

**ERIE MEN
BOWL**

OUR 54TH YEAR OF PUBLICATION

MARCH 1958

•The President's Page

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



Oldest Employee Magazine in Railroad Industry . . . Our 54th Year of Publication

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OUR OBJECTIVE

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

March, 1958 Vol. 54, No. 1

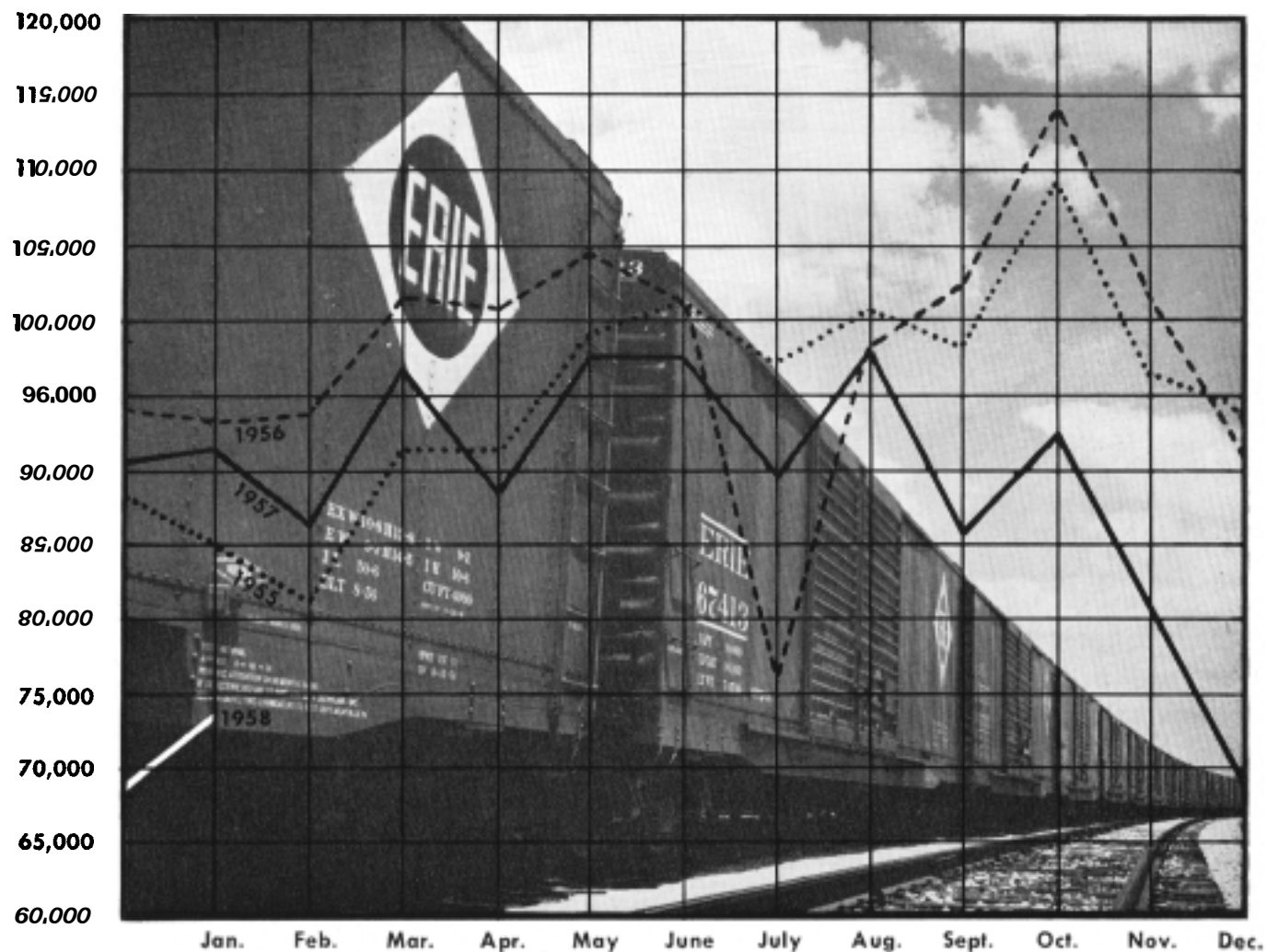
THE COVER:

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.

George C. Frank Asst. to President
 Talbot HardingAssociate Editor
 William S. GambleSecretary
 John F. LongPhotographer-Reporter

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

Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Erie Sorts Scrap Pleasant New Way and Saves Money

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 re-use, 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.

