The President's Page

In the course of a year I attend many functions, but I don't know of any that gives me more genuine pleasure and excitement than the annual luncheon for the Erie scholarship winners and their parents.

There is nothing more heartwarming than to see the obvious glow of pride the parents have in their children's accomplishments. That's as it should be. And they have good reason to be proud. These earnest young men and women have distinguished themselves in their school work as well as in outside activities. They have shown exceptional qualifications for leadership and responsibility. I am sure they will make great contributions to our society in the years ahead.

While the attention is focused on the winners, there is something beyond all this which pleases me even more. That is the number of well-qualified boys and girls of Erie families who compete each year for these scholarships. This year there were 118 applicants. These young people of better-than-average ability serve as an index of the quality and character of the families that make up the Erie Railroad.

The measure of any organization is the sum total of the people who work for it. So, in the pleasure we derive from letting the five scholarship winners know of their good fortune, I realize full well that the Erie Railroad is fortunate, too, in having so many employes who measure up to the high standards of parenthood and good citizenship.

H. W. Van Winkle
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June, 1957

Volume 53, No. 4

THE COVER:

An Erie tug rides high and dry in the dry dock at the marine yard at Jersey City. She is in for one of her regular inspection and repair periods. On her bow is an Erie invention—a new type of fender. For more about the marine yard, and the fender, turn to Page 14.

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

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.
Business Indicator

Freight Cars Loaded on the Erie and Received from Connecting Railroads

* STEEL STRIKE
Government Interference with Rails Hurt Britain

World War II Effort Slowed by Hand of 1846 Law

The Erie Railroad is famous all over the world for its high and wide clearances, clearances that do more than help business. For those clearances make it possible to ship oversize transformers, atomic reactors and other bulky things by rail.

The oversize transformers enable utility companies to furnish the thousands of kilowatts per person that make life in the United States so rich and comfortable; and the atomic reactors contribute to defending that way of life.

But once there was a railroad that was wider than the Erie.

Built by men who had the same vision of future rail traffic that the Men of Erie had, the Great Western Railway was the widest railroad England ever had—and had its clearances not been cut by government regulation, England would have found World War II1 easier to fight.

For when World War II came, bringing with it huge tonnages and bulky loads, the American railroads, and especially the Erie, were able to handle shipments that in Britain had to be sent by road, moving slowly over selected routes.

Launched in 1833, the plans for the GWR were on an even more generous scale than those for the Erie. Distance between rails was 7 feet 1/4 inch.

Once the principle of the overhanging car was adopted, minimum clearances along the right of way were set at 14 feet 2 inches. For the first 84 miles out of London a series of cuts, fills, viaducts and bridges kept the ruling grade at less than one-sixth of 1%.

In the years to come the great broad gauge was to spread a net of lines fanning out from its principal junction at Reading, west of London, to Birkenhead (Liverpool's Brooklyn) in North Wales, to the mines of South Wales, the factories of Birmingham, and the picturesque country of Cornwall, where the road stopped just short of Land's End.

Passengers liked the big cars that rode easily; they liked the speeds the road developed. For one of the reasons the wide gauge was chosen was to get the most efficient locomotive possible in a day when steel parts were not available, and engines had to be built of cast iron, brass, zinc and wood.

Schedules, which were kept, called for average passenger train speeds of over 50 miles an hour—and that in a day before air brakes.

Freight traffic, too, was handled quickly, and like the passenger traffic, at lower rates than the compet-

(Please turn to page 34)
Erie Officials Fete Scholars, Families at Gala Luncheon

Affair to Live Long in Memories of Chosen Five

FIVE children of Erie employes had lunch together in Cleveland the other day, a lunch they will tell their children and their children's children about.

They won't tell their children about it merely because they had come from various parts of the road—from Hammond, Hornell, Jersey City and Cleveland for lunch. Nor will they remember it all their lives because they and their parents sat with the road's highest officers.

They will remember it because it was there that they learned that they had been chosen Erie scholars, and under the Erie Scholarship Awards plan, every one of them has been granted $4,000 toward college expenses.

All five of them are fully aware of what a college education will mean, both for them and for their children, and all five are aware, too, that it is because they are the children of Erie employes that they are going to college.

Arrived Under Strain

When they arrived they were under a strain, for they could not be sure just what was in store for them. All, of course, had applied for the scholarship, and filled out forms; they knew that neighbors, friends, ministers, schoolteachers and school executives had filled out forms about them too.

They knew, too, that they had sat for competitive examinations held in towns and cities along the line. But so had other sons and daughters of Erie men and women—a total of 118 students took them this year.

But they did not know that they had been chosen.

The letter to their homes had merely invited them and their parents to come to Cleveland, with all expenses paid, to discuss the matter.

(Next page, please)

Erie Railroad Magazine
FAMILY REUNION ATMOSPHERE MARKED the luncheon given Erie Scholarship winners and their families. Seated, left side of table, left to right, are Paul W. Johnston, chief executive officer; the Bashes; the Pearsons. Standing, left to right, George W. Oakley, comptroller; George C. Frank, assistant to president; Milton G. McInnes, executive vice president; Collins, and her mother, Chester K. James, superintendent of motive power; the Kierases; John F. McMullen, superintendent of car department. Seated, from head of table to right, Harry W. Von Willer, president; Willis T. Pierson, vice president and general counsel; Paul J. Kindler, assistant to president; the Wronkos; Ernest E. Seise, director of personnel and training; Carolyn Collins, and her mother, Mrs. Francis M. Collins.

Of course, some had hoped. And when each saw only four others outside the special meeting room in the hotel, they might have guessed. But there was still that element of suspense.

That is, there was until President Harry W. Von Willer called on Willis T. Pierson, vice president and general counsel of the Erie, just before lunch, to read the report of the committee of three outside experts, a university president, a school administrator, and a youth leader, who had made the final choice of candidates for the scholarships.

Even that had an element of suspense, and as Pierson read the report every one of the five, and their parents listened intently, only to gasp and smile and look relieved as the name of each was finally reached.

Then President Von Willer said:
"There, I thought that everyone would enjoy lunch more if he knew."

And the lunch was a merry one. It is not every high school senior, who, just before his graduation, hears that his own hard work and talent has been recognized to the extent of a $4,000 grant.

Parents, too, have their pride, and want to see their children rise. For them, it was obvious, the decision of the judges had lifted a great weight.

For these children, the judges had made sure, were no mere pasty-faced bookworms hacking out A's at the expense of all else. All five had participated in affairs beyond the schoolroom, on the playing fields, or in their churches, or in clubs.

Pride in Erie

Too, there was pride of belonging to the Erie. Two of those chosen came from that solid Erie town, Hornell, one of the hubs of the railroad; the father of one is a barge captain based at Jersey City; another from the opposite end of the line, Hammond, and the fifth from Cleveland, a stub end of the Mahoning division to some, but the nerve center of the road to others.

After lunch the secretary of the scholarship committee, Paul J. Kindler, assistant to the president, acted as toastmaster, and called on various officers at the table.

Ernest E. Seise, director of personnel and training, and chairman of the scholarship group, told of the organizational work that had been done; of the basic rules—primarily that the applicant must be the child of an Erie employee earning less than $7,500 a year—and of the means taken to be sure that no possible favoritism could influence the result.

He told how the examinations had been prepared outside the railroad, by educational authorities; of how they had been graded by Western Reserve University; of how the candidates were known only by number to the graders; and of the final closed door session by the three experts, Dr. Howard W. Jones, president of Youngstown University; Dr. George C. Boone, assistant superintendent of Passaic schools, and Henry E. Heffner, executive director of Junior Achievement of Cleveland.

George W. Oakley, comptroller, informed both parents and students.
Parents Are Cross-Section of Road’s Employes; Children A Pupils

J ust what sort of boys and girls will represent the children of all Erie Railroad employes on college and university campuses for the next four years? Who are these youngsters who will receive $1,000 a year apiece for four years under the road’s scholarship plan?

They are boys and girls just like those next door, and their parents, too, are a cross-section of the men and women who make the Erie.

That is, they are like the children next door, if in addition to getting straight A’s in school, they are leaders in their own groups. Here are this year’s winners, arranged alphabetically.

Mary L. Bash
Before Mary Bash’s mother knew her daughter had been chosen as one of the Erie scholars, she had sent Mary’s picture to the magazine together with an announcement that Mary would be valedictorian of her Hornell High School class, a class of 182. She thought we might be interested.

We were, but here is how Mary looked right after she got her award papers.

Mary is auburn-haired, but definitely not red-headed. She is an outdoors girl, and has been camp counselor at Bluebird camps, and taught nature study and boating skills to younger girls. She likes to ride horses, swim, and play in the band.

She likes to read Dickens, sew, and she helps her mother with the housework and enjoys cooking. She is 5 feet 7½ inches tall and weighs 130 pounds.

Not one to take herself seriously, she admits that she might have made higher grades in English, had she liked the subject more—but her sentences are good, and she was an editor of the high school year book. Her favorite subjects are science and mathematics, with Latin running a close third.

Outside school she was active in the youth work of her church, and the Adelphia Sorority.
Her father, Jacob A. Bash, has been an Erie employe since 1919, and is a checker at Hornell freight house.
She looks forward to a medical career.

Carolyn Z. Collins
Carolyn Collins’ teachers say she will rank among the top 35 of the graduating class of 400 at Cleveland’s John Adams High School. She is petite, 5 feet 1 inch tall, and weighs 97 pounds. Since the death of her father, three years ago, when she was 14, she has done the housework and cooked dinner every night during the working week and looked after a younger sister.

Despite that added load, she has played in the school orchestra, worked on the school paper, and has found time to swim, to skate and to learn to develop and print photographs.
Too, at school she has worked as an assistant teacher, and is a member of the Future Teachers of America.
She has passed the preliminary rounds of the National Merit Scholarship Tests, and is to take the final examinations. Her favorite subject is math, her next, shorthand.
She wants to be a teacher, for, as she says, “I have tutored students and there is a great reward in seeing a student begin to understand the subject.”

