WE NEED more freight and passenger business. All of you are familiar with the decrease in industrial productivity during the last half of 1957 and the continued decrease in January and February this year.

This decrease has resulted in a material reduction in carloadings and passenger traffic. At times like this we need the help of all Erie employees—first, to do the best service job possible; and second, to influence our friends and neighbors to ship and travel via the Erie.

I know you realize the importance of the job to be done, and I know that you can be counted on to do that job.

H. W. Van Weller
THE COVER:

In the thirteen years of its existence, the Erie systemwide bowling tournament has grown and grown. At the tournament the cares of the workaday world are forgotten, as witness the emotion Steve Miko bestows on his ball. Whether it was the kiss or not, Steve’s team came in third. More on Page 15.
Business Indicator

Freight Cars Loaded on the Erie and Received from Connecting Railroads
WHEN MEMBERS of the scrap committee of the Association of American Railroads receive their annual volume of reports this June, one of the chapters will describe the Erie’s new and revolutionary method of sorting serviceable track components from scrap.

Developed at the Meadville scrap and reclamation plant under the direction of Francis F. Forbes, supervisor of scrap and reclamation, the device not only returns a high percentage of good materials for reuse, but also produces scrap that sells at a premium price.

And the scrap sorting device has changed a back-breaking, miserable job, often performed in a squatting position, to work called “fascinating and interesting” by Forbes.

**Sorter Saves Money**

At the same time the sorter is saving money for the Erie. For it makes possible the quick and accurate reclamation of goods and usable track bolts and nuts, spikes, lag screws, rail anchors, nut locks, and other small track items from those that are worn or damaged beyond repair.

Like so many other devices, the machine was called into being by the existence of other machinery.

In the days before track maintenance was mechanized, sorting of materials released by track renewal programs was performed on the spot by section crews. But as mechanization increased the output of maintenance of way crews, the sorting job became too large to be handled that way, and the procedure was centralized.

**Summertime Peak**

Centralization of the sorting procedures at Meadville immediately brought attention to the amount of labor involved in sorting good track materials from the bad, and emphasized the dangers of the possible loss involved should such items not be reclaimed from the (Please turn to page 34)

**THE WAIST-HEIGHT TABLE** allows the scrap sorters to stand at work.

**A FORK HOE** is used to pull material from the plate to the belt.
THE STEEL FOR THE DECK of the trestle lies on supports ready to receive the superstructure of ties and rails.

THE Little Calumet River doesn't fit the schoolroom description of a river in any way. Usually rivers can be easily defined. They rise in one place, flow to another, and empty into some other stream or body of water.

Not the Little Calumet, the last river on the Erie's main line to be crossed by a steel trestle. Instead of having a definite source and a definite mouth, the Little Calumet can't make up its mind which is which.

So sometimes it flows from the Grand Calumet River in a generally northerly direction and empties into Lake Michigan. And at others its source is Lake Michigan and it flows in a general southerly direction into the Grand Calumet River.

Bridged in 1891

When the Erie's engineers first bridged the stream, in 1891, it looked like a broad slough running through the great marsh between Highland and Hammond, Indiana.

Any stream with such peculiar habits, no matter how small the bed of the stream might look, is worthy of the respect of any engineer. So when the first trestle was thrown across it, it was made good and long to give the river plenty of space for its shenanigans.

That first trestle was built of wood. It was 460 feet long, and was located just north of the highest point in the bed of the stream, for, among its other peculiarities, the Little Calumet's highest point lay between its source-mouth and its mouth-source.

In the years that followed the fill in the marsh on either side of the trestle became more and more stable, and between 1928 and 1930 the fill was extended from either side of the trestle toward its mid-
dle, so by the end of 1930, the trestle itself had a span of only 118 feet.

Eighty feet south of the Erie’s own track through the marsh and across the river lies the track of the Chesapeake & Ohio.

Since 1927 the two railroads have been using one another’s tracks between Griffith and Erie Junction, and since 1931 the Erie has been doing all the maintenance and construction for both roads. The Erie track is used for all westbound movements, and the C&O for eastbound movements.

So when the Erie replaced its own bridge it renewed the C&O’s trestle too. At the request of the Indiana flood control commission that trestle was erected about 12 feet farther west to conform more closely to the channel requirements of the river.

The new trestles have seven spans each, and are built to the Erie’s highest standard of design, the E-72 specification, which calls for bridges that will carry axle loads up to 72,000 pounds. Between the sheet steel abutment walls the trestles are 115 feet long and have seven spans resting on bents of steel piles.

The piles are H-members and were driven to sustain about 55 tons each. Before they were driven a test pile was driven and loaded with steel billets and rails weighing 110 tons.

There are three of these piles in each bent, tied at the tops with steel beam caps. The bridge stringers are steel beams, and the piles were driven, capped and braced without interrupting traffic. After that work had been done the track was taken out of service and traffic re-routed over the other line.

Then the new superstructure was slid into place, and the track restored to service. After that the old timber bents were removed, and the stream bed cleaned.

The design, fabrication of material, driving of piles and erection of steel was carried out under the direction of the Erie’s department of structures, headed by Cedric A. Roberts, and the general supervision of Blair Blowers, chief engineer.

**WITH ONE TRESTLE READY for traffic, the structures department men turn their attention to the C & O trestle 80 feet south.**

<table>
<thead>
<tr>
<th>NAME</th>
<th>POSITION</th>
<th>LOCATION</th>
<th>DATE SERVICE</th>
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<tr>
<td>Harry D. Abrams</td>
<td>Yard Brakeman</td>
<td>Croxton</td>
<td>1-21-58</td>
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<tr>
<td>Frederick Allan</td>
<td>Electrician</td>
<td>Jersey City</td>
<td>1-12-57</td>
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<td>George Bobowiski</td>
<td>Car Foreman</td>
<td>Hornell</td>
<td>2-28-58</td>
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<td>Clarence W. Briard</td>
<td>Structural Steelman</td>
<td>Port Jervis</td>
<td>11-15-57</td>
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<td>Raffael Calabrese</td>
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<td>Philip Capadona</td>
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<td>Weekawken</td>
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<td>Herbert R. Childs</td>
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<td>Anthony P. Delgatto</td>
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<td>North Tonawanda</td>
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<tr>
<td>Donald R. Dodge</td>
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<tr>
<td>Louise E. Driscoll</td>
<td>Stenographer</td>
<td>Rochester</td>
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<td>Frank A. Galloway</td>
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<td>Passaic Park</td>
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<td>Edward G. Jannott</td>
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<td>Michael Kutiak</td>
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<td>John J. McHugh</td>
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<td>Klis V. Peterson</td>
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<td>Ira A. Pulley</td>
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<td>Lewis H. Ramer</td>
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<td>Charles M. Saam</td>
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<td>Roy Salani</td>
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<td>James Sinclair</td>
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<td>Henry C. Smith</td>
<td>Captain of Police</td>
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<td>Herbert P. Stachewicz</td>
<td>Plumbing Operator</td>
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<td>Paul Swidryk</td>
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<td>Allan Terhune</td>
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<td>Secaucus</td>
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<td>Archie R. Wright</td>
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March, 1958
Picks Erie Site to Handle Groceries by Trainload

New-Old Firm Is Largest in Ohio

When a mere husband enters a supermarket, he is likely to be stunned by the great variety of items, for even something as simple as sugar seems to come in dozens of kinds and several sizes of packages of every kind.

He is sure to wonder how his wife gets through the week’s grocery shopping as efficiently as she does, and he may wonder how those who supply the supermarkets manage to keep the merchandise flowing smoothly to the shelves.

That it can be done with a minimum of fuss is proven by one of the Erie Railroad’s newest on-line customers, the Seaway Wholesale Grocery Co., which is Ohio’s newest, and Ohio’s largest wholesaler serving independent retailers.

Seaway buys its groceries by the carload — as many as 141 solid carloads a month, plus 20 or more stop-over cars every 30 days.

No Back-Tracking

It stores them in its 177,000-square-foot $1,000,000 warehouse, built on land sold to Seaway by the Erie, and delivers to 1,200 retail outlets with a minimum of handling, no matter how rich and strange the assortment of items may be. For Seaway is ready to supply any or all of thousands of items from mustard to prune juice, shoe polish to canned pears, facial tissues to peanut butter.

And for anyone who has ever shopped for his wife the marvel of the installation is this: from the moment the packages are unloaded from the box-cars at Seaway’s 10-car capacity side track until they are delivered at the grocery there is no back-tracking, no hunting for items.

The system that makes such efficiency possible — some stock-pick-

(Next page, please)

Erie Railroad Magazine
ers often maintain an average of 119 items an hour throughout a day’s work—begins in the box-car itself.

“Addressed” Pallets

There the men unloading the car place the bags and cases aboard pallets. A small electric fork lift truck carries the palletized load past the checker, and he attaches a numbered slip to the lower right hand item in the load.

The pallets are then lined against the wall of the warehouse itself, under the roof of the unloading platform, where they are picked up by high-lift electric trucks capable of stacking merchandise right up to the 20-foot high ceiling of the warehouse, and taken in through electrically operated doors.

And the driver of the fork lift truck doesn’t have to know what’s on his truck, nor where it should be put. The number the checker pasted to the load is his guide, as surely as an address is a guide for a postman delivering mail in a city with a perfectly regular house and street-numbering system.

By the Numbers

He drives right to the space the number refers to, and sets his load in the space. If he finds it full, he drives to the reserve area of the warehouse and leaves his load in any empty space there, and fills out a ticket showing that item 8746, for example, has been stored in reserve space 1939, and returns to the unloading platform for another pallet of merchandise, without having to know just what kind of goods he handled.

Meanwhile stock-pickers are at work filling orders.

Stock-pickers work from order sheets prepared by punch-card machines in Seaway’s business office, choosing the merchandise solely by number from the “slot” that bears the same number.

One-way Traffic

Since the business machine that prepares the order sheets arranges the items in regular order, all stock-pickers move in the same direction, and there are none of the traffic jams that sometimes develop in supermarkets when a stranger to the system is shopping.

(Please turn to page 33)
Friends Use Rail Stickers, Erie Employees Find

ENTHUSIASM for the cause of the railroads is natural for Erie men and women, and the campaign to let the whole of the United States know of the importance of the railroads through stickers on personal and business mail and on personal checks has struck a spark among Erie Railroad magazine readers.

In the first two weeks after the magazine offered to supply such stickers to those who would like to use them more than 200 orders were received at the magazine office—and among them were orders from employees of four other railroads.