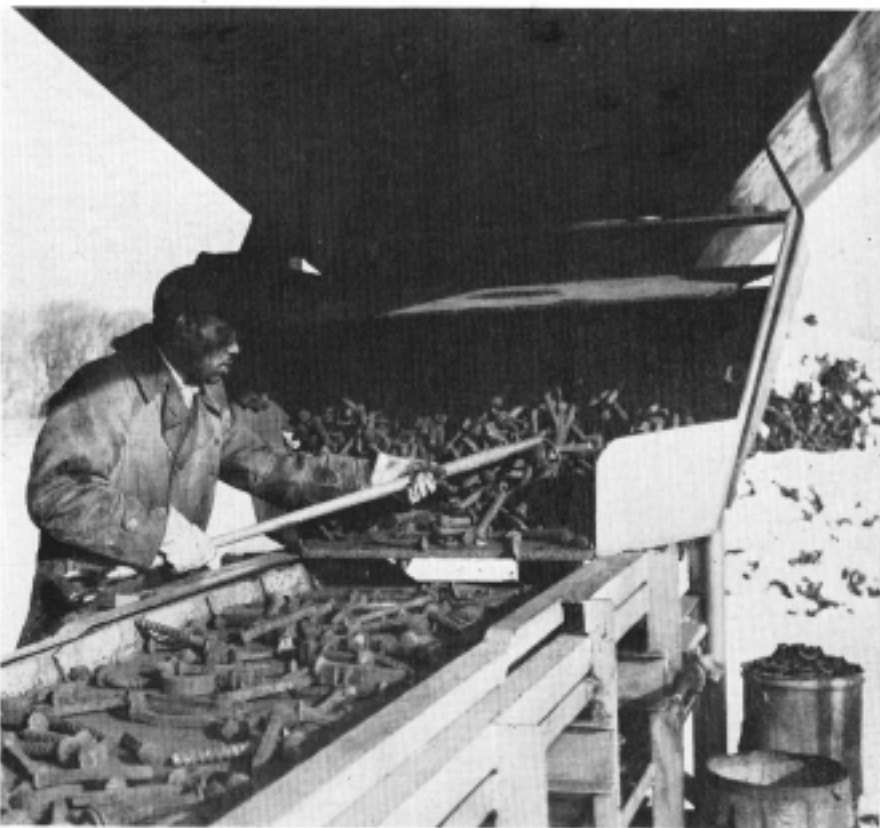
Summertime Peak

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

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



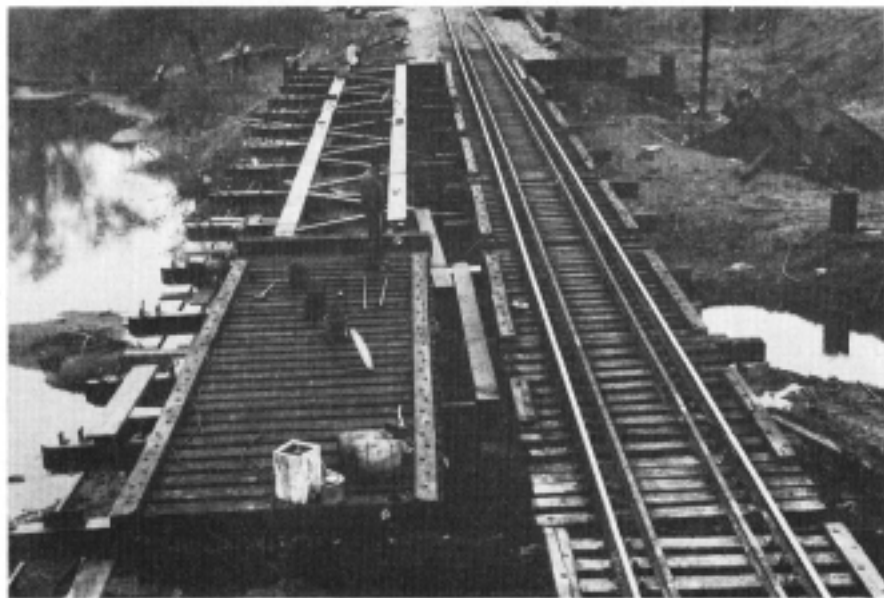
A FORK HOE is used to pull material from the plate to the belt.

Steel Spans Replace Wood

Where Erie Crosses Stream



THE STEEL FOR THE DECK of the trestle lies on supports ready to receive the superstructure of ties and rails.



HERE THE FIRST OF THE TIES are placed on the deck frame. When ready the whole of the deck will be slid sideward into place.

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-

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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 west-bound 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.

March, 1958



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



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Harry D. Abrams	Yard Brakeman	Croxtton	1-21-58	40
Frederick Allan	Electrician	Jersey City	12-17-57	39
George Bobownik	Car Foreman	Hornell	2-28-58	44
Clarence W. Briard	Structural Steelman	Port Jervis	11-15-57	52
Raffaele Calabrese	Crossing Watchman	Jersey City	1-14-58	34
Philip Cappadona	Crane Engineer	Weehawken	1-27-58	31
Herbert R. Childs	Road Conductor	Buffalo	1- 2-58	49
Mahlon F. Cochran	Machinist	Marion	1- 3-58	35
Anthony P. Delgatto	Truck Driver	North Tonawanda	1-21-58	20
Donald R. Dodge	Road Conductor	Hornell	1-15-58	23
Louise E. Driscoll	Stenographer	Rochester	8- 2-57	47
Frank J. Engels	Machinist	Meadville	1- 6-58	52
Frank A. Galloway	Telegraph Operator	Susquehanna	12-30-57	49
Harold M. Granger	Machinist	Hornell	1-22-58	41
George Harrison	Drawbridge Operator	Passaic Park	12-30-57	28
Willard A. Hendee	Yard Brakeman	Hornell	1-22-58	39
Edward G. Jannot	Car Inspector	Meadville	1- 5-58	39
Harry J. Kamholtz	General Yardmaster	Salamanca	2-28-58	45
Arthur L. Kelly	Engineer	Marion	12-31-57	46
Michael Kutiak	Car Repairer	Jersey City	1-20-58	33
Walter F. Lewin	Yard Clerk	Susquehanna	1-13-58	43
John J. McHugh	Crossing Watchman	Passaic	1-10-58	24
Henry E. Migliaccio	Boilermaker	Jersey City	1-14-58	34
John P. Montague	Air Brake Rackman	Jersey City	1-29-58	50
John K. Mull	Engineer	Akron	12-20-57	41
Tony Palloto	Trackman	Youngstown	1- 6-58	28
Klas V. Peterson	Carpenter	Youngstown	1-22-58	23
Ira A. Pulley	Car Inspector	Huntington	1-13-58	35
Lewis H. Ramer	Plumber Foreman	Youngstown	1-25-58	35
John D. Royce	Carpenter	Meadville	1-22-58	32
Charles M. Saam	Hammer Operator	Susquehanna	1-16-58	44
Roy Salani	Trackman	Youngstown	1-23-58	30
James Sinclair	Crossing Watchman	Rutherford	12- 9-57	20
Henry C. Smith	Captain of Police	Marion	2-28-58	33
Herbert F. Stachewicz	Plumber	Buffalo	1-27-58	39
Christ Stegner	Carman	East Buffalo	1-31-58	51
Paul Swidryk	Car Inspector	Jersey City	1-26-58	35
Allan Terhune	Storekeeper	Secaucus	2- 7-58	39
Harley D. Watts	Machinist Helper	Marion	1-31-58	32
Archie R. Wright	Relief Operator	Youngstown	1-31-58	41

Picks Erie Site to Handle Groceries by Trainload



TEN RAILROAD CARS AT A TIME may be unloaded from cars at Seaway's covered receiving dock. The operation is fully mechanized.



UNCANNY IS THE WORD for the way the stock trucks, loaded with orders for retailers, move silently and without human guidance from the storage area to the loading dock.

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)

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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.

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SEAWAY'S OFFICES AND WAREHOUSE reflect the most modern planning, and the room available in the outskirts made execution of the plans possible. The loading dock is fully enclosed, and everything is on one floor.



MOUNTAINS OF GROCERIES stretch far into the distance in Seaway's warehouse, largest of its kind in Ohio.



EVEN THE SWEEPING IS FULLY MECHANIZED' and the vacuum cleaner pilot sits down and rides at his work.

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



STICKERS LIKE THIS are being used by hundreds of Erie men and women to help railroad business improve. Are you using them?

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 Railroadng," 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 railroadng, 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.