Carolyn’s father first worked for the Erie in 1926. At the time of his death in 1953, he was clerk, superintendent of transportation, Cleveland. Her mother has worked for the Erie since his death, and is a clerk in the office of the superintendent of motive power.

Fred J. Kieras
Fred Kieras likes to play sandlot basketball and football, to fish and to hunt. And his ambition is a very modern one; he wants to be either a nuclear physicist or an organic chemist. His teachers believe he can become either.

Fred is tall, 5 feet 11 inches, weighs 145 pounds, and is still growing.

His black hair makes a striking and pleasant contrast with his fair face.

Like so many Hammond boys, he attends high school in Whiting, where, his teachers say, he will rank third in a class of 173.

His favorite subjects are physics and chemistry, and, save for a pair of B’s in his first semester of high school, he has had straight A’s in all his academic subjects.
Too, he has impressed both his teachers and his neighbors with his...
bearing. One of them says of him: "He is neat, courteous, studious and mild-tempered. A perfect gentleman."

He is a member of the student review board of his school, and has been an officer of the Latin Club. He has long had his sights on a scholarship, for, as he says, "I would like nothing more than the education I have wanted such a long time."

Fred's father, Joseph J. Kieras, has worked for the Erie since 1926 and is a car inspector at Hammond.

**William R. Pearson**

William Pearson, tallest of this year's applicants, stands 6 feet in his stocking feet, and carries his 200 pounds well. He is 17.

His only expressed regret about his school career so far is that, until this year he was considered too stout to play on the Hornell High varsity football team, and had to content himself with the junior varsity. And this year he has had to give up sport to work in Davidson's furniture store.

But he has kept up his studies. He'll rank fifth in his class of 182, and has won the "very highest" recommendations from his teachers, employers and neighbors.

His favorite subjects are biology and chemistry, with math and algebra tied for next place in his affections. He worked on the school year book, is a first-class scout, and an officer of a boy's leadership group. He takes an active part in the affairs of his church.

Like his classmate, Mary Bash, he hopes to study medicine, and has wanted to be a doctor ever since he can remember having had an ambition. As he says:

"I know being a doctor would be a hard life, but it would offer many opportunities to help others."

His father, Donald H. Pearson, first worked for the Erie in 1916, and is a yard conductor at Hornell.

At his school, St. Anthony's High, Jersey City, he played on the varsity basketball team for two years, winning letters, and his principal credits him with a large part of the team's success; outside school he played sandlot baseball.

He has already begun to plan his work and his life like an adult. Although, like any athlete, he likes games, and feels social pressure when he does not participate, he puts first things first.

"If I see that I am dropping behind in my studies, I postpone all other activities," he says, "until I am back on the honors list."

Those other activities include singing in the school glee club.

Joseph, who finds plenty of odd jobs to keep him busy around the house, and has delivered newspapers and worked in candy stores, is 17, 5 feet 8 inches tall, and weighs 139 pounds.

His father has been a member of the Erie's navy at Jersey City since 1943, and is a barge captain.

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**Joseph F. Wronko**

An engineering career attracts Joseph Wronko, partly because of the need he sees for more engineering work, and partly because of his love for mathematics.

**NAME**

**POSITION**

**LOCATION**

**YEARS SERVICE**

Charlotte Armitt
Claim Clerk
Jersey City
3-8-57 40

Royal S. Carey
Locomotive Engineer
Buffalo
2-25-57 39

George M. Chapin
Stower
Jersey City
6-20-57 42

Stanley Chmielewski
Carman
East Buffalo
3-22-57 40

William B. Crawford
Laborer
Brier Hill
4-15-57 27

Paul L. Crowe
Asst. Division Engr.
Youngstown
4-30-57 34

Theodore Eberding
Yard Conductor
Jersey City
3-9-57 40

Andrew Fedor
Car Cleaner
Akron
3-31-57 23

Willis C. Graham
Locomotive Engineer
Akron
3-31-57 46

Florence C. Haas
Asst. Division Engr.
Youngstown
4-30-57 34

Arthur E. Hoffman
Asst. to Gen. Manager
Jersey City
5-31-57 46

Frederic S. Hopkins
Barge Captain
Jersey City
4-3-57 33

William E. Kane
Yard Conductor
Port Jervis
4-11-57 50

Francis D. Kennedy
Master Mechanic
Buffalo
5-31-57 49

Francis T. Kitchen
Yard Conductor
Suspension Bridge
9-4-56 41

Anees Lotte
Employment-Report Ck.
Marion
4-16-57 34

James Novakovich
Carpenter
Jersey City
4-15-57 20

Cornelius D. O'Keefe
Tardmaster
Youngstown
5-31-57 47

John E. Olson
Yard Brakeman
Jamestown
3-15-57 38

John S. Olson
Engineer
Ferron
3-31-57 49

Harry R. Porter
Engineer
Huntington
4-2-57 37

William A. Quilter
Roundhouse Foreman
Jersey City
5-31-57 46

Bronislaw Sadowski
Coach Cleaner
Jersey City
4-22-57 33

George Skumanich
Machinist
Cleveland
3-31-57 42

Arthur J. Soles
Locomotive Engineer
Ashland
3-31-57 45

Daniel A. Studley
Car Inspector
Salamanca
4-16-57 37

Gustave R. Wimeth
Marine Engineer
Jersey City
5-22-57 30

Fred. C. Wolf, Sr.
Machinist Welder
Susquehanna
4-16-57 47
HVG Asks for More Research
Tells of Erie's Studies of Markets

THE importance of finding out what the railroads' market is, and then satisfying that market, was emphasized by Harry W. Von Willer, president of the Erie, when he spoke to the annual convention banquet of the American Railway Development Association in Milwaukee.

President Von Willer was introduced by the out-going president of the association, Donald M. Lynn, assistant vice president of the Erie for industrial development.

"We are the only major business which hasn't awakened to the fact that market research is one of our best selling tools," Mr. Von Willer said. "We need the fundamental facts before we can get back into the sun."

Besides finding the facts needed to tailor services to the customers' needs, he stressed, the railroads need to know what makes competitive services attractive.

Self-Help Needed
"We must know what the buyer needs, then cut our cloth to fit that pattern at the cost that brings us a profit and which is one that the buyers can pay," he said.

"Self-help" is the only way railroads are going to get this job done, Mr. Von Willer said. "Market research can and must be done," he emphasized.

"Collectively, railroads have done nothing about market research," the Erie president pointed out. "We in the railroad business are not competitors—our real competitor is the other fellow, that is, motor, pipeline and water transport."

Mr. Von Willer did some straight talking about railroad service. "Service must be regulated, programmed and more important, dependable. When I use the word 'service' . . . I am talking of through service," he said.

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Erie Men Alert Harbor, Rescue Barges in Fire

Two long and three short blasts—the dreaded signal of a harbor fire—from the whistle of an Erie Railroad tug, followed by quick use of the Erie radio, is believed to have averted a serious fire in New York Harbor, far from the site of the disastrous $15-million-dollar Brooklyn pier blaze of Dec. 3, in which nine men died.

That the more recent fire was put out with only trifling damage is due to the alertness of the crew and captain of the tug Hornell. The Hornell's crew noticed smoke blowing from the end of Bush Terminal Pier No. 1 at 5:15 p.m. on May 6. Capt. Nick Zuvic immediately blew the fire call, and notified Paul H. Rutt, Erie dispatcher on duty, by radio.

Capt. Zuvic, then sure that help would be on the way, took his tug into the slip next to the pier, and he and his crew cast off the lines of the tug Hornell, and notified Paul H. Rutt, Erie dispatcher on duty, by radio.

Meanwhile Rutt had called the fire department, and notified Paul H. Rutt, Erie dispatcher on duty, by radio.

The day is to begin with a softball game between the Eastern and Western Districts, at which the general managers will be starting pitchers.

As has been the custom since the outings began in 1926, a cup will be awarded the winning team.

Four trains. One meets veterans at Conneaut Lake Park, near Meadville, on July 20.

Four special trains and countless private automobiles are expected to carry 2,000 persons to the Erie Veterans annual summer outing at Conneaut Lake Park, near Meadville, on July 20.

The arrangements committee promises that there will be fun for all—not only for the veterans and their wives, who will have a chance to meet and catch up on their visitings, but for their children as well.

There will be swimming in the lake, rides on the concessions in the park, and either a noon dinner at the hotel or a picnic in the park's roofed area.

The three special trains will run from Hoboken, Huntington, Cleveland and Port Jervis. Chapter officers will be provided with the schedules.

Village to Pay for Underpass

It's unfair to make a railroad pay for projects of communities through which it passes, the Illinois Commerce Commission ruled.

The village of Northbrook, Ill., wanted an underpass under Milwaukee Road tracks, and wanted the railroad to pay up to 60 per cent of the cost.

But, the state commission decided, "it is fair and reasonable that the village should bear the entire cost, since the railway will receive very little, if any, benefits from the viaduct's construction."

Village officials not only tried to have the railroad billed for the viaduct itself, but also for improvements to the street and the building of a bridge over a nearby stream—a project that will cost a total of $568,004.

The power of Diesel-electric locomotive units ranges from 400 to 2,400 h.p. Most of those in freight and passenger service are of 1,500 to 2,000 h.p.
Expert Knowledge, Special Skill Required to Judge Applicants

Three Who Picked Five Carefully Chosen for Task

Judging applicants for scholarships calls for a set of special skills, and the group chosen to judge the Erie Scholarship Awards has always been carefully selected.

For even the language used by educators today bristles with terms that convey meaning only to those familiar with school administration, terms like "profile chart," for example, which has nothing to do with either railroad engineering or portraiture and scoring of aptitude tests is a subject all its own, where sometimes a grade of 57 is high, and, another test, a grade of 180 is low.

Then, too, there are three ways of looking at a student.

There is the high school pupil, the college student, and the person away from school. It is possible for a person to get high grades in high school, but will he do well in college? Then too there is the book-parrot, able to score high in subjects where memory, rather than logical thought or judgment, is needed.