Some Erie men and women reported that businessmen in their towns would like a supply for their mail. Among those who found such friends of the Erie, and of the railroads, were V. E. Yoakam, agent at Alger, and Mrs. Robert J. Murray of Elmira.

Jesse Baker, whose job as the Erie’s port captain at Jersey City gives him an international outlook, asked for a special supply of the stickers, saying that he would see that they got world-wide distribution as well as complete coverage of the United States. It seems Jesse is one of three founding members of the Alp Stamp Club of Brooklyn, and had persuaded the members to attach the stickers to the envelopes of letters they exchange with fellow philatelists all over the world.

For those who missed the stories about the stickers in the January and February numbers of the magazine here’s what the stickers are and here’s how to get them: (Please turn to page 26)

Industrial Group Names Von Willer

Harry W. VonWiller, president of the Erie Railroad, was elected a board member of the National Industrial Conference Board for a term of one year at the board’s 383rd meeting held Feb. 20 at New York.

The conference board, founded in 1916, is an independent and non-profit institution for business and industrial fact finding through scientific research. In terms of everyday usefulness, the board is a source of facts and figures bearing on all aspects of economic life and business operation.

The work of the board is made possible through the support of more than 3,600 subscribing associates including business organizations, trade associations, government bureaus, labor unions, libraries, individuals, and colleges and universities.

Annual Report Due in April Magazine

Next month your Erie Railroad magazine will carry a complete review of the company’s business for 1957. As in former years, a detailed report on how your railroad did, where its money came from, and where it went, will be given.

Watch for it,

New Quiz Book Gives Answers to 333 Queries

A new edition of the Association of American Railroads’ question-and-answer book, “Quiz on Railroads and Railroading,” is just off the press. It contains 333 questions and answers relating to the history, development, traffic and operations of the American railroads and tells of the important role which they play in American life as transportation servants, as employers of labor, as purchasers of fuel, materials, supplies and equipment, as fields of investment, as payers of taxes.

The first edition of “Quiz” was issued in 1940. Its popularity increased with each new edition, and requests for copies poured in to the AAR’s Washington office from all parts of the world. Altogether, since it was started, approximately 412 million copies have been distributed by the Association.

“Quiz” is used widely by teachers, students, editors, newspapermen, writers and radio and television commentators, as well as by railroad men and women and members of the armed services.

During World War II the British Railroad Commission issued a quiz book patterned after the American “Quiz” to provide information concerning the part of the British railways in the war effort. In Mexico the National Railways of Mexico had the book translated into Spanish and published for the information of their employees. Several years ago the American Forest Products Industries, Inc., a trade organization for the lumber industry, issued a quiz book on the lumber industry, acknowledging that it was inspired by the AAR Quiz book.

The new edition of “Quiz” containing latest available information on many aspects of railroading, has new illustrations throughout and a brand new cover design.

The Class I railroads installed 89,000 new freight cars during 1957. This compares with 59,768 in 1956.
HANDLING unusual assignments has always been one of the things the Erie Railroad can do efficiently, but one of the most unusual was the nursing along of the first transcontinental airplane flight.

That feat of the Erie is recalled in the January number of Saga magazine. The year was 1911, the airplane was new, and William Randolph Hearst had offered a $50,000 prize for the first pilot to fly from the Atlantic to the Pacific.

Hearst had made two stipulations in his offer: First the flight had to be accomplished in one month, and second, it had to be over by a certain date.

Only one pilot came forward to try to win the prize, Calbraith Perry Rodgers. His plane had been specially built for the attempt by the Wright Brothers at Dayton.

Held Engine Together
It was a 25-horsepower biplane, without a fuselage. The pilot sat out in front, and neither he nor the engine were enclosed. In some ways, that was the best arrangement, for, when the spark plugs showed signs of blowing out of their holes, Rodgers could hold them in with one hand while he tried to manipulate the controls with the other.

The plane had two propellers at the rear, driven by chains from a drive shaft. The wings were canvas, the landing gear a combination of skids and bicycle wheels.

Rodgers had been flying less than nine months.

It is little wonder that Rodgers had to have a special train accompany him. He did complete the trip, but didn’t win the prize money. The time limit on the offer ran out.

The plane broke down frequently, crashed often. After a fall at Port Jervis, the whole plane had to be rebuilt. And that is where the Erie and its service came in.

For from Jersey City to Chicago Rodgers flew the Erie route, and a special three-car train slowed its pace to his. One car, a Pullman, provided sleeping quarters for the pilot, his mechanics, his sponsors—a soft drink company was underwriting the trip at $5 a mile—reporters from the Hearst papers and Rodgers’ own staff.

Since the only thing certain about the flight was its uncertainty, a diner was furnished to feed the large number of people making the trip in mechanical, reporting, administrative and promotional capacities. The third car, an express car, was a rolling workshop and aviation warehouse, with spare parts of all kinds.

Side-Trip to Scranton
The Erie did more than furnish the train, however. At junctions where the pilot might grow confused, newspapers were opened, spread between the rails, and weighted to show the right way out of town.

The Erie Railroad Magazine did not report the flight, but after Rodgers reached Chicago, it did print the following telegram from him, as well as a letter of thanks for courtesies shown his staff:

“The scenery along the Erie Railroad over which I flew in my Vin Fiz Flier on the Hearst coast to coast contest, was the most magnificent I have ever seen in the East.”

The letter, signed by Rodgers and 17 of his staff—fliers needed a lot of people to keep them in the air in those days—was loud in its praise of the Erie and its men. It said, in part:

“Your courtesy, your unwearying patience, your efficiency and resourcefulness, have placed them under obligations which, failing an opportunity to return, will foster a lively sense of deep gratitude and cement a friendship made under unusual conditions. May we add that we also appreciate highly the efficiency and courtesy of all railroad employes, train crews and station officials, who have done so much to make the flight over the ‘Direct Route’ a success and an epoch in history.”

* * *
Just what is the Interstate Commerce Commission? How is it appointed, its chairman chosen, and just what is it jurisdiction? How does it do its work?

Most of us in the railroad industry are sure that everyone, inside the industry and out, knows the answers to those questions. But recently, in Washington, D.C., the seat of the Commission, 16 persons met at random on the street were asked just one question: “What is the Interstate Commerce Commission?”

Eight admitted they did not know. One said it was a finance company. One said it was an agency established by President Franklin D. Roosevelt. Only four of the 16 gave answers that showed they had some idea of its function.

It is undoubtedly true that railroad men and women generally are much better informed concerning the nature and functions of the Interstate Commerce Commission than are persons who are not engaged directly in the field of transportation. But for those who are not well informed on the subject, and for those who feel the need of a refresher, the following questionnaire has been compiled.

Q. What is the Interstate Commerce Commission?
A. The Interstate Commerce Commission is the agency of the Federal Government which carries out the provisions of the Interstate Commerce Act and other federal laws regulating railroads, motor bus lines, motor truck lines, inland waterway carriers, pipelines, freight forwarders and certain other transportation agencies engaged in domestic interstate commerce.

Q. When was the Interstate Commerce Commission established?
A. The Commission was created by an act to regulate commerce approved by President Grover Cleveland, February 4, 1887. The Commissioners—originally five in number—were appointed March 22, 1887, and the Commission was organized March 31, 1887. The law became effective April 5, 1887, and the Commission promulgated its first rules of practice on May 25, 1887.

Q. On what constitutional authority is the Interstate Commerce Act based?
A. The Act is based on Article 1, Section 8, Clause 3, known as the “Commerce Clause” of the Constitution of the United States, which prescribes that Congress shall have power “to regulate commerce with foreign nations, and among the several states, and with the Indian tribes.”

Q. In what respect is the Interstate Commerce Commission unique?
A. The Interstate Commerce Commission was the first permanent regulatory commission established by Congress. It was the first extensive delegation of judicial, administrative and legislative authority by the Congress of the United States.

Q. What were some of the provisions of the original act to regulate commerce?
A. The original act (1) declared that railway rates and charges must be reasonable and just, (2) prohibited special rates, rebates, drawbacks, or other devices favoring or prejudicing any person in relation to any other person for doing a like and contemporaneous service—under substantially similar circumstances and conditions, (3) made it unlawful to make or give undue or unreasonable preference or advantage to any person, locality or kind of traffic, (4) by the “long-and-short-haul” provision made it unlawful to charge or receive any greater compensation for a shorter than for a longer distance over the same route and in the same direction, (5) prohibited pooling and division of earnings, (6) required publishing, filing and public posting of rate schedules, and (7) permitted arrangements to make the carriage of freight continuous from point of origin to destination.

(Next page, please)
A. Numerous amendments have been made to the Act in the seventy years since its adoption.

The first amendment, approved March 2, 1889, included-

2. Penalty provision for violations.
3. Means of enforcing the provisions.
4. Publication of reports and decisions.
5. Provision for jury trial in proceedings to enforce award of reparations.
6. Classes of persons allowed to be transported free or at reduced rates.

Up to that time the Commission reported to the Department of the Interior. The act of March 2, 1889, provided that the Commission would thereafter report to Congress.

In 1891, an amendment was passed broadening the Commission’s authority to require attendance and testimony of witnesses.

In 1893, Congress passed the Compulsory Testimony Act and the Safety Appliance Act.

In 1903, Congress passed the Elkins Act, which dealt forcefully with rate discriminations and departures from published tariffs. It “put teeth” in the Interstate Commerce Act.

**Hepburn Act**

In 1906, the Hepburn Act was passed. Its purpose was to cure defects that had been pointed out in court decisions and in the light of experience. It broadened the scope of the Interstate Commerce Act to include pipelines, express companies and sleeping car companies.

It increased the number of Commissioners from five to seven; authorized the Commission to appoint examiners and agents, and empowered the Commission to prescribe maximum rates.

It increased from 10 to 30 days the period of notice of change of rates or charges. It prohibited the issuance of passes except for railway personnel and the free transportation of commodities except for railway property.

**Valuation Act**


The Valuation Act of 1913, sponsored by Senator Robert M. LaFollette of Wisconsin, directed the Interstate Commerce Commission to determine the valuation of railway properties used for common-carrier purposes throughout the United States. For a period of 15 years or more this was a major project of the Commission, from the standpoint of employment and expenditures. The valuation work reached its peak in 1931, but, with the

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*N*EWEST member of the Interstate Commerce Commission, Abe McGregor Goff, was sworn in on Feb. 12. He succeeds Owen Clark, who resigned to become a vice president of the Chesapeake & Ohio Railway.

Goff was appointed by President Eisenhower to fill Owen’s unexpired term which ends on Dec. 31, 1959.

