but merely substituting one rail move for another doesn't solve the national problem," he said.

Mr. Von Willer was introduced by H. Hale Clark, superintendent of transportation for the Erie, and president of the superintendents' association.

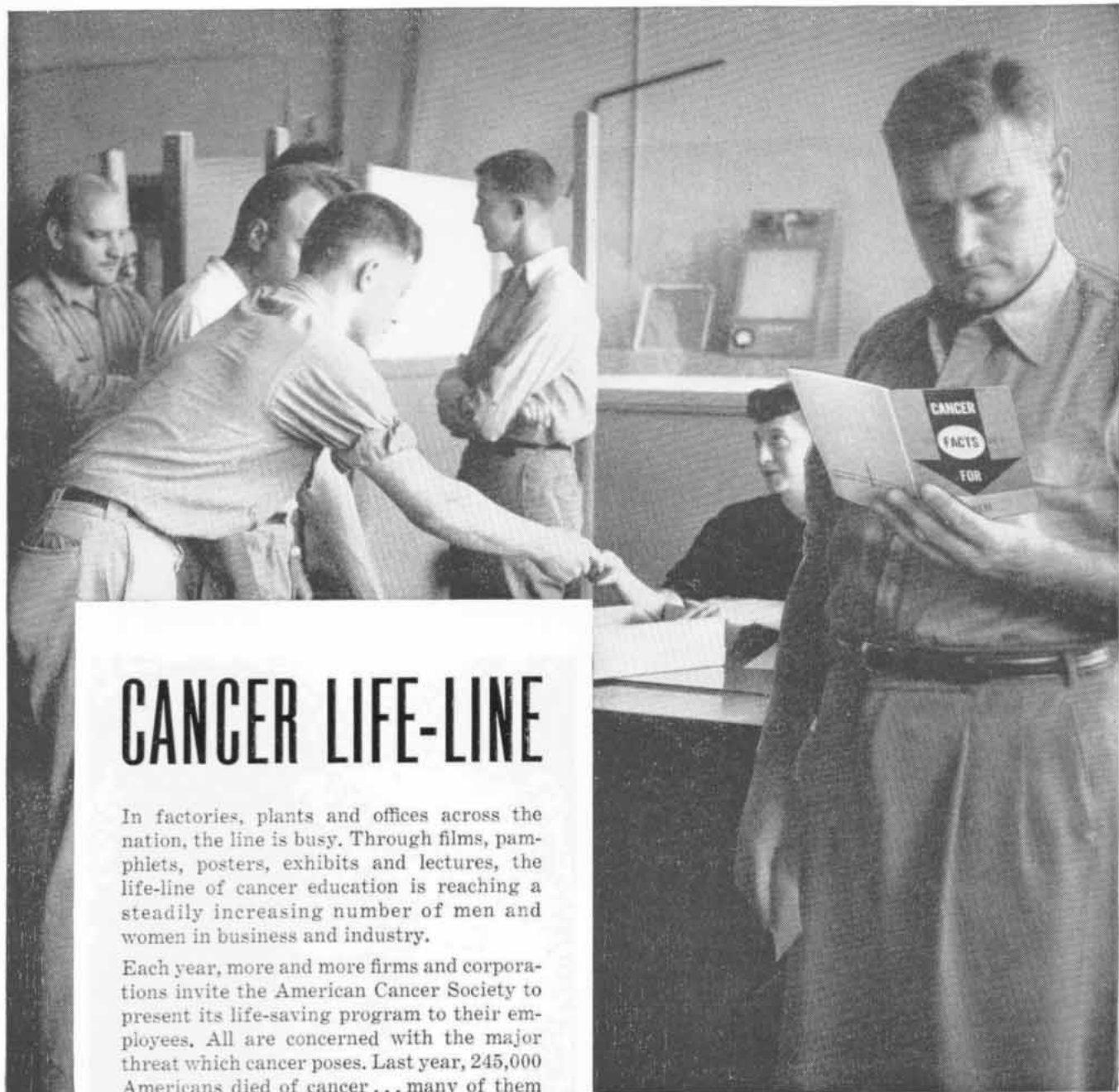
For those attending the convention, the three days were packed with activity. Guy L. Brown, grand chief engineer of the Brotherhood of Locomotive Engineers, spoke on the importance and place of the superintendent in labor relations, and many technical papers were presented. William M. Wiarda, assistant superintendent at Chicago for the Erie, was chairman of the committee on safety.

Before they adjourned, the superintendents inspected the new multi-million dollar elevation of the tracks of the Chicago, South Shore and South Bend Railroad where the South Shore passes through Chicago's congested South Side.

J. A. Craddock, superintendent of the Delaware, Lackawanna & Western, was elected president of the association to succeed Clark.

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Erie Railroad Magazine



CANCER LIFE-LINE

In factories, plants and offices across the nation, the line is busy. Through films, pamphlets, posters, exhibits and lectures, the life-line of cancer education is reaching a steadily increasing number of men and women in business and industry.

Each year, more and more firms and corporations invite the American Cancer Society to present its life-saving program to their employees. All are concerned with the major threat which cancer poses. Last year, 245,000 Americans died of cancer... many of them needlessly. Among them were experienced executives, key officials, skilled workers. Their loss to business was incalculable. The greater loss, in terms of personal tragedy, was appalling.

Yet, thousands and thousands of them could have been saved *if they had known the importance of going to their doctors in time.* Early detection plus prompt treatment could literally mean the difference between life and death. This, and many other facts of life about cancer, are part of the education program which the American Cancer Society offers you — in your plant or factory. For additional information, call the American Cancer Society office nearest you, or write to "Cancer" in care of your local Post Office.



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shipment. One loading, one unloading—no in-between handling!

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