For this reason the board of judges of the 1957 Erie Scholarship Awards is made up of three men—each an expert in his field, one on college students, another on high school pupils, and the third on youth activities.

Closed Door Session

On the board were Dr. Howard W. Jones, president of Youngstown University; Dr. George C. Boone, assistant superintendent of Passaic schools, and Henry E. Heffner, executive director of Junior Achievement of Cleveland.

Every one of the three brought his own skills to the problem of judging the 118 dossiers, built up from school records, the competitive examination, schoolteacher's evaluation sheets, and score sheets from employers, neighbors, clergymen and family friends.

The three spent a day behind closed doors looking at the record, which included summary sheets as well as the files on every one of the applicants.

The winnowing process finally brought 15 names to the top, and then further sifting was necessary before the judges were sure they had the five most promising children of Erie employees among those who had applied.

Next Ten Listed

Besides the five, the following, whose names are here arranged in alphabetical order, rather than in order of standing, were among the finalists:

Carl E. Battenfield, Westlake, O., son of Earl R. Battenfield, freight conductor, Mahoning division.


Brian A. Fields, Huntington, Ind.; Francis V. Fields, freight conductor, Marion division.

Anthony D. Hoover, Salamanca; Ferrel J. Hoover (deceased), retired division telephone supervisor, Huntington.

Ann E. House, Hornell; Alwyn C. House, stockkeeper, Hornell stores department.

Ralph A. Keifer, Conneaut Lake, Pa.; Paul M. Keifer, welder, M. of W., Meadville.

Carol E. Mathisen, Lakewood, O.; Morris Mathisen, senior draftsman, engineering department, Cleveland.

Seldon E. Moore, Morral, O.; Dwight E. Moore, yard clerk, Kent division.

Barbara A. Ricciardi, Port Jervis; Rocco D. Ricciardi, track supervisor, M. of W., New York division.

Nancy M. Wilhelm, Parma, O.; Howard H. Wilhelm, bookkeeper, comptroller's office, Cleveland.

BEHIND CLOSED DOORS these three judges weighed the application papers of 118 students, and chose five winners. Left to right: Henry E. Heffner, executive director, Junior Achievement of Cleveland; Dr. Howard W. Jones, president of Youngstown University; Dr. George C. Boone, assistant superintendent of Passaic schools.
A STRETCHER CASE is loaded aboard an Erie baggage car by CD medical aides.

CIVIL DEFENSE auxiliary police helped the walking wounded aboard.

TREATMENT OF MINOR wounds continued aboard the train.

CLUES TO THE IDENTITY of "lost" children were checked by social workers.

Special Train Takes 'Wounded' from 'Bombed' Area

WONDERFUL" was the word Civil Defense officials used to describe the Erie's part in Evac 12, the most complete CD evacuation exercise ever carried out in the United States.

Evac 12 called for removing 1,500 residents from a "bombed" area of Binghamton to Deposit, feeding them, housing them and caring for the "injured," and even setting up an emergency government for the State of New York.

CD officials planned the exercise to test means of moving the populations of whole cities to unharmed areas in case of an atomic bomb explosion. Because of the disruption such a move would cause in peacetime, it was decided to try the plan on a pilot scale, and Ward 12 of Binghamton was evacuated to Deposit.

But it was more than mere plans that were tested in Evac 12. New York has a new Civil Defense litter for wounded. How would it work in practice? What about the many children that might be left homeless

(Next page, please)
and without families, lost and dazed by the explosion? And what of the handicapped, who might be pushed aside in the rush to get away from the bombed area?

And what of the wounded, that would need to be moved, and treated while they were being moved? Could anything be done for them?

It was just in this humanitarian field that CD officials turned to the Erie. It would be the Erie’s job to furnish a special train to test theories about and the practices of moving lost children, handicapped persons and wounded.

The train made up for the trip consisted of Erie locomotive No. 1400, a 1,500 horse-power Diesel-electric with steam generator, two baggage cars and two coaches, with the baggage cars to be converted to hospital cars with New York’s new litters, and the coaches reserved for walking wounded and lost children.

“Bang-Up Job”

“The Erie did a bang-up job,” Claude A. Wheeler, Broome County Civil Defense director, and the man in charge of the exercise, says, “a beautiful job. We weren’t sure whether the new litters would work out or not.”

He explained that the litters were equipped with folding legs, so that they could be converted into cots, or stacked, with space between them, to form double or triple tiered beds.

“They had not been used in an exercise, and we wondered just how they would perform.” Wheeler said. “But patients rode in them in the Erie baggage cars, stacked two and even three high, and, thanks to good handling, nothing untoward happened. In fact the patients said they had an enjoyable ride.”

Among the “lost” children on the train were life-sized dolls carried by persons who had “found” babies. CD attaches tried to trade the parents of these as the train rolled along through the countryside. Lost children presented themselves, too, and it was the task of interviewers to find clues to their parents’ names, addresses, and fates.

At Deposit, the stretcher cases were unloaded into whatever trucks could be found, and hauled off to a school that had been converted into a hospital. Everything was done to make the task as realistic, and as difficult, as possible.

Many patients had flasks of simulated plasma attached to their arms, and it was the duty of attendants to see that the connection remained unbroken.

In all this Erie men and equipment earned the word “wonderful” from Wheeler.

“We did not know,” he said, “that it would be necessary to change crews at Susquehanna, and I’m sorry the railroad had such expenses. But it did prove the ability of the railroad to function in time of disaster beyond our expectations.”

All told, 110 evacuees rode the

(Please turn to page 32)
Sailmakers and Machinists Cooperate to Keep Fleet Efficient

SOUNDS and smells at the Erie Railroad's marine repair yard at Jersey City are much what they were, centuries ago, in the shipyard that laid the keel for the ship that Jonah took from Joppa.

But the sights are different.

For if seafaring men are conservative in the small things that make for safety, they are progressive in the large things that make for efficiency.

And while the Stockholm tar in the Erie's sail-loft smells just like the tar with which Noah payed the seams of his ark, and the needles of the sailmakers still go tock-tock through the canvas—just as they did in ancient Tyre—yet the first Diesel engines on the Erie were serviced in this same yard at Jersey City.

(Of course, marine men generally had an advantage over dry-land railroaders there, for the engine Rudolph Diesel invented was applied to submarines in World War I, long before it was developed highly enough to be used in a locomotive.)

Carpenters here, too, use that almost forgotten instrument, the adz, with a skill that has to be seen to be believed, swinging the tool with a speed that defies the eye, so fast that a third chip is being removed from a timber before the first two have struck the ground, yet those chips are finer than any from a plane.

The yard is the domain of Teunis Wouters, master mechanic, and a former deck officer of the Royal Netherlands Line. Wouters, who reports to Carmen E. DeJoia, superintendent of the marine department, is responsible for keeping the Erie fleet of 207 vessels—including floating pile-drivers that belong to the maintenance of way department—shipshape.

Gleaming Woodwork

And, to a Dutchman, shipshape means a trifle more than "ready for sea." It means that the cabin woodwork of the tugs will gleam, that the oakum will be properly driven in the wood barges, that the steel barges will have no rust about them, no matter how little, anywhere.
Erie Shipyard

(Story begins on page 14)

“Our middle names here are yellow pine and white oak,” Wouters says as he leads you through the carpenter shop, a shop where power saws and hand tools are both used, and used selectively, one for some tasks, and the others for others.

But even a blind man can tell when oak and pine are being cut, for each gives out its own perfume as the adz or the saw bites into it—the saw that cuts fast and leaves the pores open, or the adz that cuts fine, and seals the pores behind it.

Good adzmen are hard to find these days, and the Erie's ship's carpenters bear names from all the seafaring nations of the world—with the three countries of Scandinavia and the former Austrian province of Dalmatia leading the list.

“Sometimes the disappearance of a craft leads to interesting results, and we have to invent new things and new ways, right here,” Wouters says. “The old rope fenders we used to use on the bows of the tugs are an example.”

They were woven, he explains, of good Manila line in the sail-loft, by men who had been trained in rigging and marlinspike work.

“But they were expensive,” Wouters says, “even though they lasted a long while. Meanwhile fewer and fewer men were being trained to do such work. We looked about for a new way to make such fenders, and found one.”

The new fenders, invented in the Erie Marine yard, consist of five layers of salvaged bus, truck and automobile tires, one placed inside another, the whole cut to fit the tug’s bow, and mounted on iron rods.

But besides inventing the fender, it was up to the marine yard to find a way to cut the tires—and cutting five truck tires at once isn’t easy.

The system works, and now the yard buys discarded tires by the ton—and the fenders—there’s one on the tug on the cover—last longer and...

(Next page, please)

RUDDERS ARE AMONG the items built in the marine yard. Here a new one for a tug is checked over by Louis Bobat (left), layer-out, and John Cullen, layer-out helper.
cost less than the traditional rope fender.

But still the Erie is one of the large users of cordage, or, as the landsmen say, ropes. So large, indeed, that the Erie has its own single-color thief yarn, one of the few such single-color yarns in the world.

The thief yarn was invented, centuries ago, by a man charged with keeping the British Navy supplied with lines. Somehow, the more cordage he ordered, the more was needed, and merchant ships sailed with sound new rigging, while little of the new rope reached His Majesty’s ships.

That first thief yarn consisted of a single strand dyed a deep red—proof positive that the rope was made only for the Royal Navy, and it proved a stronger deterrent to theft or “borrowing” than the brutal penalties for stealing it. Since that time the idea has spread, seamen and ropemakers the world around—and dealers in used rope too—know that the United States Navy’s thief yarn is blue, and that of the Erie Railroad is green.

Thin Line of Green

And as ropes and hawsers, in fact, lines of all kinds, are laid up of strands, that, in their turn, are made up of yarns, the thin line of color runs the full length of the line, declaring its origin. Smaller users must be content not to have a thief yarn, but to watch their lines carefully; medium size users have yarns of two or three colors, but the big fleets—American, British and Erie, have single-color thief yarns.