The new member comes to the commission from the Post Office Department, where he was general counsel.

A veteran of both world wars, Goff was born at Colfax, Washington, on Dec. 21, 1899, and left high school to enter the Army in the first war. He was graduated from the University of Idaho College of Law in 1924 and began law practice at Moscow, Idaho, later that year.

Since that time, save for periods of public or military service, he has continued to practice law and live in Moscow.

**Colonel in World War II**

From 1926 to 1934 he was prosecuting attorney of his home county; he has been a state senator and a member of the Idaho State Bar Commission. From 1947 to 1948 he was Congressman from the first district of Idaho. After his service in Congress he returned to private law practice until he was appointed solicitor to the Post Office in 1954.

During World War II Goff was a colonel in the Army’s Judge Advocate General’s Department, and served in the African, European, and Middle East theaters of war, and in the occupation of Japan.

He was married in 1927 to Florence L. Richardson, and the couple have two children, Timothy R. and Annie McGregor Goff.

**Headed Idaho Bar**

He was president of the Idaho State Bar Association in 1940; a member of the House of Delegates of the American Bar Association in 1941; and is a former member of the American Society of International Law. He is general secretary of the Federal Bar Association.

Abe McGregor Goff Takes Seat on ICC
Old Friends Meet, Fell Pins in New Youngstown Alleys

THREE MEN FROM the Detroit office pause for a chat. Left to right: Louis Williams, Edward W. Kelley (standing), and Donald Reynolds.

FREDERICK BANKS, Youngstown, seated, shows their scores to two Erie men from the Detroit office. They are Robert Markland (left) and George Voss (right).

A SMILE SPED the ball on its way for James Laggan of Cleveland.

HERBERT F. LEONARD, Cleveland, delivered his ball with an intent look.

EARL W. RICHARDS, Marion, keeps his balance at the foul line.
Roll for Trophies as Women Watch

More than 350 men from all departments of the Erie Railroad bowled nine games each in the $1,590 13th annual system bowling tournament held in Youngstown. The bowlers, all men, came from all over the road, and from off-line agencies.

Some brought their wives as cheering sections, and many women from the Erie came along to add their support to the teams and individuals bowling.

All the games were rolled on the new lanes of the Gran Alleys, a super de luxe establishment equipped with projectors that showed the scores of the players on screens set above the pits. Sound-absorbent ceilings kept the traditional thunderous noise of the balls to a minimum.

Four events were rolled: one for five man teams, one for single bowlers, one for two man teams, and scores were totaled to determine the all events winner.

First place in the five-man team event went to a team from the auditor of revenues department in Cleveland; Larid H. Cormell, Youngstown, won the singles event; Nelson R. Klimack and James W. Green of the freight claim department, Cleveland, won the doubles; and Nelson Case of the auditor of disbursements office, Cleveland, won the all events trophy.

Team, doubles and singles scores were based on three lines bowled by each man; the all events scores represented the nine lines rolled in the three regular events.

The revenue team hung up a total of 3,186; Case's total was 2,027; Klimack and Green's total, 1,344; and Cormell's was 694.

Bowlers found the new alleys fast and accurate. Pinsetting machines of the latest type kept the games moving, as the pins were ready before the ball had been returned to the foul line of the alley.

The tournament was managed by a three man committee: Vernon F. Green, Youngstown; Harold E. (Bud) Fowle of Cleveland and James Mullaney of Ferrona.

Final standings in the all events competition, as announced by the committee, follow:

1. N. Case, Cleveland 2027
2. E. Elick, Huntington 1991
3. A. NoDay, Youngstown 1977
4. L. Cormell, Youngstown 1949
5. J. Petonic, Cleveland 1939
6. F. Cervone, Youngstown 1938
7. A. Szabo, Cleveland 1929
8. R. Maynard, Marion 1918
9. J. Bangert, Cleveland 1906
10. T. Kelly, Marion 1897
11. H. Herendeen, Huntington 1882
12. J. Hafner, Hammond 1871
13. F. Buck, Cleveland 1870
14. H. Richard, Akron 1869
15. J. Wagner, Cleveland 1868

(Turn the page, please)
LARID H. CORMELL of Youngstown won the singles competition.

NELSON R. CASE of Cleveland had the highest all events score.

DOUBLES WINNERS James W. Green (left) and Norman R. Klimack, both of Cleveland, look over their score sheet. The total: 1344.

All Events Scores
(Story begins on page 15)

16. J. Donlon, Youngstown 1868
17. R. McGurr, Akron 1868
18. C. Dunaway, Cleveland 1867
19. J. Faluski, Cleveland 1867
20. M. Buchwald, Cleveland 1863
21. E. Kale, Akron 1850
22. R. Clark, Marion 1844
23. B. Webster, Cleveland 1843
24. A. Zaccoone, Youngstown 1838
25. D. Miskinis, Cleveland 1837
26. W. Lash, Cleveland 1837
27. J. Halley, Marion 1836
28. H. Holloway, Marion 1836
29. R. Vestal, Youngstown 1835
30. E. Randall, Marion 1834
31. C. Bloomingdale, Marion 1830
32. W. Hoffman, Hammond 1825
33. L. Bergeron, Chicago 1822
34. R. Johnston, Cleveland 1820
35. A. Fitch, Cleveland 1818
36. G. Stanislaw, Youngst'n 1817
37. E. Keiley, Detroit 1817
38. P. Felter, Marion 1815
39. A. Zaccone, Youngstown 1838
40. M. Buchwald, Cleveland 1837
136. T. Vallela, Youngstown 1694
137. G. Davidson, Marion 1694
138. K. Bragg, Huntington 1693
139. W. Gill, Meadville 1693
140. L. Brownell, Akron 1692
141. H. Gibson, Chicago 1690
142. D. Clark, Marion 1689
143. A. Beeching, Akron 1687
144. J. Semchee, Youngstown 1687
145. R. Burley, Marion 1687
146. P. McMahon, Marion 1687
147. B. Paoletto, Hammond 1686
148. L. Cook, Marion 1686
149. G. Wanamaker, Marion 1686
150. W. Owens, Youngstown 1685
151. W. Mays, Youngstown 1684
152. J. Mullaney, Youngst’n 1683
153. J. Herrigal, Marion 1681
154. F. Roberts, Cleveland 1677
155. C. Dillon, Hammond 1677
156. H. Tuttle, Huntington 1676
157. N. Farrell, Youngstown 1669
158. J. Izzo, Youngstown 1667
159. M. Partipilo, Marion 1666
160. A. Petrillo, Hornell 1665
161. R. Latimore, Marion 1665
162. A. Hornish, Akron 1662
163. H. Ellerman, Huntington 1661
164. D. Fordham, Jane’stown 1661
165. F. Main, Youngstown 1661
166. C. Roberts, Cleveland 1660
167. G. Maynard, Marion 1658
168. C. Hatcher, Cleveland 1656
169. L. Weaver, Huntington 1655
170. A. Pavkov, Akron 1653
171. L. Williams, Detroit 1650
172. R. Petonic, Cleveland 1650
173. W. Meger, Salamanca 1647
174. K. Dolphin, Cleveland 1647
175. F. Archual, Akron 1646
176. F. Eiseman, Marion 1645
177. D. Stucky, Youngstown 1643
178. R. Pierce, Youngstown 1642
179. J. Carney, Youngstown 1642
180. T. Braney, Akron 1641
181. J. Holland, Youngstown 1640
182. D. Schoonmaker, Marion 1639
183. P. Pedacchio, Salamanca 1637
184. R. King, Youngstown 1637
185. R. Marklund, Port Jervis 1633
186. W. Novik, Marion 1631
187. G. Turner, Marion 1630
188. M. Evans, Akron 1629
189. T. Lavin, Huntington 1628
190. W. Wilson, Youngstown 1627
191. L. Derr, Cleveland 1624
192. A. Cannon, Cleveland 1624
193. E. McNulty, Youngstown 1624
194. L. Chapman, Youngst’n 1622
195. H. Miers, Marion 1622
196. J. Pedlock, Port Jervis 1621
197. J. Manoske, Huntington 1621
198. S. Sipko, Salamanca 1620
199. F. Erickson, Huntington 1619

200. R. Jerome, Marion 1617
201. E. Cannon, Youngstown 1616
202. B. Hensley, Salamanca 1613
203. B. Cosenza, Cleveland 1612
204. M. Dubrick, Hammond 1611
205. B. Waller, Youngstown 1609
206. J. Young, Huntington 1598
207. P. Zent, Akron 1596
208. P. Shultz, Youngstown 1596
209. D. Huntsman, Marion 1596
210. J. Turner, Marion 1593
211. P. Yehl, Salamanca 1592
212. H. McIlwain, Youngst’n 1592
213. W. Malone, Cleveland 1587
214. W. Greaves, Youngstown 1586
215. P. Finnerty, Akron 1585
216. F. Banks, Youngstown 1584
217. R. Spencer, Cleveland 1583
218. D. DeWitt, Cleveland 1578
219. J. McClelland, Cleveland 1578
220. J. Burke, Akron 1576
221. A. Lauther, Youngstown 1576
222. E. Blair, Marion 1575
223. R. VanInwegen, Port Jervis 1572
224. P. Polasik, Salamanca 1571
225. B. Lovett, Ridg. Park 1568
226. H. Emborsky, Jane’stown 1563
227. W. Spaulding, Marion 1560

SCOREKEEPING IS PLEASANT if these expressions are to be believed. On the left is Lewis Weaver of Huntington. His helper in the plaid skirt is Mrs. George Snider of Youngstown.
PEOPLE YOU KNOW

All Working on the Erie in Kent Station and Yard

ANGELO D. VISCA
Car Inspector

ANTHONY C. DRONGOWSKI
Car Inspector

MRS. PEARL DAVIS MOORE
Operator-Ticket Clerk

LYMAN A. GRIFFITH
Freight House Foreman

SAMUEL D. McNEIL
Agent

MILTON C. DENZER
Carman Helper

Erie Railroad Magazine
**Dear Veterans:**

The welfare of every employe on the railroad is vitally tied in with the effort, now being made to modernize the regulatory policies which have been largely responsible for the present state of the industry.

In some respects the voice of the employe is the most potent and influential force that can be brought to bear. A word here, a letter there, can serve to point out that the hour is late—that now is the time to restore the industry to a position from which it can compete in our system of free enterprise—and that it can still be retained within the tax paying, privately owned, maintained and operated family of industries.

I can think of no better way for us to justify our existence as an organization, dedicated to the welfare of the veteran employe, than to concern ourselves with this movement, and to identify our well-being as citizens and veteran employes with the welfare of the railroads.