Brie Railroad Magazine

Erie Played Nursemaid Role in First Sea-to-Sea Flight

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

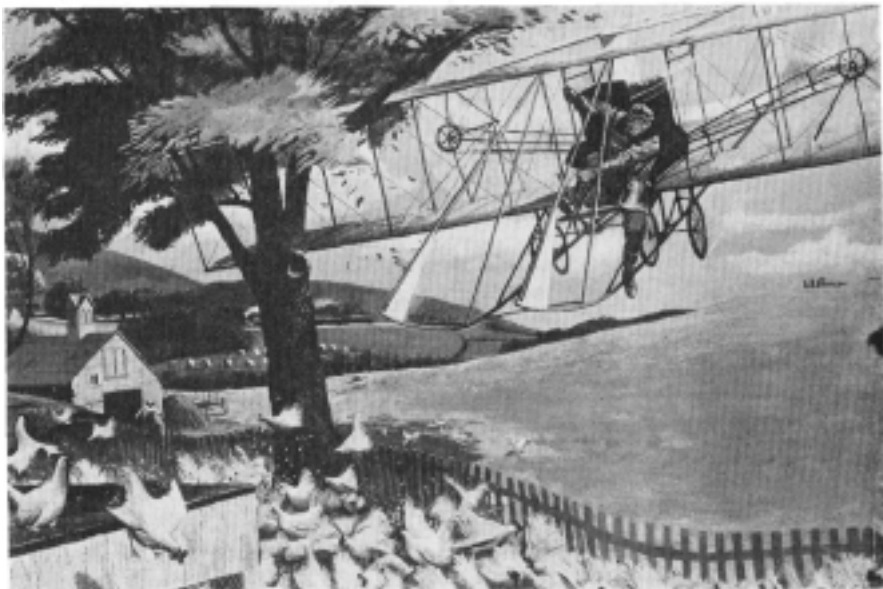
It was a 25-horsepower biplane, without a fuselage. The pilot sat out in front, and neither he nor the engine were enclosed. In some ways, that was the best arrangement, for, when the spark plugs showed signs of blowing out of their holes, Rodgers could hold them in with one hand while he tried to manipulate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



LANDINGS ON THE FIRST TRANSCONTINENTAL flight were highly informal. This is an artist's impression of the plane's first crash on the trip, near Port Jervis.

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."

• • •

What's ICC? Survey Brings Strange Answers to Query

Commission Familiar to Railroad Men; Here's How It Works

JUST what is the Interstate Commerce Commission? How is it appointed, its chairman chosen, and just what is its 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.

Q. Has the Interstate Commerce Act been amended from time to time?

(Next page, please)

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A. Numerous amendments have been made to the Act in the seventy years since its adoption.

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

1. Provisions relating to filing and posting of tariffs.
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.

March, 1958

Abe McGregor Goff

Takes Seat on ICC

NEWEST 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.



Abe McGregor Goff

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"The Hepburn Act of 1906," said one authority, "was the beginning of effective federal railway regulations."

Valuation Act

The Mann-Elkins Act of 1910 provided for suspension and investigation of new tariff schedules and somewhat modified the long-and-short-haul clause of the Interstate Commerce 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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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.

Old Friends Meet, Fell Pins in New Youngstown Alleys



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

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



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

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



EARL W. RICHARDS, Marion, keeps his balance at the foul line.

350 Erie Men Bowl, Share \$1,590 at Systemwide Event

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

LEO GONYEA of Chicago, a believer in the slow ball, lets one go.



CHAMPIONSHIP TEAM LINES UP for its picture. This team from the auditor of revenues office in Cleveland hung up a score of 3186. Left to right: Joseph Bangert, James Petonic, Frank Tracy, Marty Marcellino, and the team's captain, William Lash.

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. Cornell, 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 Cornell'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. Cornell, 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	73. A. Hanam, Akron	1766
17. R. McGurr, Akron	1868	74. T. Cigolle, Youngstown	1765
18. C. Dunaway, Cleveland	1867	75. J. Creatore, Youngstown	1765
19. J. Faluski, Cleveland	1867	76. E. Schauer, Cleveland	1764
20. M. Buchwald, Cleveland	1863	77. E. Lohr, Youngstown	1764
21. E. Kale, Akron	1850	78. A. Becenko, Cleveland	1763
22. R. Clark, Marion	1844	79. J. Ventriglia, Englewood	1762
23. B. Webster, Cleveland	1843	80. H. Hoptry, Marion	1762
24. A. Zaccone, Youngstown	1838	81. R. DeGain, Salamanca	1761
25. D. Miskinis, Cleveland	1837	82. J. Michel, Cleveland	1758
26. W. Lash, Cleveland	1837	83. A. J. Poux, Meadville	1757
27. J. Halley, Marion	1836	84. J. Green, Cleveland	1756
28. H. Holloway, Marion	1836	85. B. Bazoti, Cleveland	1754
29. R. Vestal, Youngstown	1835	86. A. Gall, Port Jervis	1752
30. E. Randall, Marion	1834	87. M. Marcellino, Cleveland	1751
31. C. Bloomingdale, Marion	1830	88. J. Kapella, Kent	1749
32. W. Hoffman, Hammond	1825	89. J. DiLoreto, Youngstown	1749
33. L. Bergeron, Chicago	1822	90. L. Custer, Port Jervis	1747
34. R. Johnston, Cleveland	1820	91. B. Kale, Akron	1747
35. A. Fitch, Cleveland	1818	92. B. Knoll, Jamestown	1747
36. G. Stanislaw, Youngst'n	1817	93. V. Gordon, Salamanca	1746
37. E. Keiley, Detroit	1817	94. S. Toth, Akron	1746
38. P. Felter, Marion	1815	95. B. Forsyth, Marion	1746
39. A. Pohler, Huntington	1814	96. R. Lares, Cleveland	1745
40. M. Vovos, Cleveland	1811	97. G. Voss, Detroit	1744
41. L. Gonyea, Chicago	1807	98. J. Heneks, Youngstown	1744
42. A. Hartman, Youngst'n	1806	99. J. Smith, Youngstown	1743
43. E. Miller, Cleveland	1805	100. W. Thorns, Cleveland	1742
44. V. Neumann, Cleveland	1803	101. M. Kalapos, Youngstown	1742
45. W. Bailik, Youngstown	1799	102. R. Joyce, Youngstown	1742
46. W. Headley, Youngst'n	1799	103. L. Irely, Marion	1742
47. C. VonDuhn, Sr., Cleveland	1799	104. C. Gruber, Marion	1738
48. L. McCleery, Meadville	1796	105. J. Murray, Cleveland	1737
49. A. Soss, Chicago	1796	106. D. Reynolds, Detroit	1735
50. N. Klimack, Cleveland	1794	107. E. Marsillio, Youngst'n	1735
51. D. Reams, Marion	1792	108. R. Sellers, Huntington	1731
52. G. Ripepi, Cleveland	1790	109. C. Daff, Youngstown	1731
53. G. Snider, Youngstown	1788	110. W. Pierson, Salamanca	1730
54. D. Taylor, Jamestown	1787	111. R. Criscione, Youngst'n	1730
55. D. VonDuhn, Jr., Cleveland	1787	112. C. Hunter, Youngstown	1730
56. F. Schoonmaker, Salamanca	1781	113. G. Laxton, Hammond	1729
57. C. Knorr, Hammond	1781	114. E. Dry, Cleveland	1729
58. M. Cole, Marion	1781	115. L. Daley, Cleveland	1727
59. J. Tsouchlas, Hammond	1780	116. P. Kafka, Youngstown	1725
60. R. Fero, Youngstown	1780	117. E. Craft, Marion	1724
61. R. Strawser, Marion	1780	118. D. Dussault, Cleveland	1721
62. W. Spain, Marion	1780	119. P. Smith, Salamanca	1715
63. R. Gayford, Salamanca	1779	120. A. Meinke, New York	1715
64. R. Kramer, Meadville	1778	121. D. Cypher, Mahwah	1714
65. G. Muller, Cleveland	1778	122. D. DiPiero, Youngstown	1712
66. J. Burris, Marion	1777	123. W. Wagner, Mahwah	1708
67. L. Armstrong, Salamanca	1775	124. J. Laggan, Cleveland	1704
68. P. Rice, Marion	1774	125. L. Bean, Salamanca	1704
69. A. Oswald, Marion	1769	126. G. Maley, Youngstown	1703
70. T. NeCastro, Youngst'n	1768	127. E. Casper, Huntington	1701
71. M. Mantini, Youngstown	1767	128. I. Spires, Marion	1700
72. G. Feichter, Salamanca	1766	129. F. Miner, Marion	1700
		130. J. Scullion, Cleveland	1699
		131. H. Hart, Port. Jervis	1697
		132. J. Martin, Youngstown	1697
		133. S. Miko, Cleveland	1695
		134. G. D'Antonio, Youngst'n	1695
		135. R. Julroony, Cleveland	1694