And that slim streak of green—plus the Erie policy of keeping the floating junkmen of New York Harbor far from the railroad’s docks, tugs and barges—keeps the Erie cordage in Erie hands.

It is a small thing, but it is the total of such small things, attended to by the 89 men—boilermakers, sailmakers, machinists, carpenters, painters, laborers and blacksmiths—working to the highest standards in age-old or modern crafts that keep the Erie’s navy efficient.

(Next: The New York Division)

At the beginning of 1957 there were 30,477 locomotive units on the railroads of the United States. Of these, 28,215 were Diesel-electrics, 3,654 were steam and 608 were electric and other types.
PEOPLE YOU KNOW

CARL HAWSE
Billing Clerk
Barberton

CLIFFORD P. TILLOTSON
Leading Signal Maintainer
Warren

JOHN B. LYNCH
Agent
Rittman

MISS FRED A. MALONEY
Cashier
Barberton

JOSEPH BLANAR
Relief Clerk
Barberton

FRED R. BALL
Agent
Barberton

All Along the Erie Railroad
CARL F. KOLLERT  
General Clerk  
Rittman

WILLIAM SLATER  
Clerk  
Rittman

VERNON DANALS  
Agent  
Wadsworth

I. ANTHONY KNEPP  
Rate and Ticket Clerk  
Wadsworth

JACK BURKE  
Rate Clerk  
Barberton

CHARLES W. HARRINGTON  
Operator-Clerk  
Rittman

FRANK HRELJA  
Car Inspector  
Rittman

GALE J. HEICKEL  
Carpenter Foreman  
Kent Division

WILLIAM PATTERSON  
Chief Clerk  
Wadsworth

June, 1957
Man [assistant general freight agent] in Chicago, or whoever is the proper

Praise Earned by Erie
Men, Women at Work

Sir:

A. M. Spoolstra, traffic manager of our company, has just called my attention to your display of effort in moving three cars of export freight for us.

As you of course already know, these cars were originally routed via the Baltimore & Ohio Railroad. Due to their inability to meet the sailing date of the Gran Colombiana Lines Ciudad Manizales, the shipment was rerouted to you at Youngstown, Ohio, on Jan. 9 at 1:30 a.m. Forty-eight hours later you had the shipment in New York City, and in conjunction with the splendid cooperation of the Gran Colombiana Lines, shipment was effected as scheduled, and Whiting Corporation was relieved of the possibility of renewing an expired letter of credit, as well as a considerable saving in both time and money.

On behalf of the Whiting Corporation, we want you to know that we appreciate this splendid service and will do all in our power to see that your efforts have not been in vain.

N. C. Swigart, Vice President
Whiting Corporation
Harvey, Ill.

Sir:

While traveling from Shohola, Pa., to New York on Sunday, Feb. 10, my Sister companion and I were extended courtesy over and above that called for by duty, by Mr. William Green [Welland M. Green, trainman] who was, I believe, a conductor on the train.

In conscience, I feel obligated to call this matter to the attention of some official of the Erie Railroad . . .

Mr. Green's respect, deference and attention reflected great credit on your railroad. It has been my experience always to be treated kindly by your employees, but this gentleman's efforts to assist Sister and me were absolutely outstanding.

. . . and should you meet Mr. Green, please tell him that we are grateful for all that he did to make our trip the pleasant, comfortable experience that it was.

Sister M. Constance, O. P.
Dominican Sisters
Saint Columba Convent
Chester, N. Y.

Sir:

The writer was one of the many travelers who were caught in the poor flying weather around Chicago on the weekend of Dec. 15. I looked up Phil Morgan, who is your passenger agent in Chicago, and though I had never met him before, he was most helpful in getting accommodations for me to Ridgewood, N. J. I had traveled before on the Erie Railroad and found it always a pleasant trip, but I have never, in all the years I have traveled, experienced from anyone in the transportation business the courtesy and help that I had from Phil Morgan.

I have written Mr. Morgan a note of thanks for his help, but I did not want this occasion to pass without passing my compliments to you and to the Erie Railroad on the quality of your passenger representation.

John T. McCafferty
Jones-Dabney Co.
Newark 5, N. J.

Sir:

It will be greatly appreciated if you would forward on to L. E. Newman [assistant general freight agent] in Chicago, or whoever is the proper party, our appreciation for the courtesy and assistance that was extended by Charlie Miller of your car inspection department last week when we were attempting to, and succeeded with his help, in getting a large planer loaded and blocked for shipment into our Warren, Ohio, plant.

Our man who was out in the territory on this detail said that Mr. Miller did everything possible to make the work easier and to get it done properly, plus the assurance that the freight would not be delayed in getting out of the yard after being loaded and blocked.

Such actions should be broadcast to the four winds because it certainly does your railroad a lot of good to get this type of cooperation from people who have no other reason to prompt such actions than just their desire to be of service.

Austin P. Huntley
Wean Engineering Co., Inc.
Warren, Ohio

"It's great to get a good meal for a change."

Erie Railroad Magazine
Howard Holloway . . .

. . . machinist, Marion
Veterans News

FELLOW Veterans:

As the days and weeks go by and I have the pleasure of traveling along the railroad meeting with the various chapters, it is brought home to me, more and more, that the Erie Railroad Veterans Association is a wonderful organization. The good fellowship evidenced everywhere we go makes me feel that I am a member of just one big happy family. Where else can you get so much for so little?

The $2 you spend each year is returned many times over if you will attend the meetings and participate in the activities.

Get behind your chapter officers by attending meetings, serving on committees, etc., and I know you will be amply repaid for your time and efforts.

Fraternally,

W. W. Turner
President

Dunmore-Avoca

By Michael A. Leshanski

The annual installation and dinner was at the Deitrick in Scranton on Feb. 16.

Officers installed by our friend, Frank Kearney, of the Lackawanna veterans, are: Michael A. Leshanski, chairman; Daniel A. Sabatelle, secretary; Frank Laughney, Treas. Michael F. Cohen is recording secretary; Mrs. Joseph Hobbs, conductor; Mrs. J. S. Tigue, chaplain; Mrs. Vito Pennella, marshal; Mrs. Arthur Perry, publicity chairman; Mrs. Ernest Gregory, Mrs. Daniel Sabatelle and Mrs. Frank Laughney, trustees.

Monthly meetings are the first Tuesday at the V. F. W. Building, Chestnut St., Dunmore.

Salamanca

The regular dinner and meeting was at the Norris Supper Club in Jamestown on April 26. Invocation was by Father David Garnett of St. Peter and Paul Church.

Chapter Chairman J. L. Murray asked members to keep July 20 open for the annual system outing at Conneaut Lake, July 20, for our family picnic at Gargoyle Park, Olean. A delightful one act play was put on by members of the Catholic Youth Council of St. Peter and Paul Church. It concerned the trials and unfortunate incidents in the families of a young couple on the day before the wedding. The skit was very well done by a fine cast.

Chicago-Hammond

By Chris Hardt

This chapter's annual spring party was held May 13 at Vogel's Restaurant in Whiting, Ind.

Members dined on chicken or fish and then had an evening of fun and relaxation.

Officers are E. Wartena, chairman; Carl Strzykatz, vice chairman; Edward C. Wise, secretary; A. Haase, treasurer, and trustees, H. R. Keeler, J. J. Mieulas and George Staff.

Buffalo-Rochester

By Ruth Nise Munger

Activities early in April were the board meetings at which plans were completed for our spring party, April 27, and a picnic, to be Aug. 4, time and place to be announced.

Many stayed away from our spring fling on April 27 due to heavy showers. Chairman George Adams presided.

William Sexton, retired agent, was presented with his life membership card.

The ladies auxiliary held a board meeting the first Thursday in April and completed arrangements for their spring party. Mrs. H. J. Schultz, president, presided.

Birthday greetings (April) to W. J. Turner, chapter chairman, were extended.

The system election will be underwritten by members of the auxiliary traveled to Hornell for an inter-chapter visit.

Past President A. B. Cohen is spending a well earned vacation with his son in Springfield, Mo.

Walter Valley, president of the Lackawanna veterans, was a welcome surprise visitor at our May 1 meeting, and outlined the work they are doing on the Lackawanna. He feels that the help and advice received from our system and local organizations have been beneficial in their reorganization.

Trustee and Mrs. W. A. (Bill) Brazel have returned from a Florida vacation.

D. W. Clancy and Jim Greenough entertained with movies of their vacation trip to the West Coast.

One of the privileges of a veteran is the democratic principle of selecting the men he wants to guide his organizations, both local and system. The system election will be underway when you read this. If your dues are paid you will receive your ballot.

The response in the past has been disheartening. On an average about 25% to 30% of the ballots mailed are returned, mostly due to incorrect addresses. If you have changed your address lately, why not notify your secretary?

Applications for the Conneaut Lake picnic, Saturday, July 20, are in the hands of your secretary. You can pick them up at the meeting or from your dues collector, or by mail from your secretary at Weehawken. Early response will make the assignment of accommodations easier for your picnic car captains.

Jersey City

By G. C. Kalle

The chapter is grateful to the response for the solicitation of new and reinstated members. The result of our campaign will be announced in the next issue.

We are sure that the number will be equal or better than our efforts as compared with the same period in 1966.

As has often been pointed out to our membership, a letter from your secretary to a prospective or reinstated member can lay the groundwork for signing them up. Often the letters are laid aside, to be considered later, and we have then lost the member. A personal appeal with the application in hand will secure more results.

Some of our members and members of the auxiliary traveled to Hornell for an inter-chapter visit.

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Erie Railroad Magazine
Kent Division
AKRON, OHIO
By Besse Westbrook

New car drivers are Frank O. Ritter, checker, and J. O. Perkins, trucker.

Odette Herz, general clerk, happily announced the arrival of her first grandson, Dale William Zimarik.

C. O. Ritter, trucker, and wife visited his brother in Tampa, Fla., on vacation.

L. V. Brownell, general foreman, and wife announced the arrival of a granddaughter, Randie Jean Stanovie, April 14.

June Cushing, wife of A. B. Cushing, general clerk, is convalescing in the Aultman Hospital in Canton.