The employes of other industries have never failed to make their interests known, when legislation affecting their welfare was under consideration. We can afford to do no less.

Fraternally yours,

L. E. Rodgers
President.

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**Jersey City**

By G. C. Kalle

The first report of Secretary Ernest Mastriani indicates that our members’ response concerning 1958 dues has been very gratifying. If you have not already picked up your card, you are not “in the clear.”

Please see your collector at your earliest possible opportunity. If your card was mailed, prompt attention to our mail request is earnestly solicited.

At our Jamestown meeting a new membership campaign was instituted whereby our chapter will benefit by the acquisition of all new members between Feb. 1 and May 31. May we ask your cooperation in securing as many new members or reinstated members as you can during this period.

Our trustee, Dave Tice, has been reported on the sick list. Certainly there are more on this list, but we do not have their names. If any brother knows of any sickness, please contact the secretary. We hope all of them will be back at work and at our meetings soon.

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**Salamanca**

At our Christmas party on Dec. 14 the following chapter officers for 1958 were installed by Edward McCue, past system president: Chairman, J. L. Murray; vice chairman, Luis de Martorell; trustees, H. M. Bunker, J. G. Ainey, Fag Barbite; secretary-treasurer, L. P. Johnson; recording secretary, W. L. Hillmiller.

The annual meeting and installation of system officers was held at Jamestown on Jan. 17 and 18 with Salamanca the host chapter. The installation committee has been congratulated and commended for a fine job well done.

They are: J. G. Ainey, chairman; J. L. Murray, co-chairman; L. P. Johnson, treasurer, and Mrs. R. B. Gardner, secretary. Assisting them were S. E. Ambuski, H. M. Bunker, C. R. Fralick, D. S. Fordham, L. R. Smith and C. K. Scott.

Decorations, Mrs. H. M. Bunker, chairman, assisted by Mrs. C. E. Stein, Mrs. Luis de Martorell, Mrs. J. G. Ainey, Mrs. W. H. O’Neill, Mrs. S. J. Hewitt and Mrs. Sidney Snow.

Receptionists were: Mrs. Louis Iannelli, Mrs. C. K. Scott, Mrs. R. B. Gardner, Hostesses, Nancy O’Neill, Ingrid Johnson, Mrs. W. H. O’Neill, Mrs. P. W. Scribner, Mrs. John Lindner, Joan Lindner, Mrs. L. J. Risch. Some members of the decorating committee doubled as hostesses.

The chapter extends its thanks to all participants who made this event so successful.

Members who are ill are: Merle Baker, at home; George Schwartz, (Next page, please)
Salamanca Hospital, and William Frenz, Rest More Nursing Home, Otto, N. Y. Your cards and calls on these members will be much appreciated.

Our life member, Arthur Bernard, had the misfortune to suffer a foot injury and is confined to his home.

Dues for the current year are coming in fine. The secretary-treasurer desires to express his thanks and appreciation for the fine cooperation of his helpers.

It is desired to complete collection of dues promptly and members are urged to cooperate by picking up their cards.

**Youngstown**

By S. D. Bean

This chapter was very well represented at the recent Jamestown meeting. We really think this party was even better than the one last year. Congratulations to the Salamanca boys for a fine entertainment.

We extend a warm welcome to new members, Anna M. Schadenfroh, clerk at Brier Hill Diesel shop, and John N. Weber, blacksmith, Sharon.

A large group of railroad friends and co-workers surprised Tom Swogger Feb. 1 at his home in Struthers. They gave him a proper start in his retirement from the position of claims clerk at the freight office and presented him with a well stuffed purse as a memento of the occasion.

He and his charming wife, Sarah, have a lot of traveling planned.

F. T. England, freight agent, presented Tommy with his retirement certificate.

At the end of 1957, the railroads had on order 488 new locomotive units and 55,000 new freight cars.

**New York Division**

SUPERINTENDENT'S OFFICE

JERSEY CITY

By Mary A. D. Meyer

It’s good to see Tom Rooney, Carl Hansen, Hertha Narpinski, Barbara Meisten and Jeanette Haggerty back at work after illnesses.

Joe McGirr, John Weber, Ralph Riccardio, Harry Coleman and Jim Vreeland visited at the office recently.

Raymond Nalewaiiski, son of the Joseph Nalewaiiski, flew back to Germany Jan. 14. He had been home on leave since the holidays.

Best wishes are extended to Daniel Crowley, car distributor, JOAN A. DROIT, daughter of F. J. Droit, freight agent-yardmaster at North Tonawanda, has been elected vice president of the Students of Education Association of New York State. She is a senior in the College for Teachers at Buffalo.

who retired Jan. 22. He had been with the Erie since May, 1904.

Congratulations to Tom Decker, who is now car distributor in place of Dan Crowley, and good luck to Phil Schmidt on his transfer as clerk to Pier 28, New York.

**PASSAIC**

We continue to hear good news about Dick Fitzgerald’s convalescence.

Freddie Keesler has taken up winter fishing at Sheepshead Bay. Retired visitors included Pete Scullion and Bat Donnelly. Both looked well.

Harry Flanagan again prepared for his winter outdoor activities under the guidance of Charles Dalzell.

Mrs. Harry Kinney, wife of the brakeman, is recuperating after being hospitalized at Jersey City.

We welcome George Merck as clerk at Dundee.

**WEEHAWKEN DOCKS & LOCAL**

By Violet Schmitt

We welcome John Walsh back as junior clerk-messenger.

F. L. Pizzuta, westbound clerk, and wife received a telephone call.

(March, 1958)
from daughter Lucille Mahon, in Hawaii, where her husband is stationed with the Army. The couple left Fort Sill, Okla., for Los Angeles on New Year’s Day.

James Barry, son of the general clerk, who is aviation machinist mate in the Naval Air Force, is scheduled to leave shortly for duty in the Mediterranean. His last assignment was in Puerto Rico.

Birthday greetings are extended to Rose Marotta, telephone operator-clerk, and Gil Forte, manifest clerk.

Dan De Cesare, former trucker, seems to be enjoying his retirement. On a recent visit to the office he proudly showed us his retirement certificate.

G. C. Kalle, assistant agent, and B. S. Reed, demurrage clerk, accompanied by their wives, attended the annual installation dinner at Jamestown. They had an enjoyable week end in spite of the snow and frigid weather.

We’re happy to learn that Joe Hayes, husband of Marie, employment clerk, continues to improve, and it’s nice to see George McMahon, foreman, back on the bulkhead.

Best wishes for early recovery are extended to Mrs. Harry Thake, wife of the foreman, who fell on the ice near her home and broke her shoulder. Other convalescents are Mark Robertson and Jake Wilson, dock laborers; Willie Moore and F. McCaskey, stowers; Ace Mitchell, checker, A. Dennis, stower, and David Deas, trucker.

It was one candle on the cake for Bruce Kalle, grandson of the assistant agent. The G. C. Kalles celebrated the event with a family party.

Members of the newly formed Weehawken fishing club are anticipating their first trip sometime in July.

Our bowling team is to be commended for their recent performance in winning a game despite the absence of three men. J. Chrzansowski, branch clerk, and J. Schmidt, trucker, each turned in 200 plus games.

Meyer Miller, former trucker, who now lives in Miami Beach, Fla., wishes to be remembered to his Erie friends.

Recent vacationers who spent a few days with their families were J. Welsh, general foreman, Harold Gaherin, chief clerk, H. Wojewodzki and John Krauss, checkers. John must belong to a polar bear swimming club, as he said ‘he had been to Coney Island.”

“Loafing again! I have a notion to fire you on the spot. The only thing that holds me back is a little commonsense.”

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Susquehanna Division
HORNELL DIESEL SHOP
By R. L. Hammond

Harold M. Granger, machinist, retired Jan. 20 after 40 years’ service.

Floyd Newell, retired machinist, and Mrs. Newell are vacationing in California.

Hornell and vicinity has been in the icy, snowy grip of winter the past two weeks. It has been necessary to bring Jerry Parker, messenger, out of Karr Valley by bob sled, and the correspondent-chief clerk’s weekend motor jaunts have been curtailed.

Ellis S. Persons is now relief foreman at this shop.

We welcome Norman Thomas as special apprentice.

Jack Mahoney was busy helping Mrs. Mahoney with the March of Dimes campaign.

Helen and Ed Schwarz are looking over travel folders and making plans for an extensive motor trip.

Bill Reilly, retired pipe foreman, is getting to be a geranium expert. He is cutting and planting shoots in anticipation of Decoration Day.

We welcome back Norma Nilson, stenographer.

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Marine

JERSEY CITY

By Jesse E. Baker

James Shannon and Dick Donovan stopped at the Marine Hospital on Staten Island to visit with Bob Mailley, deckhand on the tug Marion, who has undergone two operations.

Capt. Frank VanHorst stopped in to see us the other day. He is now captain on the Elizabeth Moran.

James McEntee, retired ferry deckhand, came in for a chat and asked about old friends.

Frank Larkin, retired engineer, who lives in Indian Head, Md., writes that he would like to hear from some of the old-timers.

Do you know that New York City has two new fireboats which cost $1,714,482? One is named for Dr. Harry Archer who was deputy fire commissioner for 60 years, and the other for Sylvia Wilks. Mrs. Wilks left $3 million to the Departmental Honor Emergency Fund.

(Next page, please)
"We'd like a piggy-back ticket."

Mahoning Division
POLICE DEPARTMENT

Lieut. David Downie has been elected trustee in the Youth Protective Council at Cleveland.

Patrolman John Buda's daughters, Barbara, 10, and Susan, 9, received honors in their school examinations.

Patrolman L. E. Owens and family visited friends and relatives in Lakewood, Ohio.

Patrolmen Andrew Herrick and S. J. Tarajcak spend much of their spare time caring for their automobiles.

Car Accountant
CLEVELAND

By Ella Carpenter

We hope this will still be hot news by the time the magazine goes to press, but at the moment the Transportation - Car Record bowling team of Michel, Dunathan, Whelan, Scullion and Johnston is in first place; due mainly to the valiant efforts of Whelan and Dunathan, the rest of the team says.

The beaming countenance of Jo Zingale is due to the fact that she just became an auntie for the first time when her sister, Mrs. Howard Krall, had a baby boy on Jan. 28 (David).

Good luck to Malcolm Brown who left us to assume new duties in the M. of W. department, and a warm welcome to Milton Kohler who took his place.

Our genial storeroom clerk, Jimmy Mulcahy, resigned and accepted a job with a plywood company. He was presented with a cash gift from the office, and a watch band and tie clasp with cuff links from his many personal friends who wished him much success in his new endeavor.