(Next page, please)

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, Jarnestown 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. Braneky, 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, Detroit 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



MANAGEMENT OF THE TOURNAMENT was in the hands of these three men: Vernon F. Green, Harold E. Fowle and James Mullaney. (Left to right).

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

(Please turn to page 26)

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



ANGELO D. VISCA
Car Inspector



All Working on the Erie in Kent Station and Yard



ANTHONY C. DRONGOWSKI
Car Inspector



MRS. PEARL DAVIS MOORE
Operator-Ticket Clerk



SAMUEL D. McNEIL
Agent



LYMAN A. GRIFFITH
Freight House Foreman



MILTON C. DENZER
Carman Helper



ROBERT DOHME
Chief Clerk to Agent

HERBERT W. BRUNSWICK
Air Brake Repairman



PAUL R. FISHER
Crossing Watchman



MICHAEL GALLINA
Signal Maintainer Helper

ODIUS B. WHEELER
Laborer



ADAM DEHOM
Welder



EMILIO N. RAMICONE
Car Inspector

HOLICE CHATMAN
Tractor Operator



JAMES M. WALKER
Shop Track Foreman

Erie Veterans News

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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Akron

By Besse Westbrook

Fifty-eight members and guests enjoyed their annual dinner-dance at the Akron Maennerchor Club Feb. 15. The reception committee, F. D. Bott, retired chief clerk, yard office; L. V. Brownell, general foreman, warehouse; F. R. Ball, agent, Barberton, and Odette Herz, general clerk, graciously welcomed the members and guests.

Our table was decorated with a miniature black and gold Erie engine filled with yellow roses and acacia. The favors for ladies were corsages, in pretty trinket boxes, while the men's were silver and gold loving cups.

M. E. Evans, foreman and chairman, spoke briefly and introduced the guests. R. P. Reebel, freight agent, Warren, and recording secretary, represented the system association in the absence of President L. E. Rodgers.

Mr. Reebel gave a short talk concerning the good of the organization.

H. F. Keelen, general agent, Mr. Ball and J. A. Nadolske, yardmaster, acknowledged the introductions and made brief remarks.

Fern Bott, wife of F. D. Bott, was chairman of the entertainment committee. Assisting were Marcena Brownell, wife of the general foreman, Helen Suhr, cashier's clerk, and Elizabeth Hilk, widow of A. A. Hilk, traveling rate auditor. Many were awarded door prizes.

H. M. Hall, assistant chief clerk, Revision Bureau, and F. M. Smith, claim clerk, acted as tellers for the ballots, while Mr. Reebel installed the officers for the year.

They are: Chairman, F. D. Bott, chief clerk (retired); first vice chairman, A. L. Coffman, time-keeper; second vice chairman, L. V. Brownell, general foreman; secretary-treasurer, Odette Herz, general clerk; trustees, A. T. Johnson, ticket agent, F. R. Ball, freight agent, Barberton; C. O. Ritter, trucker.

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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 insti-

tuted 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 Barhite; 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)

Erie Railroad Magazine

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.

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

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Latest Promotions

Name	Location	Promotion	Date Started With Erie
E. J. Boyle	Hornell	Asst. to General Storekeeper	'9-26-17
W. H. Foley	Meadville	Asst. Division Storekeeper	10- 3-22

March, 1958

Latest Chatter About All the Erie Family

Lighterage

NEW YORK CITY

By **Regina F. Frey**

Charles W. King, chief boat dispatcher, was given a retirement dinner Jan. 23 at the Hotel MC-Alpin. A large number of employees, steamship people and Customs House brokers attended. Among those present were retired employees, **Alice Norton** and **Jack Dillon**.

Supt. **O. A. Frauson** presented a gift on behalf of those attending, and also a retirement certificate from the company.

Mr. King, who had 50 years' service, has been succeeded by **Harry J. Mondello**.

March birthdays: **Joe Di Mitri**, **Al Kennedy**, **Emil Skupin**, **Joe Piegari**. Service anniversaries: **Bill Evans**, **Frank Reams**, **Edna Andrews** and **Jim Kelly**.

Congratulations to **Frank** and **Mrs. Kearns** on the engagement of their daughter, **Jean Marie**.

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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 Hagerty** back at work after illnesses.

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

Raymond Nalewaiski, son of the **Joseph Nalewaiskis**, 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.

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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.

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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.

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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 (Turn the page, please)



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

•

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. Chrzanowski**, 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.

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"You've been to the barber shop!"

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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 needs.