F. O. Ritter and family spent a week end in New Castle, Pa.

Akron Passenger
By J. E. Williams

A. T. Johnson, ticket agent, and wife spent a week end in Corning at the 84th birthday celebration of his father, Oscar Johnson. Dinner was at noon for members of the family. Open house during the afternoon featured a real Swedish smorgasbord.

Mrs. Johnson decorated two huge birthday cakes while AI donned an apron and supervised the dishwashing.

Ashland, Ohio
By E. E. Woodford

Ida A. Kerr, retired cashier, made a southern tour.

H. D. Stinebring, retired car inspector, and wife traveled to California. On the return trip they were stranded for 39 hours in a snowstorm.

H. E. Coven, retired brakeman, and wife have returned from Florida.

C. A. Crim, retired agent, calls at the office frequently.

We were sorry to lose Dennis Jarrell, typist, who is now timekeeper at Mansfield.

A. D. Mumaw, cashier, spent his vacation redecorating his home.

Marion Division
14th STREET, CHICAGO
By Chris Hardt

William O'Brien, veteran checker, is convalescing at St. Bernard's Hospital. We hope he will have a quick recovery.

Also, we wish speedy recovery for Stanley Kearney, veteran biller, who is on sick leave.

Pamela, six months-old daughter of Herb and June Rossnagel, former clerks here, made her debut at this office on April 19. Her appearance caused a five minute standstill at all desks, and everyone had a chance to greet this adorable blonde baby.

We regret the outcome of the recent election at Burnham, Ill., where Yardman Eugene C. Gertz, 51st Street, was running for village president on the active community organization ticket. It was a good try for Gene and we hope he will have better luck at the next election.

Leonard Bleban, clerk, and wife, Barbara, celebrated their first nuptial anniversary on March 18. They dined

Turn the page, please)
THESE ARE THE ROVER BOYS, team bowling champions of the Erie.
Left to right, standing: Nelson R. Case, auditor of disbursements; Charles E. Dunaway, passenger traffic; Kenneth T. Dolphin, land and tax; seated, Herbert F. Leonard, coal traffic, and Lewis K. Derr, captain of the team, purchases and stores.

at Miller’s Steak House and then enjoyed a theater party.
The correspondent’s daughter, Lynn Hardt, who is a member of the National Honor Society, was the successful candidate for vice president of her senior graduating class of 1958 at Carl Schurz High School. She followed the lead of previous vice presidents by joining a spring vacation tour to Washington, D.C., and historic national shrines and museums in Maryland, Pennsylvania and Virginia.

MAINTENANCE OF WAY
By Maralene Trainer
Former foreman of maintainers Theodore Jacobson and wife are making their permanent home at 745 Meridian Avenue in Miami, Fla., and wish to hear from railroad friends.
Carpenter H. E. Chapin and wife spent their vacation in the West and Old Mexico. They were met in San Diego by their grandson, Larry Chapin and family who was released from the Navy and accompanied them home.
Warford Caden, small son of W. F. Caden, supervisor of communications and signals, is recuperating at home following a stay at the Riley Hospital in Indianapolis.

Congratulations to Jean Coates, daughter of Signal Foreman C. L. Coates of Huntington, who has been chosen to the National Honor Society at Huntington High School.

Glad to learn that Trackman D. R. Brubaker is recovering following surgery at the Huntington County Hospital.

Janie Robinson is safe at home with her family following a near tragedy when an automobile in which she was riding plunged into a flood swollen river near Liberty Mills. Two of her classmates lost their lives in the accident. Janie is the daughter of Trackman Lonnie Robinson of Liberty Mills.

Work Equipment Repairman H. L. McIntire and wife motored to Biloxi, Miss., on their vacation where they visited with their son-in-law and daughter, Mr. and Mrs. Allen Knight and family.

Congratulations to Track Supervisor P. B. Schneck and wife on their work with the floral chapter of the Order of Eastern Star of Huntington. Mr. Schneck has been installed as worthy patron and Mrs. Schneck as “Esther.” Guests at the service were Mr. Schneck’s mother, Mrs. Sadie Schneck, from Rochester, N.Y., and his small son, Johnnie, who read a poem to his father entitled “My Dad.” Mrs. Treta Rahn, wife of Engineer Richard Rahn, was installed as worthy matron.

CHICAGO GENERAL OFFICE
By Denise J. Vaikutis
Our very best wishes go with Ron Dykman, who is now chief clerk in Des Moines.

Bernadette Klein has the 17th floor saving cigarette wrapper bands. Three pounds of bands are to merit her a seeing-eye dog.

Ron “Vacuum” Schaaf won a bet at lunchtime by consuming 10 hamburgers without hesitation.

Recent office visitors were Bill Lightholder, John Fischer, P. J. Napoli, A. G. Oldenquist, Donna Myers and Phil Morgan’s twins.

Marie Giangreco is sporting a new hair-do—bangas.

Ellsworth Breland was treated to a free lunch.

Blanche Lewan is considering a vacation trip this year.

Bob Randall simonized the front half of his car because he can’t see the back while he’s driving.

After a gala formal affair in a fashionable Indiana night spot, Bernie Klein has been waltzing on Cloud Nine.

Birthday congratulations are extended to Don O’Connor, Art Hartman, Frank De Giorgi and Gerry Wilkin.

(Last page, please)

Latest Promotions

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<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started</th>
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<td>Jersey City</td>
<td>Dist. Fht. Claim Agt.</td>
<td>11-16-20</td>
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<td>L. R. Henderson</td>
<td>Youngstown</td>
<td>Asst. Div. Engineer</td>
<td>7-1-36</td>
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<td>J. R.HXley</td>
<td>New York City</td>
<td>Commercial Agent</td>
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<td>J. D. Heimbaugh</td>
<td>Milwaukee</td>
<td>Commercial Agent</td>
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Erie Railroad Magazine
HAMMOND CONSOLIDATED
By Grace Connole

We rejoiced with Wilbur Hammond, roundhouse mechanic, when he informed us that his wife is now convalescing at home after spending nine weeks in the Wesley Memorial Hospital in Chicago.

F. D. Wright, general foreman at the Diesel shops, retired April 1 after 38 years of faithful service. He started with the Erie at Hammond as a machinist on Feb. 24, 1919, and progressed to special inspector at Huntington, March 1, 1922; night roundhouse foreman, Huntington, July 10, 1922, and came back to Hammond as general foreman March 3, 1924.

Mr. Wright and his wife have a married daughter in Chicago, and a son who makes his home with them in Calumet City, Ill. Mr. Wright is fond of traveling and now will have time to see parts of the United States that he has missed.

Melvin Dye, retired locomotive engineer, visited us on April 12. He had just returned from St. Petersburg, Fla., where he spent the preceding three months in a leisurely manner.

Mr. and Mrs. Ernest Wartena (conductor) are back with us again after having spent two months at Tavares, Fla. The Wartenas did a great deal of fishing, their catch consisting of bass, speckled trout and grupers.

Congratulations are in order for three Erie families who received little bundles of joy during March and April. Mr. and Mrs. Paul Long (fireman) became parents of another son, James Lee, March 30. He has two brothers, Larry and Tommy.

A daughter, Kimberly Dee, their first child, arrived for Mr. and Mrs. Richardson of Rochester, Ind., on April 10. The maternal grandparents are Mr. and Mrs. P. E. Sibert (operator), Hammond, and the paternal grandparents, Dr. and Mrs. Richardson of Rochester, Ind.

Scott Bryan, weighing 7 pounds 2 ounces, arrived April 14 for the A. G. Kindts (assistant rate and bill clerk). They have another son, David, who is five.

C. P. Dillon, former Diesel shop foreman at Marion, Ohio, has replaced F. D. Wright as general foreman. Mr. Dillon, his wife and son are now residing in the home they bought at Munster, Ind.

Charles Kiemnsman, relief clerk, wife and daughter, Karen, traveled to Michigan to do some fishing during their vacation.

We welcome to the force at Hammond Gene Williams, relief yard clerk, and Richard A. McDonough, from East Paterson, N.J., who replaced L. W. Fischer as communications maintainer, Chicago to Kouts, Ind.

TRANSPORTATION
By C. R. Swank

Mrs. M. B. Collins, agent at Wren, spent her vacation in Portland, Ore., visiting her daughter.

THREE STRIKES in a row were bowled by Raymond J. Mulroony, retired chief clerk of the freight claim department as the photographer caught him starting his 50th year of bowling. Ray worked for the Erie from 1907 to 1953, and now lives in Lakewood.

Operator Jack Schug and John Aughinbaugh, chief dispatcher, stopped in the dispatcher's office with a bushel basket of mushrooms. The only trouble is they won't tell where they got them.

Erie employes and Erie merchants have sponsored a team in the Huntington County Pony League every year since its organization in 1952, and have made a generous contribution again this season.

Mahoning Division
POLICE DEPARTMENT
YOUNGSTOWN, OHIO

Patrolman Andrew Herrick's family is expecting another visit from the stork.

Patrolman Robert E. Hamilton's son, Robert L., 12, recently hit three home runs in one game in the Little League at Ashland.

Patrolman John M. Buda caught a six-pound largemouth bass while fishing in Chippewa Lake. It was 21 1/2 inches long.

Patrolman Martin Banyas is back on the job after an operation. He celebrated the opening of the trout season by getting a 14-inch rainbow trout.

"My case is different—I joined to get off the extra list."

June, 1957
We welcome a new member, Patrolman Laverne Tackett of Warren.

Congratulations to our former patrolman, R. L. Davidson, who has been promoted to lieutenant at Binghamton.

Captain J. O. Sheets now has his headquarters at Youngstown. Formerly he was in Cleveland.

**YOUNGSTOWN FREIGHT**

By Dorothy Gettig

Wedding anniversary congratulations to Mr. and Mrs. F. T. England (agent).

Birthday congratulations to Jim Morris, Mr. Adams and Dorothy Danks.

Congratulations also to Mr. and Mrs. Joseph Levensky on the arrival of a baby girl.