A recent visitor was Bonnie DeVal, former key punch operator, who didn’t know we had moved. She found us after a little detective work, and enjoyed visiting her old friends even in the unfamiliar surroundings.

Best wishes for speedy recovery to Vivian Ploe. Hope she will be back with us soon.

Accounting
HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Richard Wheeler, Bill Leonard, Ed Gillette, Fritz Singleton and Don Clark made their fifth annual excursion to Buffalo to attend a doubleheader basketball game.

Tunny Vet and family visited in New Jersey.

Russ White was absent several days due to a sprained ankle.

C. D. Hilyard and the Mrs. vacationed in Florida.

Bob Gregory already is booked

"What’s that, Dad?"
"That’s a squirrel."
"What’s he doing?"
"He’s storing away acorns for the winter."
"Why?—"
"He’s planning ahead."
"Do people do that?"
"Most of them."

Prudential insurance can help you plan ahead by protecting your family through their growing up years ... and providing for your own retirement. Prudential calls it Two-Way Protection.

See your Prudential Agent.
Fritz Petersen, Angie Petrillo, Jack Meehan and Tom and Dick Halloran went to Youngstown for the annual Erie bowling tournament.

Bob Argentieri is looking for a second hand snowplow for his garden tractor.

Rona Burnard, our new addition, from England, never seems to run out of jokes.

Robert Burdette made a fishing trip to Black Lake.

Marlene Neu is finding out that two can live as cheaply as one, even if her palomino pony does eat lots of oats.

Bill Cregan and wife were on a shopping trip to New York.

The credit union, under the capable leadership of President Walter Coston, had another successful year, paying 4-1/2% interest and a 10% patronage refund.


Kent Division

AKRON

By Besse Westbrook

E. K. Bennett, flag clerk, is driving a 1958 car.

Mrs. Carl Hawse, wife of the typist at Barberton, is librarian in the Magic City’s new $286,000 library.

MARION

By Lucile Osmun

Capt. H. C. Smith and wife stopped at various points in Florida on vacation, mainly St. Petersburg.

P. E. Knauss, retired assistant chief dispatcher, and wife went to California on vacation. On the way back they stopped in Tucson to see M. C. Murphy, retired chief dispatcher.

We welcome Dorothy Gafney as employment clerk-stenographer in the superintendent’s office.

We hope for the early return of John E. Sheehe, yard clerk, who has been hospitalized.

Marion Division

TRANSPORTATION

By C. R. Swank

R. L. Shanahan has completed his military service and resumed as operator at HY Tower, Hammond.

Congratulations to Mr. and Mrs. P. E. Michael and Mr. and Mrs. R. L. Carter who are parents of daughters; also to Mr. and Mrs. J. L. Flaugher who are parents of a son.

Congratulations to Mr. and Mrs. Gerald F. Heindselman, Marion, Ind., whose second child and first daughter was born at the Huntington County Hospital. Mr. and Mrs. M. J. Stonebraker are the grandparents and John H. Hinklin of Cocoa, Fla., is the great-grandfather. Mr. Stonebraker is division clerk in the superintendent’s office at Huntington and Mr. Hinklins a retired yard conductor from Marion, Ohio.

Congratulations to Mr. and Mrs. Marion Sprowl who are the parents of a son. Mrs. Sprowl is the former junior clerk in the superintendent’s office at Huntington.

One of the time-torn families in the area of daylight saving time is the Louis H. Gee family of Huntington. Mr. Gee is a freight conductor for the Erie and, of course, works on Central Standard Time. Mrs. Gee and the children operate their lives on daylight time, according to the general rule in this vicinity.

For Christmas the Gees received a thoughtful present from Mrs. Gee’s brother. Set in a fine, hand-finished board are two electric clocks, one on Central Standard Time, the other on Central Daylight Time.

The two electric clocks are synchronized down to the second, but one hour apart. Above the CST clock is a neatly printed “He Time.” Above the CDT clock it says, “She Time.”

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MAINTENANCE OF WAY

By Maralene Trainer

We welcome R. K. Humes as communication maintainer at Hammond. He replaces R. A. McDonough who has returned to the Eastern District.

(Next page, please)
Our congratulations to Mr. and Mrs. Hubert Kelly, jr., of Huntington on their recent marriage. Mrs. Kelly is the former Virginia Gressley of Huntington. Parents of Mr. Kelly are Communication Supervisor H. A. Kelly and wife.

Former Supervisor of Communications and Signals E. F. Champlin called at the office recently and advices he is feeling fine. Also, former Plumber Foreman W. B. Rathfon stopped in to say he was enjoying his leisure and was very sorry the rest of us still had to listen for the alarm in the morning.

HAMMOND CONSOLIDATED

By Grace Connole

A testimonial dinner was arranged on Jan. 23 at Burguard’s restaurant by Assistant Superintendent W. M. Wiarda, Agent W. G. Witwer, Yardmaster W. A. Ebert and Report Clerk Helen Liesenfelt for John J. O’Connor, our general yardmaster who retired Jan. 31. Table decorations and place cards, tastefully arranged by Mrs. Liesenfelt, were lovely and appropriate, as was the white carnation and red rosebud corsage that was presented to Mrs. O’Connor.

After dinner the several department heads present were called on by Toastmaster Wiarda. They recalled early experiences with the railroad and Mr. O’Connor which were all very interesting.

Mr. O’Connor started working for the Erie Railroad in 1907 as a call boy in knee pants and although he interrupted his service once or twice to take other employment his return in February, 1919 was permanent.

On his way up he worked as yard clerk, chief yard clerk, switchman, yardmaster and was general yardmaster at Marion from April 1, 1941 to July 1, 1942. At that time he returned to Hammond as general yardmaster.

Among the 57 guests at the dinner were Mr. and Mrs. O’Connor’s son and daughter. Another daughter, residing in San Diego, Calif., was unable to attend.

In conclusion Superintendent F. E. Navin presented Mr. O’Connor with a retirement plaque and a wallet which contained cash with which the O’Connors intend to buy a portable TV.

They have departed for San Diego for an extended visit with their daughter, Roseclare, and her husband. As Mr. O’Connor enjoys fishing and golfing this should be an ideal location. They will, however, return to the old stamping grounds from time to time as they are leaving seven grandchildren behind. It was with regret we bid farewell to the O’Connors and we all wish them many happy years of retirement.

Harold A. Dean, former general yardmaster at Leavittsburg, was appointed general yardmaster at Hammond, effective Feb. 1.

Mr. Dean came to the Erie in 1926 at Meadville and held various positions until 1943 when he was appointed yardmaster at Meadville. On April 1, 1955 he was appointed general yardmaster at Leavittsburg, Ohio.

He is married and has a son and a daughter, both of whom are married and reside in the east. We wish him success and happiness in his new position.

Fred Keen, roundhouse employe, spent a week’s vacation in New York recently and was sorely missed by fellow employees (he is the champion checker player at the noon time lunch sessions). Although some of the boys have caused some of his checkers to mysteriously disappear from the board, he still wins.

On Christmas Day Patricia Sowell, IBM operator, became the bride of William H. Willis, son of Mr. and Mrs. Henry Willis of Washington, Ga. The 2 p.m. double ring ceremony was performed at the home of Miss Sowell’s parents in East Chicago, Ind., with our relief clerk, Robert W. Thomas, as best man, and Mrs. Jerome Stover, sister of the bride, as matron of honor.

A reception for approximately 50 guests was held immediately following the ceremony. Then the bride and groom departed for Pacific Grove, Cal., where Mr. Willis is stationed with the Army.

Conductor John Morgin has returned to duty after a wonderful three-week vacation at Los Angeles.

Congratulations to Mr. and Mrs. R. J. Schultz (yard brakeman) who became the parents of a boy on Dec. 31. Daniel James weighed in at 7 lb. 13 oz. and has two very proud brothers and a sister.

The fourth annual meeting of the Erie Employees Federal Credit Union was held at Burguard’s the evening of Jan. 30 with 54 members and guests present.

A. N. Breland, Chicago, and H. L. Kinzie, Hammond, were re-elected president and treasurer.

During the business meeting which followed a delicious dinner, it was decided to start a building fund to house the organization when they (and we are positive they will) outgrow their present rented office space.

The organization now has 580 accounts and reported a net profit for the year 1957 of $4511.81. A dividend of 4% was declared.

We welcome to the force at Hammond Richard Humes, communications maintainer, who comes to us from Youngstown.

Let practical railroad men move you up!

Got your sights on the management end of railroading—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It’s endorsed by over 200 railroads.

Let practical railroad men move you up!

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March, 1958
Buffalo Herds Welcomed Poles Beside Railroad

Back in the 1860’s when the railroads were pushing back the frontier westward, the thundering buffalo herds that roamed the Western prairies were quite a problem in the maintenance of communications.

On the vast, treeless prairies, about the only solid perpendicular objects were the telegraph poles so laboriously hauled and erected to carry the wires.

The buffalo welcomed the poles, and it is said that herds followed the railroad for hundreds of miles using the poles as a means of scratching themselves. Many poles were toppled over, causing interference in communications.

In an effort to remedy the situation it was decided to study the telegraph poles from about ground level up to the height of a buffalo head, with shoemaker awls. The theory was that the needle-sharp points of the awls would discourage buffalo from using poles as back scratchers.

The entire Mid-west was scoured for shoemaker awls, which were installed on the poles. The theory, put into practice, was a bust. Although the buffalo loved the relatively smooth poles to which they were accustomed, they now stampeded to get in line to use the improved back scratchers! Telegraph poles toppled more than ever. The railroads had not taken into consideration the massive, tangled mat of hair in the buffalo coat, or the solid satisfaction afforded the buffalo by the comb-like stud of awls.

It was decided to remove the studs and reset poles as needed.

A new freight car came off the “assembly line” every six minutes—day and night—during 1957. This means that the railroads added 244 new freight cars to their fleet every day—Saturdays, Sundays and holidays included during the year. Altogether, 89,000 new freight cars—enough to form a train 741 miles in length—were completed and delivered to the railroads during the year.
Modern Trains, both freight and passenger, demand wider performance range in brakes. Precision to the highest degree, in all parts of the braking systems, is vital. Such precision is embodied in the braking systems built in our Plant.

Use "AB" for today's freight trains.