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)

Erie Railroad Magazine



"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 com-

pany. 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

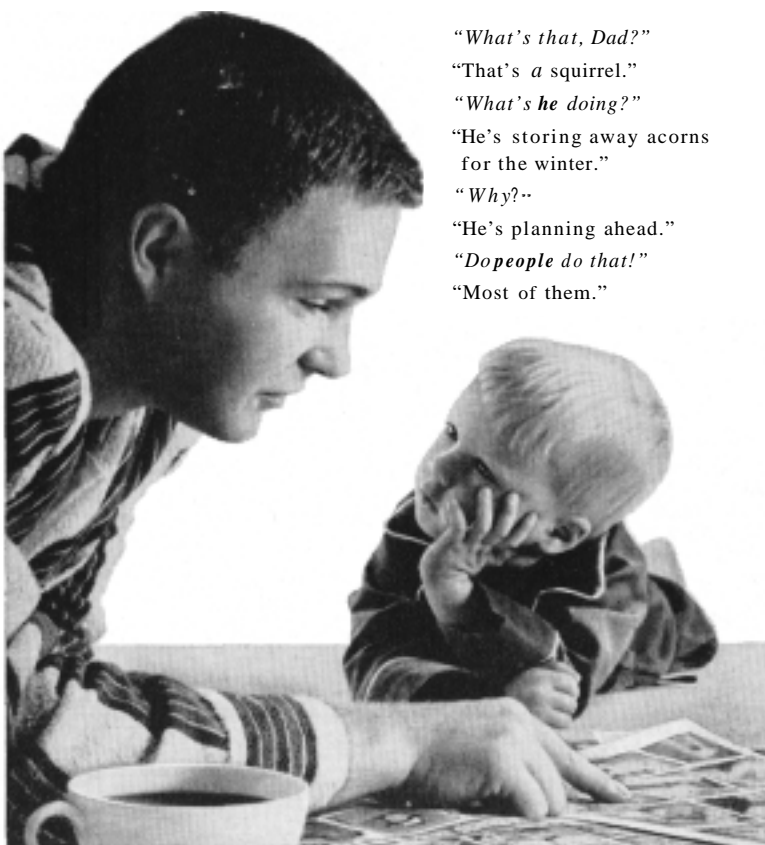
Richard Wheeler, Bill Leonard, Ed Gillette, Fritz Singleton and **Don Clark** made their fifth annual excursion to Buffalo to attend a doubleheader basketball game.

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."

"Dope 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.

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up for several Yankee games this year at Yankee Stadium.

Ralph Porter has traded cars and is now the owner of a station wagon.

Bill Leonard and family visited in Huntington, Ind.

Ronnie Benson looked over the junk yards for a back fender.

Everyone marvels at Jim Hilton's new necktie clasp.

The fair sex of the office gave Nancy Conner a bride-to-be party at the New Hotel Sherwood.

Mr. and Mrs. Anthony Weaver of the I.B.M. staff are proud parents of a new tax exemption (girl).

Mr. and Mrs. Harvey Miller have returned from a Florida vacation.

Welcome to Karleen Russell in the key punch department.

Watson Walden was re-elected president of the Hornell Republican Club.

Mary Recktenwald Dahill and Jean Sweeney Dineen, former employes, were back working briefly on Federal income tax forms.

John Casey is official scorer for the Sunday school basketball league.

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.

Lodge No. 486, Brotherhood of Clerks, held its annual valentine party at the Moose Club on Feb. 15. The committee in charge: Frederick Petersen, Robert Pebbles, Robert Argentieri, Watson Walden, Donald Matthews, William Barnett, Ernest Dungan, Rona Burnard, Eleanor Trowbridge, Lorraine Cornish, Nancy Watt, Paul Halloran and Judy Webb.

■ ■ ■

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. Flaughter 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. Hinklin is 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."

a

MAINTENANCE OF WAY

By Maralene Trainer

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

(Next page, please)

Erie Railroad Magazine



For nearly
100 years

The Travelers has been
providing accident and
sickness insurance for
railroad men.



Railroad Department

THE TRAVELERS

Insurance Company

Hartford, Conn.

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 advises 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, Cal., 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 employee, 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.



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Explain fully about your course marked X:

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| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Machinist and Toolmaker |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> Mechanical Engineering |
| <input type="checkbox"/> Boilermaking | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Bridge & Building Foreman | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> Diesel Electrician | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Diesel Machinist | <input type="checkbox"/> Roadmaster |
| <input type="checkbox"/> Diesel Engineer & Fireman | <input type="checkbox"/> Section Foreman |
| <input type="checkbox"/> Drafting | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Welding—Gas & Electric |

Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount

Rail Stickers

(Story begins on page 10)

The stickers are prepared in books of **200**, printed on white paper in blue and black. They may be attached to letterheads, envelopes **or** checks, **or** used in other ways to promote the railroads.

On envelopes they let the post office know how many people want their mail to go by rail, and not by truck **or** air; on letterheads they underscore the promotional effort of the railroad industry.

Use on Bills

On personal checks they let those who bill you know where the money came from—the railroads—with which you are paying your bills. That might well make the difference in how the goods you buy across the counter reach that counter.

If you pay utility bills in cash at your bank, you may use the stickers on the part of the bill that goes to the utility company, and keep the coal riding the rails.

Perhaps some friend **or** supplier of yours might like to use the stickers too. If you'd like some, write to the Erie Railroad Magazine, **1327** Midland Building, Cleveland **15**, Ohio.

The average journey of a Pullman passenger in **1957** was **685** miles, according to data supplied by the Pullman Company.

NEED MONEY?

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Action
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Passaic Office: Corner Main Ave. & Broadway
Clifton Office: Cor. Main & Union Avenues
Allwood Office: Cor. Market Street & Lyall Rd.
Athenia Office: Cor. Van Houten & Lisbon St.
AUTO BANK PLAZA: Broadway & Gregory Ave., Passaic, N. J.

MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

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 stud 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.



"All right, all right. Let's stop talking politics and get back to painting the caboose."

Doubles Scores

(Story begins on page 18)

228. J. Stoffel, Huntington	1557
229. G. DeGain, Salamanca	1556
230. H. Leonard, Cleveland	1554
231. E. Selak, Jamestown	1552
232. W. Yoset, Meadville	1549
233. C. Sanuw, Chicago	1547
234. H. Thomas, Marion	1532
235. C. Dohme, Akron	1531
236. W. Harbrecht, Hammond	1530
237. D. Rose, Marion	1504
238. J. Cigolle, Youngstown	1501
239. C. Primmer, Marion	1447
240. J. O'Hara, Youngstown	1435

Singles Scores

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

1. L. Cornell, Youngstown	694
2. D. Reams, Marion	693
3. R. Clark, Marion	690
4. L. Gonyea, Chicago	684
5. T. Kelly, Marion	682
6. E. Elick, Huntington	682
7. A. Zaccane, Youngstown	674
8. G. Turner, Marion	672
9. L. McCleery, Meadville	671
10. H. Price, Youngstown	670
11. E. Randall, Marion	668
12. J. Hafner, Hammond	668
13. F. Cervone, Youngstown	664
14. R. Joyce, Youngstown	663
15. A. Moynke, New York	660

(Next page, please)