**BRIER HILL DIESEL SHOP**

By Josephine Ann Amato

We are all glad to see Harry Parker, leading stockkeeper, and Sam Rozzo, laborer, back at work after illnesses.

June Taylor, stenographer in the master mechanic’s office, has star dust in her eyes since she received a beautiful engagement ring from Art Bartels.

Speedy recovery is wished for Tommy Cigolle, electrician, who was recently hospitalized.

**CLEVELAND FREIGHT**

By R. M. O’Connor

Deep sympathy is extended to Katherine Wood, unclaimed freight clerk, and family on the recent loss of her brother, Robert.

Bob Hildebrandt, OS&D clerk, spent a weekend in New York City with relatives.

Checker Harry McLaughlin has joined the two-car family club, his latest being a ’57 model.

Ray Martyno, yard checker, put a week’s vacation to good use. He will live more graciously now, having redecorated his apartment.

**ROAD FOREMAN OF ENGINES**

**BRIER HILL, OHIO**

By Catherine E. Campbell

Gathering news about our retired members keeps the correspondent busy.

Mrs. Fred Thomas of Los Angeles, who is in the early eighties, is spry and well.

Mrs. W. G. (Vina) Brown, after a winter in Los Angeles, is back home and brought me a souvenir program from the Lawrence Welk show. She paid $1 to see the show; sipped coke with Myron Florin, the accordionist, and danced with Lawrence himself. Nine members of the band autographed her program.

Mrs. Grace Dean Hiscox and mother, Mrs. W. O. Dean, have left their Orlando cottage and will spend some time back home.

We are always happy to welcome our retired employees. This time it was George Higley, air brake inspector, and George P. Bryan, engineer.

The correspondent, with representatives of the enginemen and trainmen, aims to establish an Erie Railroad blood bank here. We need help from one and all.

Millard Waugh, locomotive engineer, who is recovering nicely after surgery, is allowed visitors.

Charles Stanyard, locomotive engineer, who underwent surgery at Youngstown, has been removed to Crile Hospital, where he will undergo skin graft surgery. His physical condition is good. He has a private room, must make his own bed and help keep the room in order. Lights must be out by 9:30 p.m.

Engineers E. S. Salmons and D. M. Smith, with their wives, motored to Hollywood, Fla., on vacation. They had ideal weather for swimming and sunning.

Engineer George Higley and wife spent a vacation in Florida. In the Aquaglades, the alligators swim around the boat. One, with snout and eyes focused on George, followed so closely that George couldn’t think of even the shortest prayer he knows.

Engineer Joseph Dieti and wife chose western California, trying to find out what an earthquake shake up feels like. Joe can’t talk about it; the quake missed him.

Engineer James A. Mullen has been struggling for a year to put together a little mansion, but the interruptions delay him. Son James is home from the hospital after surgery on his knee cap, due to a football injury. And on May 4 daughter Jo Ann married John M. McCarthy, Jr.

A. C. Simko, locomotive engineer, has taken off for the wide open spaces in the Lone Star State. He may be wandering around Houston, helping the town clean up after the rains and tornadoes.

Belated birthday greetings (April 13) to our supervisor, Walter G. Coleman, road foreman of engines.

A big hand of welcome is extended to Paul O. Leuschner, engineer, who is happy to be back on his Diesel engine after three months’ illness. Also, we welcome back William LaMarr, locomotive fireman, after two months of illness.

Newcomers are Locomotive Firemen Russell Martin, Vincent Laurie, William Jenkins and Thomas Williams.

Locomotive Fireman E. J. Swierz proudly welcomed a new daughter May 4.

Conductor Howard Langle’s son, Locomotive Fireman R. Calvin Langle, has enlisted in the Army for two years.

Speedy recovery is wished for Mrs. C. B. Howard, wife of the locomotive engineer, who underwent an operation recently.

(Next page, please)
Accounting

OFFICE OF COMPTROLLER
By Lou Paul

Ed Herdmann's daughter, Wendy, 8, recently underwent a tonsillectomy and was somewhat noncommunicative for a few days. Now fully recovered, she appreciates the excellent work of her doctor and the loving care of mother and dad.

T. J. Tobin visited with us recently, as did also Alex Brady. We were sorry to know of Mrs. Brady's illness, and are pleased now that she is well along the road to recovery.

We were glad to see Marge Kitzerow's son, Norm, who stopped in during the Easter vacation.

Dorothy Symes, with a wide smile, shows an engagement ring. Good wishes are still being received by her.

We heartily congratulate Howard Wilhelm's daughter, Nancy, for her fine scholastic achievement. She was awarded one of two four-year scholarships to St. John College.

Fittie Griffin, with a friend, relaxed and enjoyed some of the delicacies at the Le Gourmet on West 55th St., New York.

AUDITOR OF REVENUES
By Jimmy Murphy

Chris A'olan and Abe Van Kirk will manage softball teams composed of representatives from the various offices. The material available should produce a winning club.

Jim Fleger is flashing a big smile these days. His wife presented him with twins, Pamela and Paula, April 27.

Ralph Winters is recuperating at home after being hospitalized. We wish him speedy recovery.

Frank Tracy probably will have many unexpected guests this summer. He has bought a new motor boat.

A bowling banquet, climaxing an exciting season, was held at Cavoli's restaurant by the ladies' bowling league. The Gaylords took first place and the Alley Strippers landed in the runner-up spot. Irene Haborak's 137 average was tops in the circuit while Virginia McLeod wound up in last place despite stiff opposition from Donna Yarina.

Frank Buck dropped out of circulation for a few weeks when he was laid up with a digestive upset.

Benny Cosenza was a two-time winner in the recent doubles bowling tournament at Mahall's. In the first shift he teamed with Al Fitch for a 1254 series, good enough for fourth place, and then paired with Neil (Turn the page, please).
RETIREMENT SITS WELL on the shoulders of Clayton J. Fenstermaker, who retired as a telegrapher on the Mahoning division 11 years ago after 41 years with the Erie. He and Mrs. Fenstermaker are shown as they celebrated their 50th wedding anniversary last month.

Cram in the second session to capture third place with 1296.

Jim Szucs became engaged recently to Therese Kames. There will be a fall wedding.

Bob Rasmussen took a week off for a nasal operation at Fairview Park Hospital. It is pleasant to report that Bob made rapid recovery and is once again in tip-top shape.

We were extremely sorry to hear of Agatha Fleck's misfortune. She suffered a fractured wrist in a fall and now her arm is encased in gauze and tape. We hope it will not be long before Agatha is back with us.

Our proverbial little bird, for some reason, neglected to inform us that Mike Von Duhn is a daddy, which accounts for this belated announcement. It was a girl, Therese Marie. This event raised Charlie Von Duhn, Sr. to the dignity of a grandfather and Chuck Von Duhn, Jr., is now an uncle.

When the boys exhaust all other subjects, invariably they get around to Jennie Adelson's famous auction sales.

After returning from Coral Gables, Fla., Hovie Brown votes it the place where he'd most like to be stranded. It is with a touch of envy that we hear Charlie Luttier tell of basking in the sun at Miami.

Welcome to Shirley Allen, comptometer operator, and Betty Schieble, waybill sorter. Efficient and speedy, they already show indication of good training and ability.

White blossoms formed a floral background May 4 at St. Charles Church for the marriage of Donna Fredrickson and Chuck Kundtz. The newlyweds left for the Pocono mountains after the reception.

Uncle Sam put his finger on Bernie Jonas, which was the signal for a series of parties in honor of the inductee. Chief Clerk George Huber and Tom O'Neill collaborated in the presentation of a watch to the popular recruit.

Juanita Smith has a beautifully tanned complexion due to a delightful Florida vacation.

Bob and Marge Csuhran announced with pride the birth of their first child on April 26 (Robert Joseph, Jr.).

AUDITOR OF DISBURSEMENTS

By Denny Kish & Dorothy Buday

On May 4 Kathryn Gilton attended the wedding of her niece, Kathleen Ann Lynch, at St. Michael's Church, Jersey City. Lottie Scholz was there also to wish Kathleen happiness.

Earl Smith recently bought a car and says it's a honey. Ed Joniak and Rose Giordano have joined the ranks of new car owners.

Don Kelster continues to polish up his golf clubs. Jim Hough intends to try out for left end or right tackle on the softball team.

Fred and Martha Talbot spent a weekend in Canistee, visiting Fred's mother.

Frank and Alice Troyano motored on the turnpikes and thruways in New Jersey and New York.

Gerry Sapp visited her family in Frackville, Pa.

April showers bring May flowers, so the song goes. But Don Bundy and Nelson Case think they bring mud, silt and 6 to 10 inches of water in the basement. They really know.

Our women's bowling team came in second this season, losing first place by one-half game.

Our numismatist, Bill Kane, brought in his fine collection of proof sets and rare coins beautifully mounted in various colored plastic cases.

(After next page, please)
Bob Hillman and Coots Congelli went smelt fishing. Just to keep the record straight, Coots got 16.100's of his limit.

Ray Clark spent an evening in the hospital while son, Steve, had his tonsils removed.

Karl Koskie won a clothes dryer so Pearle had to go out and buy a washer to go with it.

Al Morris was home for Easter.

Dorothy Marks went sightseeing in Florida.

Robert and Patricia Young packed up their children, Bob, Jim, Chub, Bill and Pat, and took a little excursion to Arizona.

The payroll department claims that the philodendrum plant grows an inch a week.

The credit union, under President Walter Coston, is far surpassing all expectations.

Fritz Singleton was off a month with a broken thumb.

John Larson's is the newest face in the office.

Seen at the last blood bank were Dick Wheeler, Dick Miller, Lynn Lamb, Dave DeLany, Jr., Don Clark, Dick Halloran, Dick Sayles, Bob Hillman, L. Angell and Pauline Bove.

Irene Lyke has traded cars again.

Bob Gregory was in New York to see the Yankees play three games.

Ed Dressler was chairman of the successful Elks' bowling tournament.