Use "HSC" for Conventional High-speed, light-Weight Passenger Trains.
135. H. Miers, Marion 575
136. R. DeGain, Salamanca 574
137. W. Wilson, Youngstown 573
138. R. Vannwegen, Port Jervis 572
139. E. Keiley, Detroit 572
140. B. Cosenza, Cleveland 572
141. A. Gall, Port Jervis 572
142. C. Daff, Youngstown 571
143. L. Bergeron, Chicago 570
144. W. Meyer, Salamanca 569
145. J. Kapella, Kent 568
146. W. Gill, Meadville 567
147. L. Stoffel, Huntington 566
148. R. Lares, Cleveland 566
149. J. Herrigal, Marion 565
150. F. Burdick, Hornell 565
151. J. Turner, Marion 564
152. D. Cypher, Mahwah 563
153. V. Neumann, Cleveland 563
154. J. Izzo, Youngstown 562
155. R. Pierce, Youngstown 562
156. H. McIlwain, Youngstown 561
157. T. Lavin, Huntington 561
158. I. Spires, Marion 560
159. A. Ryder, Cleveland 560
160. J. Smith, Youngstown 559
161. A. Pavkov, Akron 559
162. T. Branecky, Akron 558
163. C. Hatcher, Cleveland 558
164. W. Yoset, Meadville 557
165. F. Main, Youngstown 557
166. W. Spain, Youngstown 556
167. L. Brownell, Akron 556
168. W. Wagner, Mahwah 555
169. L. Derr, Cleveland 555
170. P. Zent, Akron 555
171. N. Farrell, Youngstown 555
172. B. Forsyth, Marion 555
173. J. Laggan, Cleveland 554
174. R. Archual, Akron 554
175. A. Beeching, Akron 553
176. D. DiPiero, Youngstown 553
177. E. Blair, Marion 553
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184. D. Stucky, Youngstown 551
185. G. Laxton, Hammond 551
186. L. Weaver, Huntington 551
187. J. Miglets, Youngstown 551
188. H. Emborsky, Jamestown 550
189. J. Petonic, Cleveland 550
190. P. Shultz, Youngstown 550
191. F. Banks, Youngstown 549
192. F. Eiseman, Marion 549
193. W. Spaulding, Marion 549
194. E. Kale, Akron 548
195. E. Selak, Jamestown 548
196. T. Valella, Youngstown 547
197. S. Sipko, Salamanca 547
198. P. Smith, Salamanca 546
199. C. Roberts, Cleveland 546
200. R. Spencer, Cleveland 545
201. M. Marcellino, Cleveland 545
202. D. Schoonmaker, Marion 544
203. M. Partipilo, Marion 544
204. A. Hornish, Akron 543
205. N. Klimack, Cleveland 543
206. G. Wamamaker, Marion 542
207. B. Dicasali, Greenville 542
208. A. Roberts, Cleveland 541
209. D. Reynolds, Detroit 541
210. D. DeWitt, Cleveland 541
211. B. Greaves, Youngstown 541
212. C. Dohme, Kent 540
213. F. Tyson, Hornell 540
214. J. Pedlock, Port Jervis 539
215. K. Dolphin, Cleveland 539
216. B. Waller, Youngstown 538
217. W. Novik, Marion 538
218. M. Evans, Akron 537
219. E. Craft, Marion 537
220. C. Primmer, Marion 536
221. R. King, Youngstown 536
222. C. Gruber, Marion 535
223. J. Green, Cleveland 535
224. A. Hanam, Akron 534
225. H. Leonard, Cleveland 534
226. J. Cigolle, Youngstown 533
227. W. Mays, Youngstown 533
228. B. Hensley, Salamanca 532
229. J. Burke, Akron 532
230. G. Maynard, Marion 531
231. G. Feichter, Salamanca 531
232. G. Davidson, Marion 531
233. A. Cannon, Cleveland 530
234. H. Tuttle, Huntington 529
235. J. Holland, Youngstown 529
236. S. Miko, Cleveland 528
237. H. Hart, Port Jervis 527
238. C. Briggs, Meadville 527
239. F. Erickson, Huntington 526
240. F. Roberts, Cleveland 526
241. P. Yehl, Salamanca 525
242. J. Mullaney, Youngstown 525
243. J. Creatore, Youngstown 525
244. E. McNulty, Youngstown 524
245. H. Thomas, Marion 524
246. V. Green, Youngstown 523
247. L. Cook, Marion 523
248. D. Hunters, Marion 522
249. J. Young, Huntington 522
250. P. Pedacchio, Salamanca 521
251. W. Malone, Cleveland 521
252. W. Harbrecht, Hammond 520
253. J. Manoske, Huntington 520
254. J. McClelland, Cleveland 519
255. J. O’Hara, Youngstown 518
256. A. Lauder, Youngstown 517
257. H. Klinker, Detroit, did not finish

THE WALTON R. COLLINS CO.
RAILWAY SUPPLIES
90 WEST STREET, NEW YORK 6, N. Y.

RAILROAD ACCESSORIES CORPORATION
SIGNAL AND TRACK DEVICES
Chrysler Building
NEW YORK 17, N. Y.

THE ERIE DOCK COMPANY
CLEVELAND, OHIO
IRON ORE UNLOADING DOCKS
Unloading Capacity 2,400 Tons per Hour from Vessel
WHILE THEY DID NOT BOWL, women were welcome at the alleys. Miss Rita Gruber seems pleased with the way things are going, and Mrs. Merl Crawford (right) is somewhat anxious. Both are from Youngstown.

Doubles Scores

(Story begins on page 15)

Final standings in the doubles competition, as announced by the committee, follow:

1. N. Klimack, J. Green                Cleveland 1344
2. G. Laxton, G. Hafner                Hammond 1311
3. T. Kelly, J. Burris                 Marion 1306
4. W. Lash, M. Marcellino             Cleveland 1282
5. R. Clark, R. Maynard                Marion 1281
6. T. NeCastro, L. Cornell             Youngstown 1280
7. A. NoDay, W. Mays                   Youngstown 1272
8. L. Bergeron, R. Schultz             Chicago-Hammond 1255
9. J. Bangert, D. Miskinis             Cleveland 1253
10. J. Altieri, A. Szoke                Youngstown 1253
11. O'Neil, R. Vestal                  Youngstown 1240
12. A. Pohler, H. Tuttle               Huntington 1236
13. E. Miller, R. Lares                Cleveland 1234
14. G. Muller, D. DeWitt               Cleveland 1232
15. F. Roberts, R. Johnston            Cleveland 1226
16. J. Mullaney, G. Snider             Youngstown 1217
17. B. Pampush, A. Roberts             Cleveland 1214
18. E. Elick, L. Weaver                Huntington 1213
19. B. Kale, J. Kapella                Akron-Kent 1213
20. D. DiPiero, A. Zaccoone             Youngstown 1211
21. S. Toth, A. Hanam                  Akron 1209
22. D. Reynolds, E. Keiley             Detroit 1207
23. L. Irey, B. Forsyth                 Marion 1204
24. C. Dohme, E. Kale                  Kent-Akron 1202
25. G. Feichter, P. Smith              Salamanca 1200
26. F. Cervone, E. Marsillio           Youngstown 1197
27. A. Poux, C. Briggs                 Meadville 1197
28. J. Tsouchlas, W. Hoffman            Hammond 1195
29. W. Owens, V. Green                  Youngstown 1194
30. L. McCleery, W. Gill               Meadville 1190
31. C. Daff, C. Hunter                 Youngstown 1188
32. R. Fero, N. Farrell                Youngstown 1188
33. L. Cook, G. Maynard                Marion 1185
34. R. Mulroony, A. Bacenko            Youngstown 1185
35. J. Heneks, J. Carney               Cleveland 1183
36. H. Herenden, E. Casper             Youngstown 1181
37. J. Creatore, T. Valella             Huntington 1180
38. N. Case, L. Derr                   Youngstown 1180
39. E. Schauer, F. Buck                 Cleveland 1178
40. M. Partipilo, M. Cole               Marion 1177
41. S. Miko, M. Vovos                   Cleveland 1171
42. E. Dry, A. Szabo                    Cleveland 1171
43. M. Mantini, J. Donlon               Youngstown 1168
44. F. Miner, W. Spain                  Marion 1168
45. J. Scullion, K. Dolphin             Youngstown 1168
46. H. Holloway, D. Huntsman            Marion 1165
47. A. Hartman, M. Kalapos              Youngstown 1164
48. A. Soss, H. Gibson                   Chicago 1164
49. D. Fordham, B. Knoll               Jamestown 1163
50. B. Cosenza, J. Petonic              Cleveland 1163
51. R. Marklund, G. Voss                Detroit 1163
52. E. Lohr, F. Main                    Youngstown 1158
53. D. Clark, G. Davidson                Marion 1155
54. A. Fitch, B. Bozotir                 Cleveland 1154
55. R. Pierce, J. Smith                 Youngstown 1152
56. R. Latimore, P. McMahon             Marion 1152
57. M. Buchwald, R. Petonic             Cleveland 1151
58. D. Cypher, W. Wagner                 Mahwah 1148
59. H. Klinker, L. Williams              Detroit 1148
60. F. Erickson, R. Sellers              Youngstown 1147
61. G. Maley, P. Kafka                   Youngstown 1147
62. H. Hopty, P. Felter                  Marion 1147
63. C. Roberts, J. Wagner                Cleveland 1147
64. J. Schueler, A. Radder              Warsaw 1147
65. H. Richard, T. Braneykee            Akron 1144
66. J. Faluski, A. Ryder                 Cleveland 1143
67. W. Wilson, A. Gall                   Young-Port Jervis 1143
68. R. Johnson, A. Meinke               Chico-New York 1142
69. J. Podlock, L. Custer                Port Jervis 1141
70. R. Kramer, W. Yoiset                Meadville 1140
71. C. Knorr, H. Price                   Hammond-Young 1137
72. W. Bailik, L. Criscione              Youngstown 1135
73. B. Hensley, P. Pedacchio            Salamanca 1130
74. R. Gayford, L. Bean                 Salamanca 1130
75. E. Craft, I. Spires                  Marion 1124

(Turn the page, please)

SHORT CUT to convenience!