Erie Railroad Magazine

16. E. Miller, Cleveland	658	77. J. Ventriglia, Englewood	602	106. B. Knoll, Jamestown	587
17. A. Szabo, Cleveland	657	78. H. Ellerman, Huntington	602	107. F. Schoonmaker, Salamanca	586
18. H. Holloway, Marion	656	79. R. Johnston, Cleveland	600	108. D. Fordham, Jamestown	586
19. M. Buchwald, Cleveland	655	80. A. Soss, Chicago	600	109. G. Muller, Cleveland	585
20. R. Strawser, Marion	653	81. A. Petrillo, Hornell	599	110. J. Altieri, Youngstown	585
21. A. Szoke, Youngstown	645	82. R. Kramer, Meadville	598	111. S. Toth, Akron	583
22. R. Vestal, Youngstown	645	83. J. Heneks, Youngstown	598	112. P. Kafka, Youngstown	583
23. W. Hoffman, Hammond	645	84. F. Miner, Marion	598	113. P. Finnerty, Akron	582
24. G. Stanislaw, Youngstown	644	85. D. Dussault, Cleveland	597	114. B. Paoletto, Hammond	582
25. J. Bangert, Cleveland	643	86. J. Martin, Youngstown	597	115. M. Dubrick, Hammond	582
26. L. Armstrong, Salamanca	642	87. A. Hartman, Youngstown	597	116. E. Schauer, Cleveland	581
27. C. Dillon, Hammond	640	88. H. Hoptry, Marion	597	117. J. Semchee, Youngstown	581
28. J. Halley, Marion	639	89. G. Ripepi, Cleveland	596	118. H. Gibson, Chicago	580
29. P. Felter, Marion	638	90. L. Daley, Cleveland	596	119. G. Snider, Youngstown	580
30. H. Herendeen, Huntington	637	91. C. Hunter, Youngstown	596	120. R. Fero, Youngstown	579
31. R. Maynard, Marion	636	92. M. Mantini, Youngstown	595	121. L. Chapman, Youngstown	579
32. P. Rice, Youngstown	635	93. C. VonDuhn, Sr., Cleveland	594	122. B. Pampush, Cleveland	578
33. J. Burris, Marion	634	94. J. Murray, Cleveland	593	123. R. Mulroony, Cleveland	578
34. A. Fitch, Cleveland	634	95. R. Gavford, Salamanca	593	124. L. Williams, Detroit	578
35. J. Faluski, Cleveland	629	96. W. Bailik, Youngstown	593	125. B. Lovett, Ridg. Park	577
36. F. Buck, Cleveland	628	97. M. Kalapos, Youngstown	592	126. C. Sanuw, Chicago	577
37. J. Wagner, Cleveland	626	98. E. Dry, Cleveland	592	127. E. Casper, Huntington	576
38. R. McGurr, Akron	626	99. V. Gordon, Salamanca	592	128. W. Owens, Youngstown	576
39. L. Bean, Salamanca	625	100. K. Bragg, Huntington	592	129. R. Latimore, Marion	576
40. R. Sellers, Huntington	624	101. A. Oswald, Marion	592	130. W. Lash, Cleveland	576
41. R. Criscione, Youngstown	622	102. R. Jerome, Marion	591	131. D. Miskinis, Cleveland	576
42. J. DiLoreto, Youngstown	622	103. G. D'Antonio, Young	590	132. E. Cannon, Youngstown	576
43. B. Bozoti, Cleveland	622	104. B. Kale, Akron	590	133. R. Schultz, Hammond	576
44. B. Webster, Cleveland	621	105. A. Anderson, Greenville	590	134. A. Bacenko, Cleveland	575
45. M. Cole, Marion	621				
46. L. Irej, Marion	620				
47. C. Knorr, Hammond	620				
48. P. Poux, Meadville	619				
49. J. Donlon, Youngstown	619				
50. J. Tsouchlas, Hammond	618				
51. J. Scullion, Cleveland	617				
52. N. Case, Cleveland	617				
53. G. Maley, Youngstown	617				
54. A. NoDay, Youngstown	617				
55. M. Vovos, Cleveland	616				
56. L. Custer, Port Jervis	615				
57. W. Pierson, Salamanca	615				
58. C. Bloomingdale, Marion	615				
59. T. Cigolle, Youngstown	614				
60. R. Burley, Marion	614				
61. C. Gatts, Kent	614				
62. D. Clark, Marion	613				
63. C. VonDuhn, Jr., Cleveland	611				
64. J. Carney, Youngstown	609				
65. E. Lohr, Youngstown	609				
66. W. Thomas, Cleveland	608				
67. R. Petonic, Cleveland	608				
68. W. Headley, Youngstown	607				
69. D. Taylor, Jamestown	607				
70. H. Richard, Akron	606				
71. E. Marsillio, Youngstown	606				
72. P. Polasik, Salamanca	605				
73. R. Johnson, Chicago	605				
74. G. DeGain, Salamanca	604				
75. A. Pohler, Huntington	603				
76. J. Michel, Cleveland	603				

(Turn the page, please)

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

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Plant: Watertown. N. Y.