Car Accountant

By Mary Ann Sabo

A pleasant surprise was the visit of Donna Von Duhn, former per diem clerk, and baby daughter, Terry. Everyone enjoyed Donna's visit, especially her Sleeping Beauty.

Florida vacationers this year were Dora Alves and Betty Schneider. Betty is still going over the days spent in Fort Lauderdale and West Palm Beach, wishing she never had left the sunny state.

Guy Huston is the proud owner of a yellow 1957 convertible auto.

The usual correspondent, Ella Carpenter, spent her vacation in Sun Valley with the Railway Business Women's Association.

That smile on Ellen Cunningham's face and that beam in her eye are due to daughter Carol's election as prom queen of St. John Cantius High School. They couldn't have picked a prettier queen.

We extend a warm welcome to the newest passing report clerks, Norleen Nicharot and Sheila Kiser.

Charles J. Wilder, retired telephone operator who spent 48 years with the Erie, and retired in 1955, was given his gold pass by Guy E. Stuart (bow tie), chief dispatcher, Susquehanna - Tioga - Wyoming divisions.

Allegany Division

SALAMANCA CAR

An event calling for the passing out of two cigars at a time took place in the personal life of Paul Polasik, machinist, on April 24 when Mrs. Polasik gave birth to twin boys.

Daniel Studley, car inspector, has retired after 34 years with the Erie. Seen driving new automobiles are Paul Janowicz, Larry Quigley and Barney Lenda.

Adam Ambuske has returned home after spending several weeks in Florida.

Susquehanna Division

HORNELL DIESEL SHOP

By R. L. Hammond

Jack Mahoney is proud of his 1954 dream car.

(Turn the page, please)
Marine

By Jesse E. Baker

Charles A. Hoffman, engineer on the tug Scranton, and wife have returned from a cross-country tour. They stopped with their son, Richard at the Long Beach Naval Base in California, and at Phoenix, Ariz., to see Frank X. Wier, former Erie ferryboat engineer.

John Marion, floatman at the Jersey City float bridges, retired May 8.

James Novakovich, former carpenter, is visiting with relatives in Czechoslovakia. He retired April 15.

Capt. Norman Bausch of the tug Marion vacationed in Miami, Fla.

Anna and Ben Benvenuto (retired tugboat deckhand) send regards to all. They spend much time fishing.

The railroad lift bridge charted as under construction across the Harlem River at Mott Haven has been completed. It has a horizontal clearance of 226 feet, and vertical clearances of 25 feet down and 136 feet up at mean high water.

New York Division

SUPERINTENDENT'S OFFICE
JERSEY CITY, N. J.

By Mary A. D. Meyer

Wedding anniversary congratulations to Mr. and Mrs. Fred Dana (April), Mr. and Mrs. Robert Smith and Mr. and Mrs. Harry Coleman (May).

Happy motoring to the Joe Stanley's in their 1957 model car.

Congratulations to John McBride who ran for committee man as an independent on the Democratic ticket in Hoboken and was elected by a large majority.

A farewell party was given Irene Gallagher, from the general manager's office, who resigned recently. A large cake and an umbrella were presented by Deanne Gogal, Alice Shama, Barbara Coan, Naomi Sack, Terry Mahoney and Peggy Strait.

Birthday congratulations (May) to Laura Coleman and Peggy Strait.

Office changes include Hertha Harpinski as ediphone operator-stenographer; Barbara Melisten, stenographer-clerk, and Andy Samok, from the division freight office at Paterson, as file clerk in place of Frank Tabor. Frank has transferred to the division engineer's office.

Early spring vacationers were George Ameer, local trips, and Mr. and Mrs. Fred Dana, Miami Beach, Fla.

Congratulations and best wishes to Dan Crowley, car distributor, who completed 53 years with the Erie on May 6.
**WEHAWKEN LOCAL & DOCKS**

By Violet Schmitt

The tall young lad from Jersey City Local station, Patrick Roach, is our new OS&D clerk.

Two-toned green cars have priority on our bulkhead. This time the owner is T. O'Donnell, checker.

Ronald Hennigan, 22-year-old son of Foreman A. Hennigan, joined the armed forces April 16 and is stationed at Fort Benning, Ga. Ronald was to have been married June 8, but Uncle Sam had the date postponed until furlough time.

Congratulations to James Meehan, dock laborer, on his marriage April 27 to Betty Bryant of New York City in the Church of the Ascension. They honeymooned in Washington, D. C.

Best wishes for speedy recovery are extended to P. De Candia, extra trucker, recently discharged from the hospital; A. Mignoli, dock laborer, recuperating from an appendectomy; Mrs. Louis Horvath, wife of the checker, who has been returned to the hospital after only a brief stay at home.

On the bright side, we are glad to see the following employees back at work after illnesses: Clifton Butler, extra trucker; J. Murphy, general clerk; J. Welsh, general foreman; Robert Thomas, janitor, and Robert Colville, relief clerk.

Congratulations to Barbara Gaherin, daughter of our chief clerk, on her promotion to a higher position with the telephone company.

Agent H. H. Brown and wife entertained son Charles and family at Easter time, which gave them a chance to become better acquainted with their new grandson, Janette.

Latest word from the G. C. Kalle (assistant agent) household is that their new grandson, Bruce, is cutting an eye tooth.

Arthur Viall, claim clerk, is busy on his walkboard concession at Keansburg.

Mr. and Mrs. Harry O'Donnell (dock laborer) took a motor trip to Washington, D. C., and vicinity. They (Turn the page, please)

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**Losses in the Erie Family**

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Bialkowski, Paul Michael</em></td>
<td>Trucker</td>
<td>Jersey City Docks</td>
<td>1-19-57</td>
</tr>
<tr>
<td><em>Bronson, Clinton Gordon</em></td>
<td>Crosser Watchman</td>
<td>Buffalo Division</td>
<td>1-10-57</td>
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<tr>
<td><em>Brown, Charles Dodge</em></td>
<td>Delivery Clerk</td>
<td>Endicott, N. Y.</td>
<td>2-5-57</td>
</tr>
<tr>
<td><em>Cabin, Melvin Arthur</em></td>
<td>Section Foreman</td>
<td>Buffalo Division</td>
<td>2-1-57</td>
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<tr>
<td><em>Cotler, Joseph Abyssus</em></td>
<td>Conductor</td>
<td>Mahoning Division</td>
<td>3-25-57</td>
</tr>
<tr>
<td><em>Cotler, Thomas Henry</em></td>
<td>Lieutenant (Police)</td>
<td>Birmingham</td>
<td>3-26-57</td>
</tr>
<tr>
<td><em>Concolieri, Joseph</em></td>
<td>Equipment Operator</td>
<td>Mahoning Division</td>
<td>3-29-57</td>
</tr>
<tr>
<td><em>Crosby, John Emmett</em></td>
<td>Truck Engine</td>
<td>Kent Division</td>
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<tr>
<td><em>Cunningham, John Joseph</em></td>
<td>Freight Conductor</td>
<td>Wyoming Division</td>
<td>4-17-57</td>
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<td><em>Decker, Albert M.</em></td>
<td>Stationary Fireman</td>
<td>Port Jervis Car Shop</td>
<td>4-20-57</td>
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<tr>
<td><em>Chung, Eugene Melander</em></td>
<td>Coal Cleaner</td>
<td>Jersey City Pass. Car</td>
<td>4-20-57</td>
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<tr>
<td><em>Eason, James Joseph</em></td>
<td>Solder</td>
<td>Weehawken Docks</td>
<td>4-18-57</td>
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<tr>
<td><em>Ecker, Alfred Harvey</em></td>
<td>Conductor</td>
<td>Kent Division</td>
<td>3-15-57</td>
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<td><em>Evans, Clarence Clifford</em></td>
<td>Trackman</td>
<td>Kent Division</td>
<td>3-23-57</td>
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<td><em>Fahy, Edward Joseph</em></td>
<td>Cashier</td>
<td>Jersey City</td>
<td>3-24-57</td>
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<td><em>Faulkner, John Coleman</em></td>
<td>Power Truck Operator</td>
<td>Mercerville Diesel Shop</td>
<td>3-20-57</td>
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<td><em>Ferris, Gilbert Leroy</em></td>
<td>Work Equip. Operator</td>
<td>Kent Division</td>
<td>4-14-57</td>
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<tr>
<td><em>Freedman, John Winfield</em></td>
<td>Trucker</td>
<td>Cleveland Car Shop</td>
<td>3-11-56</td>
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<tr>
<td><em>Gaca, Joseph</em></td>
<td>Laborer</td>
<td>Buffalo</td>
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<td><em>Gilmor, Robert Joseph</em></td>
<td>Crossing Watchman</td>
<td>New York Division</td>
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<td><em>Glemore, James Joseph</em></td>
<td>Janitor (Duane St.)</td>
<td>New York City</td>
<td>4-2-57</td>
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<tr>
<td><em>Gould, Chester Perry</em></td>
<td>Signalman</td>
<td>New York Division</td>
<td>4-8-57</td>
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<td><em>Grandan, Thomas James</em></td>
<td>Conductor</td>
<td>Wyoming Division</td>
<td>5-28-57</td>
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<td><em>Guhl, Melvin</em></td>
<td>Pullmaster</td>
<td>Huntington Shop</td>
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<tr>
<td><em>Horton, Joseph Thomas</em></td>
<td>Barge Captain</td>
<td>Marine Department</td>
<td>4-6-57</td>
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<tr>
<td><em>Johnson, James George</em></td>
<td>Car Repairer Helper</td>
<td>Dunmore Car Shop</td>
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<tr>
<td><em>Johnson, Robert Reinie</em></td>
<td>Yard Conductor</td>
<td>East Buffalo</td>
<td>4-12-57</td>
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<td><em>Kaplanowsk, Nicholas Joseph</em></td>
<td>Car Repairer Helper</td>
<td>Dunmore Car Shop</td>
<td>3-1-57</td>
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<td><em>Kalper, Edwin Carl</em></td>
<td>Conductor</td>
<td>Buffalo Division</td>
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<td><em>Knoll, Ronald Gene</em></td>
<td>Yard Brakeman</td>
<td>Meadville Division</td>
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<td><em>Krommman, William Frank</em></td>
<td>Laborer</td>
<td>New York Division</td>
<td>4-22-57</td>
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<tr>
<td><em>Lamb, Maynard Charles</em></td>
<td>Laborer</td>
<td>Hornell Car Shop</td>
<td>3-9-57</td>
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<tr>
<td><em>Matten, Harley L.</em></td>
<td>Car Inspector</td>
<td>Buffalo &amp; Rochester Div.</td>
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<tr>
<td><em>McGrath, Clinton Robert</em></td>
<td>Carpenter</td>
<td>Meadville Stores</td>
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<td><em>Nelson, Edward</em></td>
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<td>Susquehanna Shop</td>
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<td><em>Nicholas, Angelo</em></td>
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<td>Meadville Diesel Shop</td>
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<tr>
<td><em>Pawlak, Peter</em></td>
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<td>Allegany Division</td>
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<td><em>Reis, Willie H.</em></td>
<td>Signal Maintainer</td>
<td>Kent Division</td>
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<td>Operator-Levorman</td>
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<td>Dock Labor-Cooper</td>
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<td>Switchman</td>
<td>Weehawken</td>
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<td>Machinist</td>
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<td>Yard Conductor</td>
<td>Marine Department</td>
<td>2-2-57</td>
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</table>