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

29
Team Scores

Final standings in the team competition, as announced by the committee, follow:

(Story begins on page 15)

1. Revenue
   Cleveland   W. Lash  3186
2. Interline
   Cleveland   C. VonDuhn, Sr.  3093
3. Aud. of Machine Acct.
   Cleveland   S. Miko  3066
4. Tassle Tossers
   Cleveland   J. Latkovitch  3055
5. Rover Boys
   Cleveland   L. Derr  3035
6. Steam Rollers
   Cleveland   A. Ryder  3004
7. Piggy-Backs
   Youngstown   M. Mantini  2998
8. Century
   Youngstown   F. Cervone  2988
9. Air Gang
   Youngstown   W. Mays  2979
10. Republicans
   Cleveland   D. Dussault  2978
11. AR-LOU Stables
   Marion   C. Gruber  2952
12. Lovers Lane Delicatessen
   Akron   A. Beeching  2939
13. Blockers Service
   Akron    H. Richard  2916
   Youngstown   W. Bajlik  2910
15. Chenoweths
   Cleveland   A. Fitch  2869
16. Frank's Tavern
   Salamanca   P. Smith  2868
17. Revision
   Cleveland   J. Laggan  2867
18. Benders Plumbing
   Marion   R. Burley  2850
19. Erie No. 8
   Marion   P. McMahon  2850
20. Dispatchers
   Huntington   E. Elick  2849
21. Sunny-Brook Golf
   Akron-Kent   B. Kale  2843
22. Saratoga Bar & Grill
   Marion   G. Maynard  2830
23. Stores Department
   Youngstown   D. DiPiero  2829
24. Cleveland Traffic
   Cleveland   V. Neumann  2821
25. Yard
   Huntington   N. Klimack  2819
26. Freight Claim
   Cleveland   G. D'Antonio  2814
27. Diesel Shop
   Youngstown   A. Lauther  2812
28. Trainmen
   Akron   L. Cormell  2809
29. Gene's Sunoco
   Jamestown   R. McGurr  2809
30. Jamestown Mavericks
   Detroit   D. Fordham  2803
31. Michigan Mufflers
   Cleveland   G. Voss  2799
32. Valuation Department
   Salamanca   F. Roberts  2794
33. Trainmen
   Youngstown   L. Bean  2793
34. Lake Cities
   Marion   V. Green  2793
35. Erie No. 2
   Hammond   W. Spaulding  2791
36. Shamrocks
   Marion   J. Tsouchlas  2777
37. Leader Dry Cleaners
   Jamestown   D. Huntsman  2767
38. Jamestown Traffic
   Chicago   E. Selak  2753
39. Boomers
   Hornell   C. Sanuw  2748
40. Accounting Bureau No. 2
    F. Petersen  2747
41. Erie Limited
    Port Jervis   A. Gall  2744
42. Mahwah Thunderbirds
    Mahwah   A. Meinke  2742
43. Davis Body Shop
    Marion   R. Forsyth  2739
44. Erie Limited No. 1
    Youngstown   J. Smith  2730
45. Peoples Fuel
    Hammond   B. Paolletto  2720
46. Diesel Shop
    Salamanca   P. Polasik  2718
47. Pencil Pushers
    Youngstown   R. Vestal  2712
48. Erie Diesel No. 1
    Marion   H. Miers  2707
49. Hilltoppers
    Warsaw   J. Smith, Jr.  2690
50. King Pins
    Huntington   J. Karst  2680
51. Transportation
    Meadville   L. Mcicleery  2667
52. Wheelers Builders
    Ashland   L. Finley  2662
53. Erie Limited No. 2
    Youngstown   J. O'Hara  2648
54. Steel King
    Marion   A. Lauther  2646
55. Sam's Nite Club
    Marion   G. Wanamaker  2644
56. Erie No. 1
    Marion   H. Thomas  2635
major job completed, it was greatly curtailed thereafter.

The Commission still maintains a valuation staff in its Bureau of Accounts, Cost Finding and Valuation, which has as its main purpose the continuation and updating of valuation data. This is carried forward under Valuation Order No. 3, which requires the railroads to supply the Commission data on additions, betterments, retirements and abandonments, and to maintain cost figures which will enable them to determine at any given time the cost of reproduction less depreciation of each railroad property.

Other important legislation affecting the functions of the Interstate Commerce Commission were the statute and greatly enlarged which gave the Commission certain regulatory powers over the distribution of freight cars; the Federal Control Act of 1918 under which the operation of the railroads was taken over by the Federal Government as a war measure for a period of 26 months; and the Transportation Act of 1920—probably the most important legislation affecting the railroads since the Hepburn Act of 1906.

The Transportation Act of 1920 contained a rule of rate making which imposed upon the Interstate Commerce Commission an affirmative duty to fix rates which would give the railroads opportunity to earn a fair return. It overhauled the statute and greatly enlarged the scope of regulations. It authorized the ICC to require interstate rates to be maintained on the level, or related to the level, of interstate rates.

It authorized the ICC to prescribe maximum, minimum, or exact rates. It gave the Commission authority over certain railway security issues and over interlocking directorates.

It authorized pooling under certain circumstances. It provided for a certificate of convenience and necessity in the case of extension or abandonment of railroad lines.

It gave the Commission authority over acquisitions of control by one railroad over another railroad. Finally, it increased the membership in the Interstate Commerce Commission from nine to eleven.

Since then there have been several important enactments of Congress affecting the railroads.

The Emergency Transportation Act of 1933 was still another milestone. Under this act, the office of Federal Coordinator of Transportation was created, and Joseph B. Eastman, a member of the Interstate Commerce Commission, was made director.

The Emergency Act was passed in the midst of the depression when many railroads were in financial difficulties. Under this act, railroad holding companies were brought under the jurisdiction of the ICC.

In 1934, the Federal Communications Act was passed, creating the Federal Communications Commission, which took over from the ICC the regulation of telegraph, telephone, cable and radio companies.

The Motor Carrier Act of 1935 placed common carriers and contract carriers by highway under the jurisdiction of the Interstate Commerce Commission.

The situation confronting the railroads, resulting from depression conditions and intensive competition by highway and waterway particularly, led to wholesale bankruptcies. The railroads in 1938 were in such dire straits that President Roosevelt created the President’s Committee of Three, composed of Commissioners Spanel, Eastman and Mahaffie, to study the situation and submit a report.

Out of the President’s Committee of Three and a later Committee of Six was developed the Transportation Act of 1940, which announced a new transportation policy for the Federal Government—a policy which among other things declared it to be the aim of the Federal Government to regulate transportation fairly and impartially. Under the Transportation Act of 1940, some water carriers on the Great Lakes and on the inland waterways were placed under ICC regulation.

(Next page, please)
## Losses in the Erie Family

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
<th>DATE OF DEATH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bailey, Albert</td>
<td>Trackman</td>
<td>Marion Division</td>
<td>12-24-57</td>
</tr>
<tr>
<td>Bowien, Adelbert Charles</td>
<td>Trackman</td>
<td>Allegany Division</td>
<td>12-21-57</td>
</tr>
<tr>
<td>Buckley, Frances Catherine</td>
<td>Cashier</td>
<td>28th St., New York</td>
<td>11-14-57</td>
</tr>
<tr>
<td>Bucher, Frank James</td>
<td>Yard Conductor</td>
<td>Jersey City</td>
<td>11-14-57</td>
</tr>
<tr>
<td>Callahan, Joseph Daniel</td>
<td>Yard Conductor</td>
<td>New York Terminal Div.</td>
<td>10-24-57</td>
</tr>
<tr>
<td>Christy, George Samuel</td>
<td>Locomotive Engineer</td>
<td>Mahoning Division</td>
<td>12-25-57</td>
</tr>
<tr>
<td>Clute, Francis Macareus</td>
<td>Conductor</td>
<td>Delaware Division</td>
<td>1-15-58</td>
</tr>
<tr>
<td>Coyne, Michael Thomas</td>
<td>Lineman</td>
<td>Dunmore Car Shop</td>
<td>11-11-57</td>
</tr>
<tr>
<td>Decker, George Washington</td>
<td>Yardmaster</td>
<td>Jersey City</td>
<td>1-3-58</td>
</tr>
<tr>
<td>Dianto, Carmine</td>
<td>Laborer</td>
<td>Meadville Shop</td>
<td>1-3-58</td>
</tr>
<tr>
<td>Dolan, Thomas James</td>
<td>Telegraph Operator</td>
<td>New York Division</td>
<td>1-3-58</td>
</tr>
<tr>
<td>Doirc, John Nicholas</td>
<td>Trucker</td>
<td>14th st., Chicago</td>
<td>12-19-57</td>
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<tr>
<td>Easton, Robert</td>
<td>Crossing Watchman</td>
<td>N. J. &amp; N. Y. Railroad</td>
<td>11-29-57</td>
</tr>
<tr>
<td>Ellison, Joseph Van Auken</td>
<td>Boilermaker Helper</td>
<td>Port Jervis Car</td>
<td>1-17-58</td>
</tr>
<tr>
<td>Falzarano, Thomas</td>
<td>Trackman</td>
<td>Marion Division</td>
<td>12-26-57</td>
</tr>
<tr>
<td>Geusic, Ignac</td>
<td>Yard Conductor</td>
<td>New York Division</td>
<td>11-9-57</td>
</tr>
<tr>
<td>Grou, Charles Herman</td>
<td>Car Inspector</td>
<td>Susquehanna Car</td>
<td>12-16-57</td>
</tr>
<tr>
<td>Lutteri, Charles</td>
<td>Clerk</td>
<td>Jersey City</td>
<td>1-10-58</td>
</tr>
<tr>
<td>Lyons, Joseph Aloysius</td>
<td>Car Cleaner</td>
<td>Jersey City</td>
<td>12-25-57</td>
</tr>
<tr>
<td>Machala, Jozef</td>
<td>Passenger Carman</td>
<td>Susquehanna Coach Shop</td>
<td>1-25-58</td>
</tr>
<tr>
<td>McCormick, Glen Fielding</td>
<td>General Yardmaster</td>
<td>Susquehanna</td>
<td>11-22-57</td>
</tr>
<tr>
<td>McIntosh, James Henry</td>
<td>Consulting Engineer</td>
<td>Cleveland</td>
<td>2-15-58</td>
</tr>
<tr>
<td>McMullen, John</td>
<td>Extra Trucker</td>
<td>Jersey City Docks</td>
<td>12-2-58</td>
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<tr>
<td>Mento, Walter Watson</td>
<td>Trucker</td>
<td>Weehawken</td>
<td>1-7-58</td>
</tr>
<tr>
<td>Michel, George Henry</td>
<td>Stationary Fireman</td>
<td>Binghamton</td>
<td>10-12-57</td>
</tr>
<tr>
<td>Minichelli, Angelo Anthony</td>
<td>Car Inspector</td>
<td>Susquehanna Car</td>
<td>1-12-58</td>
</tr>
<tr>
<td>Packer, Asa Frank</td>
<td>Trackman</td>
<td>Mahoning Division</td>
<td>12-21-57</td>
</tr>
<tr>
<td>Palermo, Joseph Anthony</td>
<td>Truckman</td>
<td>Dunmore Stores</td>
<td>1-23-58</td>
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<tr>
<td>Pittack, Adolph</td>
<td>Laborer</td>
<td>Port Jervis</td>
<td>12-28-57</td>
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<td>Sarno, Louis Peter</td>
<td>General Foreman</td>
<td>New York Division</td>
<td>1-16-58</td>
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<tr>
<td>Schalk, Edward Karl</td>
<td>Crossing Watchman</td>
<td>Weehawken</td>
<td>12-25-57</td>
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<td>Seeley, Howard John</td>
<td>Car Inspector</td>
<td>Kent Division</td>
<td>1-22-58</td>
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<tr>
<td>Showalter, Roy Virgil</td>
<td>Road Conductor</td>
<td>Jersey City Shop</td>
<td>11-14-57</td>
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<tr>
<td>Smith, Clarence Van Winkle</td>
<td>Engine Dispatcher</td>
<td>Hornell Diesel Shop</td>
<td>12-31-57</td>
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<tr>
<td>Smith, George William</td>
<td>Gang Foreman</td>
<td>Cleveland (Engrr.)</td>
<td>11-27-57</td>
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<tr>
<td>Smithyman, Edward Raymond</td>
<td>Engineering Assistant</td>
<td>Susquehanna Shop</td>
<td>13-14-57</td>
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<tr>
<td>Springer, Himan Albert</td>
<td>Locomotive Inspector</td>
<td>Buffalo Division</td>
<td>12-6-57</td>
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<tr>
<td>Slavis, Frank</td>
<td>Stower</td>
<td>Youngstown</td>
<td>1-7-58</td>
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<td>Stutter, Joseph Martin</td>
<td>Yard Clerk</td>
<td>Cleveland (Aud. Rev.)</td>
<td>12-12-57</td>
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<tr>
<td>Sullivan, Edward Francis</td>
<td>Accountant</td>
<td>Hornell Car Shop</td>
<td>12-30-57</td>
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<td>Summa, James V.</td>
<td>Car Repairer</td>
<td>Susquehanna Car</td>
<td>12-21-57</td>
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<tr>
<td>Townsend, Michael</td>
<td>Trackman</td>
<td>Mahoning Division</td>
<td>12-21-57</td>
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<td>Webster, John Herbert</td>
<td>Ticket Agent</td>
<td>Dunmore Stores</td>
<td>1-23-57</td>
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<tr>
<td>Whitman, Carl Frederick</td>
<td>Pipefitter Helper</td>
<td>Hornell Shop</td>
<td>1-4-58</td>
</tr>
<tr>
<td>Williamson, George</td>
<td>Tractman</td>
<td>Buffalo Division</td>
<td>12-21-57</td>
</tr>
<tr>
<td>Yamokoski, Tony</td>
<td>Car Inspector</td>
<td>Kent Car Shop</td>
<td>1-19-58</td>
</tr>
</tbody>
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*Retired Employees*