135. H. Miers, Marion	575	166. W. Spain, Youngstown	560	196. T. Valella, Youngstown	544
136. R. DeGain, Salamanca	574	167. L. Brownell, Akron	560	197. S. Sipko, Salamanca	543
137. W. Wilson, Youngstown	573	168. W. Wagner, Mahwah	559	198. P. Smith, Salamanca	543
138. R. VanInwegen, Port Jervis	572	169. L. Derr, Cleveland	559	199. C. Roberts, Cleveland	542
139. E. Keiley, Detroit	572	170. P. Zent, Akron	559	200. R. Spencer, Cleveland	541
140. B. Cosenza, Cleveland	572	171. N. Farrell, Youngstown	559	201. M. Marcellino, Cleveland	541
141. A. Gall, Port Jervis	572	172. B. Forsyth, Marion	558	202. D. Schoonmaker, Marion	540
142. C. Daff, Youngstown	571	173. J. Laggan, Cleveland	557	203. M. Partipilo, Marion	540
143. L. Bergeron, Chicago	571	174. R. Marklund, Detroit	557	204. A. Hornish, Akron	538
144. W. Meyer, Salamanca	570	175. T. NeCastro, Youngstown	556	205. N. Klimack, Cleveland	537
145. J. Kapella, Kent	570	176. C. Dunaway, Cleveland	556	206. G. Wanamaker, Marion	537
146. W. Gill, Meadville	569	177. E. Blair, Marion	556	207. B. Dicasali, Greenville	535
147. L. Stoffel, Huntington	568	178. G. Voss, Detroit	556	208. A. Roberts, Cleveland	535
148. R. Lares, Cleveland	568	179. F. Archual, Akron	555	209. D. Reynolds, Detroit	534
149. J. Herrigal, Marion	568	180. P. McMahon, Marion	554	210. D. DeWitt, Cleveland	534
150. P. Burdick, Hornell	568	181. A. Beeching, Akron	554	211. B. Greaves, Youngstown	533
151. J. Turner, Marion	567	182. D. Rose, Marion	554	212. C. Dohme, Kent	532
152. D. Cypher, Mahwah	566	183. D. DiPiero, Youngstown	551	213. F. Tyson, Hornell	532
153. V. Neumann, Cleveland	566	184. D. Stucky, Youngstown	551	214. J. Pedlock, Port Jervis	531
154. J. Izzo, Youngstown	566	185. G. Laxton, Hammond	550	215. K. Dolphin, Cleveland	530
155. R. Pierce, Youngstown	565	186. L. Weaver, Huntington	550	216. B. Waller, Youngstown	529
156. H. McIlwain, Youngstown	565	187. J. Miglets, Youngstown	550	217. W. Novik, Marion	529
157. T. Lavin, Huntington	564	188. H. Emborsky, Jamestown	549	218. M. Evans, Akron	528
158. I. Spires, Marion	564	189. J. Petonic, Cleveland	549	219. E. Craft, Marion	528
159. A. Ryder, Cleveland	564	190. P. Shultz, Youngstown	549	220. C. Primmer, Marion	528
160. J. Smith, Youngstown	563	191. F. Banks, Youngstown	547	221. R. King, Youngstown	528
161. A. Pavkov, Akron	562	192. F. Eiseman, Marion	546	222. C. Gruber, Marion	527
162. T. Branekey, Akron	561	193. W. Spaulding, Marion	546	223. J. Green, Cleveland	526
163. C. Hatcher, Cleveland	561	194. E. Kale, Akron	545	224. A. Hanam, Akron	525
164. W. Yoset, Meadville	560	195. E. Selak, Jamestown	545	225. H. Leonard, Cleveland	525
165. F. Main, Youngstown	560			226. J. Cigolle, Youngstown	524
				227. W. Mays, Youngstown	524
				228. B. Hensley, Salamanca	522
				229. J. Burke, Akron	522
				230. G. Maynard, Marion	522
				231. G. Feichter, Salamanca	520
				232. G. Davidson, Marion	520
				233. A. Cannon, Cleveland	518
				234. H. Tuttle, Huntington	515
				235. J. Holland, Youngstown	514
				236. S. Miko, Cleveland	513
				237. H. Hart, Port Jervis	512
				238. C. Briggs, Meadville	511
				239. F. Erickson, Huntington	509
				240. F. Roberts, Cleveland	509
				241. P. Yehl, Salamanca	507
				242. J. Mullaney, Youngstown	506
				243. J. Creatore, Youngstown	506
				244. E. McNulty, Youngstown	501
				245. H. Thomas, Marion	501
				246. V. Green, Youngstown	500
				247. L. Cook, Marion	500
				248. D. Huntsman, Marion	492
				249. J. Young, Huntington	488
				250. P. Pedacchio, Salamanca	486
				251. W. Malone, Cleveland	486
				252. W. Harbrecht, Hammond	482
				253. J. Manoske, Huntington	474
				254. J. McClelland, Cleveland	467
				255. J. O'Hara, Youngstown	462
				256. A. Lauther, Youngstown	447
				257. H. Klinker, Detroit,	

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(Next page, please)

Erie Railroad Magazine



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. Cormell	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. N. 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. Zaccane	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	Cleveland	1183
35. J. Heneks, J. Carney	Youngstown	1181
36. H. Herendeen, E. Casper	Huntington	1180
37. J. Creatore, T. Valella	Youngstown	1180

38. N. Case, L. Derr	Cleveland	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-Young	1168
45. J. Scullion, K. Dolphin	Cleveland	1166
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. Bozoti	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	Huntington	1147
61. G. Maley, P. Kafka	Youngstown	1147
62. H. Hoptry, P. Felter	Marion	1147
63. C. Roberts, J. Wagner	Cleveland	1147
64. J. Schueler, A. Radder	Warsaw	1147
65. H. Richard, T. Branecky	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. Yoset	Meadville	1140
71. C. Knorr, H. Price	Hammond-Young	1137
72. W. Bailik, R. 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

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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. Latkovich	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. Republics	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
14. New York 98	Youngstown	W. Bailik	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	2834
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	H. Herendeen	2819
26. Freight Claim	Cleveland	N. Klimack	2817
27. Diesel Shop	Youngstown	G. D'Antonio	2814
28. Trainmen	Youngstown	L. Cornell	2812
29. Gene's Sunoco	Akron	R. McGurr	2809
30. Jamestown Mavericks	Jamestown	D. Fordham	2809
31. Michigan Mufflers	Detroit	G. Voss	2803
32. Valuation Department	Cleveland	F. Roberts	2799
33. Trainmen	Salamanca	L. Bean	2794
34. Lake Cities	Youngstown	V. Green	2793
35. Erie No. 2	Marion	W. Spaulding	2791
36. Shamrocks	Hammond	J. Tsouchlas	2777
37. Leader Dry Cleaners	Marion	D. Huntsman	2767
38. Jamestown Traffic	Jamestown	E. Selak	2753
39. Boomers	Chicago	C. Sanuw	2748
40. Accounting Bureau No. 2	Hornell	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. Paoletto	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. McCleery	2667
52. Wheelers Builders	Ashland	L. Finley	2662
53. Erie Limited No. 2	Youngstown	J. O'Hara	2648
54. Steel King	Youngstown	A. Lauther	2646
55. Sam's Nite Club	Marion	G. Wanamaker	2644
56. Erie No. 1	Marion	H. Thomas	2635

What's ICC

(Story begins on page 12)

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 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 intrastate 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.

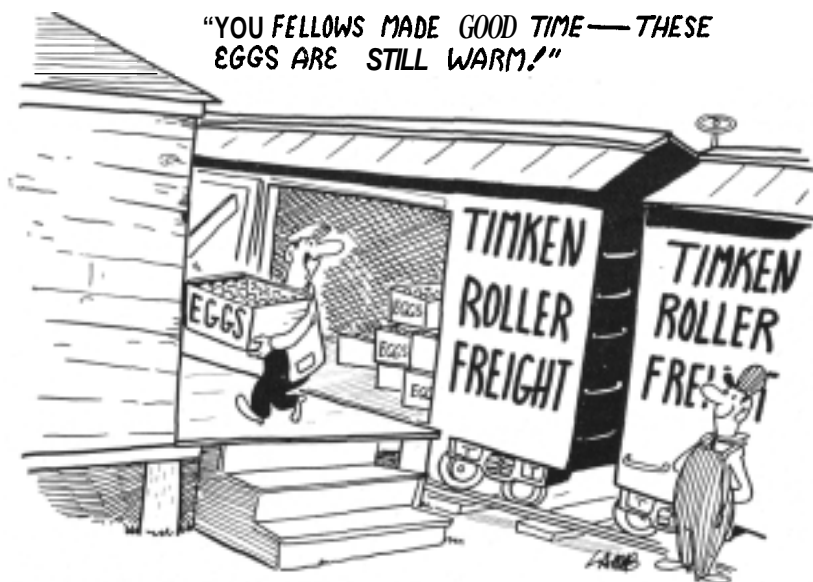
The Motor Carrier Act of 1935 placed common carriers and contract carriers by highway under the jurisdiction of the Interstate Commerce Commission.