**SNOOZER, CHIEF YARD DOG at Salamanca, is shown receiving his pay from the hand of Harry Kamholtz, general yardmaster. Snoozer, who was hungry, sick and dirty when he appeared on the property has been adopted by the yard force.**
stopped to see their son, William, who was spending two weeks at the Naval Reserve Camp at Bainbridge, Md., and also stopped at the White House.

Mr. and Mrs. F. L. Pizzuta (westbound clerk) celebrated their 29th wedding anniversary at a family dinner party.

The engagement of J. Lanigan, junior clerk, and Audrey Maher of Union City, has been announced.

J. Chrzanowski, branch clerk, and family spent a week's vacation fishing in New York, New Jersey and Connecticut; C. Mallon, general clerk, spent a week finishing his house at Lake Parsippany; J. McGowan, tally clerk, wife and two children, and J. Zmyslowski, dock laborer, and family spent vacations in Florida.

PASSAIC, N. J.
Helen Haycook is still recuperating at home.

Mario Verrico, newlywed, is back on the job and very happy.

Congratulations to Harry Flanagan on his recent birthday. Cake and candy were served.

Brakeman Harry Kinney is very happy following his second marriage.

Michael Bashaw opened the fishing season with the governor and made an early catch.

Operator-Clerk Joe O'Brien has left us and joined the ticket forces at Radio City.

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You can eat your cake and have it, too

The same Prudential life insurance that protects your family while they're growing up can make your own retirement years comfortable and carefree.

See your Prudential Agent

---

Urges Study

(Story begins on page 10)

The buyer of transportation is not interested in the service of individual railroads from origin to destination, Mr. Von Willer declared.

"We must work as a collective railway system," he said. "Then we get the job done."

As wage and operating costs continually increase, the railway industry must utilize every avenue at its disposal to produce more gross revenue, Mr. Von Willer said.

He stressed the problem created by locating new highways too close to railroad rights of way. "This destroys valuable industrial sites," Mr. Von Willer pointed out.

E. E. Exon, real estate and tax agent for the New York Central, was elected to succeed Lynn.

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Erie Praised

(Story begins on page 12)

train—not counting the medical personnel, doctors, dentists and nurses, or the welfare workers who checked up on names and addresses and the strictly cash functionaries aboard.

The whole plan was detailed down to comic books for the children to amuse themselves with.

But one reporter noticed something strange—the children weren't looking at the comic books but at the scenery. He found that many were taking their first train ride, and were finding the experience one they liked. They could move about, and their view of the scenery was unimpaired, and the height of the windows gave a wider view from that granted by an automobile.

The youngsters had only one complaint, passed on to the conductor by their spokesman, 8-year-old Charles Rapson, of the Wyoming Methodist Conference Home.

(Next page, please)
"Why don't you roll back the roof of this car," he said, "so we can see the attacking bombers?"

Charles and some of his friends, it turned out, had mistaken the simulated bombing for a real one.

Charles was one of 46 youngsters aboard the train classified as lost or displaced, and it was the task of CD aides to ticket him properly, with a tag. Wearing tags, too, were the 64 evacuees, called "the lost" children billeted on Deposit residents, as the 1.445 people who had made the trip in private automobiles had been.

And the state government theoretically functioned from the home of J. Leland Rickey of Deposit. The National Guard served a hot meal of stewed chicken to 3,000 persons—evacuees, hosts and observers—and a few hours later everyone went home to Binghamton.

Railroad Prepared

But the Rev. Vardell Sweet, of Binghamton's East Side Congregational Church had this to say as he left the train, where he had served as a chaplain:

"Let us pray that it is always this wonderful, and never more serious than this."

But whether it becomes serious or not—one thing is sure—the railroads, especially the Erie, will be ready.

Scholars Feted

(Story begins on page 6)

that tax experts, both those on the railroad, and the railroad's tax counsel, had reviewed the conditions of the scholarships, and found that they were not taxable as income, and should not be reported as such, by either parents or students.

Executive Vice President Milton G. McInnes then praised the students for their past records and warned them of the work that still faced them, telling them he was sure they would make good students.

Debt to Others

But he urged them to remember, when they were discouraged, that they owed it, not only to themselves, their parents, and the railroad, but above all to the students who had not been selected, to continue to do their best.

By way of introducing the students to one another, George C. Frank, assistant to the president, public relations, read brief resumes of the student's lives.

But the high point for all of them was the moment when President Von Willer walked around the table, handing each student his official notification of selection, an imposing sheaf of paper.

And Home Again

Paul W. Johnston, chief executive officer and chairman of the board, during whose presidency of the road the first scholarships were granted, then told something of the history of the awards. Chester K. James, superintendent of motive power, and John F. McMullen, superintendent of the car department, attended to honor their employees whose children had won prizes.

After the lunch was over there was the anti-climax of posing for photographs, and stories were swapped of what happened at home the day the invitation came from Cleveland—in at least one family the envelope was assumed to contain a summons to a physical examination—and who said what to whom in what words after the letter was read.

And then, for the students, it was back home again and back to their books, but now with a definite goal ahead.

The railroads of the United States represent an investment of about $55,000,000,000. About 60% of this investment is in fixed property, and about 40% is in rolling stock.
Law Hurt Britain

(Story begins on page 5)

ing Stephenson (4'8½") roads. And the wide clearances could handle the
bulkiest loads that manufacturers of
that day could devise.

But soon the cry rose that the
wide gauge was a "monopoly." That
monopoly, its enemies said, was de-
dsigned to develop western England
and Wales at the expense of the
rest of the kingdom.

The viewers-with-alarm pointed
out that other railroads could not
run cars wider than nine feet, that
they had to run more and longer
trains to transport the same number
of people or the same tonnage of
freight.

Those factors, plus the higher load-
ing per axle, made the GWR's costs
lower, and its services superior, to
other roads, the enemies of the broad
gauge said, and in the interest of
"fairness" it should be made to con-
form to the other railways' stand-
ards.

In 1846 Parliament passed the law
that was to cut the GWR down to
size. But the roads' lawyers, and
what today would be called public
relations men, fought back, and it
was not until 1892 that the last of
the GWR's lines was shrunk

to standard size.

The effects of the shrinkage were
quickly felt. In broad gauge days the
GWR had a double-track line from
London to Reading. In 1893, in order
to handle the traffic that line had
to be expanded to four of the stand-
ard gauge tracks.

So wide were the original clear-
ances that little widening of the cuts
had to be done, and none on the
bridges. The GWR also found a way
to make its passengers a bit more
comfortable, by curving the sides of
the narrow cars so that their ex-
treme measurement was 9 feet 8
inches, something other British roads
were to imitate.

But the wide clearances that would
have enabled rail transport of tanks
and airframes during World War II
and of atomic reactors today were
gone, all because a law had been
passed, a law "to end a monopoly."

Canada now has approximately
43,000 miles of railroad. Most of
this mileage is operated by two
railway systems—the Canadian Na-
tional Railways, 24,278 miles, and
the Canadian Pacific Railway, 17,-
055 miles.

Erie Railroad Magazine
Better Railroads are Better Mail Roads

Railroads today move more than double the total of all non-local mail of 30 years ago — and move it faster and more dependably in fewer cars on fewer trains.

This striking achievement, with all that it means in terms of efficient and economical mail service, is the outgrowth of a vast and steady program of improvement in railroad plant, equipment and operating methods — improvements of such magnitude as the almost complete dieselization of motive power, the widespread growth of Centralized Traffic Control and electronic yards, not to mention improvements in facilities provided especially for handling mail.

Railroads have made these improvements entirely at their own expense — without benefit of taxpayer subsidy.

Increasing the use of railroads for moving mail is one means of making sure that this great self-improvement effort — so essential to the nation's commerce and defense — will not be stymied or slowed for lack of funds. At the same time, it is the best means of insuring ever-better mail service at the lowest possible cost.

THE MAIL-CARRYING RAILROADS
Transportation Building, Washington 6, D. C.
True, this is an Erie freight car loaded with vital parts, being spotted on a plant's railroad siding. But, in a short time its contents will be on the assembly floor—join other parts—be on their way to plow a field, build a house, do a job faster, easier, cheaper. And tomorrow another freight car will be moved in, to take the place of this one.

Erie's dependable transportation service makes it so. Manufacturers know that when Erie delivers the goods they arrive on time. They can schedule production, place sub-contracts, feed their assembly lines in a steady, cost-saving flow.

Certainly, such service takes more effort, more planning. But that's our job. The men of Erie recognize this—make it a habit to give a little bit more. It is another important reason why so many shippers prefer to "Route it Erie."

Erie Railroad

Dependable Service For The Heart Of Industrial America

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