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### What's ICC

(Story begins on page 12)

The Transportation Act of 1940 was the last important measure directly affecting the railroads, except the Freight Forwards Act of 1942, which placed the regulation of freight forwarder companies under the jurisdiction of the Interstate Commerce Commission.

**Q.** How are Commissioners appointed, and how long does each Commissioner serve without reappointment?

A. Commissioners are appointed by the President of the United States, subject to confirmation by the United States Senate, each for a period of seven years. Reappointments and interim appointments are made in the same manner. The Commissioners select their own chairman. He serves for one year, the office then passing to the Commissioner next in line, on the basis of seniority, until the round of all eleven has been completed.

**Q.** Who are the present members of the Commission?

A. The eleven members of the Commission, and the years in which they became members, are:

- Howard G. Freas, chairman, California, 1953
- Richard F. Mitchell, Iowa, 1947
- Anthony F. Arpaia, Connecticut, 1952
- Kenneth H. Tuggle, Kentucky, 1953
- John H. Winchell, Colorado, 1954
- Everett Hutchinson, Texas, 1955
- Rupert L. Murphy, Georgia, 1955
- Robert W. Minor, Ohio, 1956
- Laurence K. Walrath, Florida, 1956
- Donald P. McPherson, Jr., Pennsylvania, 1956
- Abe McGregor Goff, Idaho, 1958

**Q.** Where is the Interstate Commerce Commission located?

A. The Commission is located in the Interstate Commerce Commission Building, Twelfth Street and Constitution Avenue, N.W., Washington, D.C.
Grocery
(Story begins on page 8)

As he works he pushes an orange four-wheeled hand truck in front of him. The truck has a clip-board for the order sheet so that both his hands are free, and the papers remain unrumpled. The board gives him a good working surface, too, to check off the numbers as he fills the order.

Office Wing

Seaway’s unloading dock is completely under roof, and 23 delivery trucks can be accommodated at once, and even huge tractor-trailer rigs can load at the platform, and the doors can be closed behind them. For all truck loading can be carried out behind closed doors.

In the office wing of the building are the offices of Seaway’s executives, offices for grocers and voluntary groups of grocers, the order-taking room, the machine records and tub room where order slips are prepared, and an addressograph plant for printing price books.

Here, too, everything is fully thought out, from the waiting room for salesmen down to a kitchen where employes may prepare a cup of coffee and chat a while.

New but Experienced

For although Seaway is a new organization—it opened its doors last August—it is old in the ways of the wholesale grocery business, and its personnel have generations of experience behind them. The new firm was founded by the merger of four well-known Cleveland organizations—Eagle Wholesale Grocery Co., David Lombardy Co., Economy Cash & Carry Co., and the grocery division of J. F. Sanson & Sons.

Among the advantages that Seaway enjoys on its present site, furnished by the industrial development and land and tax departments of the Erie, is freedom from the traditional congestion of downtown market districts. Before the four groups merged and bought the present land, movement to and from delivery van loading docks was slow, and no matter what the destination of the truck, it began its trip in the center of the city.

Now the trucks roll out through Seaway’s doors onto a state highway, and can head for Cleveland, Amherst, Lorain, Canton, or to points as far east as Madison on the Lake without paralyzing highway traffic troubles. And the groceries flow into Seaway with true railroad efficiency.

As soon as his truck is filled, he pushes it to a conveyor that circles the order-filling area, and drops a rod into a slot in the floor, and takes another truck from the conveyor. The rod is caught beneath the floor by a constantly moving cable.

Cable Car Service

That cable tows the cars to the loading dock, where the rod is released, and the truck pushed to the point on the loading dock where the delivery van assigned to that load is loaded, and the items checked, for the first time since the box-car was unloaded by maker’s name, size, number and contents of package, and loaded on the trucks for despatch to the retail stores.

Meanwhile the picker has taken another of the four-wheeled trucks from the slowly moving line that is reminiscent of the days when cable cars ran along city streets, and started to fill another order.

If a stock-picker empties an area while filling an order he pulls up a small flag at that spot, which warns the man who patrols the warehouse looking for empty and near-empty areas that more merchandise is required for that number, and moments later high-lift trucks begin filling the space again so that the next picker will find the area fully stocked, bringing the merchandise from the reserve area of the warehouse.

A return of at least 6% on property investment is regarded as essential to the maintenance of a sound and healthy railway industry. Yet in only one of the last thirty-six years (1942) did the Class I railroads as a group earn as much as 6% on their net investment. The rate of return in 1956 was 3.95 per cent.
SCRAP TO BE SORTED is loaded into the hopper at the right; fed to the moving belt, from which the workers pick the re-usable items. Scrap to be sold for re-melting falls into the pit at the left.

TRACK SUPPLIES FOUND in good condition are stored awaiting use. Here George S. Smith, foreman, inspects some sorted equipment.

MORNÍNGSTAR—PASLEY, INC.
TAPIOCA FLOUR • POTATO STARCH
DEXTRÍNES

630 W. 51st SL. New York 19, N. Y.
North Hawthorne New Jersey

Meadville
(Story begins on page 5)

scrap items when the metal was sold merely by weight.

The answer to the problem is the device shown on these pages. The sorter consists of a 40-ton hopper, a 30-foot long Matthews Conveyor belt at waist height, and a 40-ton receiving pit for scrap.

The peak of the sorting season is in summer, when track maintenance operations are at their height. A concrete floor is provided for the men, and a roof to shield them from the heat of the sun and from the rain.

The operation begins with the unloading of incoming cars of scrap directly on to the ground near the hopper. At this point all items foreign to the sorting operation—tie plates, brake shoes, angle bars and the like—are removed, and the remaining items loaded into the hopper by a crane equipped with an electromagnet.

The materials drop from the hopper onto a steel plate, and are pulled from it onto the conveyor belt. As the belt moves past the men, who are trained to recognize items by size, type and manufacturer, as well as by name and quality, the good items are picked from the belt and dropped or tossed into the steel drums.

Items suitable only for sales as scrap metal are left on the belt, and as they reach the end of the table fall into the pit, where they are removed by the crane.

And the scrap sells at a premium of 10% over the general rate.

No More Stooping

The sorted good items are not handled again until they are needed by the maintenance of way department. Fork lift trucks carry the drums to a storage area, where the full drums are stored in orderly rows, labeled according to item, manufacturer and weight of rail.

And nobody likes the new device better than the men who work on it. Gone are the days of stooping over a miscellaneous pile of junk, sorting it through for good items. The work has been made lighter, and the men are proud of the increased productivity the machine has made possible for them.
More Railroad Progress like this depends on adequate earnings

By welding sections of rail together in continuous lengths of steel, railroads often reduce track maintenance costs and give their customers a smoother ride. Above, workers lay the welded rail on ties.

Isn’t this common sense?

Welded rail is just one example of the many ways railroads are constantly increasing their efficiency.

The railroads will continue to make such improvements—as rapidly as they are able to earn the money to pay for them. For the railroads must pay for improvements out of their own earnings. But the earning power of railroads today is restricted by outdated public policies that favor competing forms of transportation—at the expense of the railroads.

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

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

Isn’t this common sense?

AMERICA MOVES AHEAD WITH THE RAILROADS
Association of American Railroads, Washington, D. C.
Automobile axles from Ohio, like these being loaded into this Erie boxcar, arrive daily at an assembly plant 600 miles away. Timing is all-important because train schedules must mesh with production schedules to feed the fast-paced assembly line.

This manufacturer (and there are others) knows he can rely on the Erie to deliver the goods—to literally function as a dependable part of his production line. There’s money saved here — reduced costs in inventory, warehousing and handling. This is an Erie specialty — progressive, dependable service to help modern business and industry operate more efficiently.