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, com-

posed of Commissioners Splawn, 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

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Bailey, Albert	Trackman	Marion Division	12-24-57
*Bowen, Adelbert Charles	Trackman	Allegany Division	12-21-57
*Buckley, Frances Catherine	Cashier	28th St., New York	11-14-57
*Bucher, Frank James	Yard Conductor	Jersey City	
*Callahan, Joseph Daniel	Yard Conductor	New York Terminal Div.	10-24-57
Christy, George Samuel	Locomotive Engineer	Mahoning Division	12-25-57
Clune, Francis Macareous	Conductor	Delaware Division	1-15-58
*Coyne, Michael Thomas	Lineman	Dunmore Car Shop	11-11-57
*Decker, George Washington	Yardmaster	Jersey City	
*Dianto, Carmine	Laborer	Meadville Shop	1- 3-58
Dolan, Thomas James	Telegraph Operator	New York Division	1- 3-58
Doirc, John Nicholas	Trucker	14th st., Chicago	12-19-57
*Easton, Robert	Crossing Watchman	N. J. & N. Y. Railroad	11-29-57
*Ellison, Joseph Van Auken	Car Repairer	Port Jervis Car	1-17-58
*Falzarano, Thomas	Boilermaker Helper	Hornell Backshop	1- 1-58
*Geusic, Ignac	Trackman	Marion Division	12-26-57
Grou, Charles Herman	Yard Conductor	New York Division	11- 9-57
*Griggs, Arthur Nelson	Car Inspector	Susquehanna Car	12-16-57
Luttier, Charles	Clerk	Cleveland (Aud. Rev.)	12-23-57
*Lyons, Joseph Aloysius	Clerk	Jersey City	1-10-58
*Machala, Jozef	Car Cleaner	Jersey City	12-25-57
*McCormick, Glen Fielding	Passenger Carman	Susquehanna Coach Shop	1-25-58
*McMahon, James Henrv	General Yardmaster	Susquehanna	11-22-57
*McMullen, John	Consulting Engineer	Cleveland	2-15-58
Mento, Walter Watson	Extra Trucker	Jersey City Docks	12- 2-57
*Mickel, George Henry	Trucker	Weehawken	1- 7-58
*Minichelli, Angelo Anthony	Stationary Fireman	Binghamton	10-12-57
*Packer, Asa Frank	Car Inspector	Susquehanna Car	1-12-58
Palermo, Joseph Anthony	Trackman	Mahoning Division	12-21-57
*Pittack, Adolph	Laborer	Dunmore Stores	1-23-58
Sarno, Louis Peter	General Foreman	Port Jervis	12-28-57
Schalk, Edward Karl	Crossing Watchman	New York Division	1-16-58
Seeley, Howard John	Car Inspector	Weehawken	12-25-57
Showalter, Roy Virgel	Road Conductor	Kent Division	1-22-58
*Smith, Clarence Van Winkle	Engine Dispatcher	Jersey City Shop	11-14-57
Smith, George William	Gang Foreman	Hornell Diesel Shop	12-31-57
*Smithyman, Edward Raymond	Engineering Assistant	Cleveland (Engrg.)	11-27-57
*Springateen, Hiram Albert	Locomotive Inspector	Susquehanna Shop	11-14-57
*Stasio, Frank	Stower	Buffalo Division	12- 8-57
*Stutter, Joseph Martin	Yard Clerk	Youngstown	1- 1-58
*Sullivan, Edward Francis	Accountant	Cleveland (Aud. Rev.)	12-12-57
Summa, James V.	Car Repairer	Hornell Car Shop	12-30-57
Townsend, Michael	Trackman	Allegany Division	12- 2-57
*Webster, John Herbert	Ticket Agent	Susquehanna Division	11-23-57
*Whitman, Carl Frederick	Pipefitter Helper	Hornell Shop	1- 4-58
*Williamson, George	Trackman	Buffalo Division	11-21-57
Yamokoski, Tony	Car Inspector	Kent Car Shop	1-19-58
*Retired Employees			

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 Forwarders 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.

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Couplers 6- and 8- Wheel Trucks
Buckeye C-R (Cushion-Ride) Trucks and Package Units

THE BUCKEYE STEEL CASTINGS COMPANY
New York Columbus, Ohio Chicago

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 down-town 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.

March, 1958

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.

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STEPS
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DIESEL AND STEAM LOCOMO-
TIVES
APEX SAFETY PLATFORMS FOR
DIESEL LOCOMOTIVE EX-
HAUST FANS
APEX CABOOSE STEPS-AND
PLATFORMS
BOXWELD BRAKE BEAM
APEX DEFECT CARD HOLDERS

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MODEL TOWN in Orlando-Tampa-St. Petersburg area, 10 miles north of Dade City. Our own lakes and river for swimming, fishing, boating: our own golf and Country Club already in play: our own 5 parks! Many families now make their homes in Ridge Manor: homesites sold to people from 34 states. Homesites start at just \$800: homes from \$7000 to \$28,000. Model homes available now! Enjoy Florida's finest year-round climate amid the rolling, wooded hills and lakes of Ridge Manor: junction U. S. 301, U. S. 98, Fla. 50—10 miles north of Dade City. We urge you to compare! Write today!

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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.

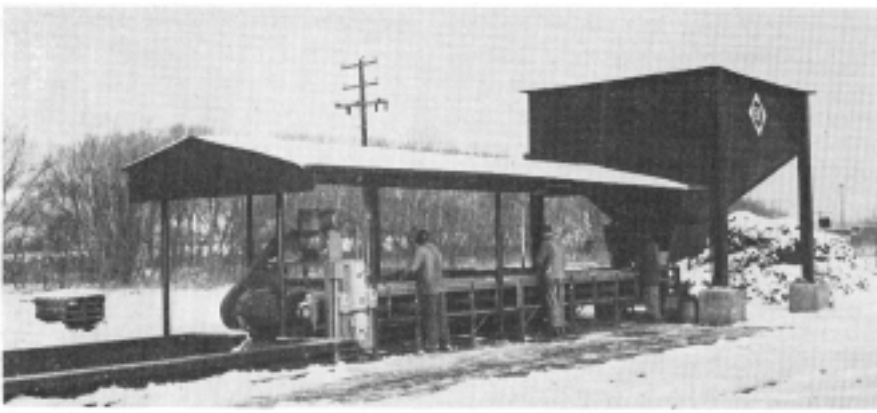
Items suitable only for sales as scrap metal are left on the belt, and as they reach the end of the table fall into the pit, where they are removed by the crane.

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.



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.

• • •

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DEXTRINES

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North Hawthorne
New Jersey



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.

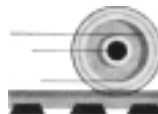
This unequal treatment causes the public to lose some of the benefits of railroad progress — progress as important to the nation as it is to the railroads.

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.



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How a
car maker profits
from this
600 MILE
PRODUCTION
LINE



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 produc-

tion 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.



Erie Railroad

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