



**MERRY  
CHRISTMAS**

OUR 55TH YEAR OF PUBLICATION

**DECEMBER 1959**

## •The President's Page

**W**ITH the approach of the Christmas Season our thoughts are directed more toward our families, our friends and generally to all mankind.

It is the happiest season of the year, mainly because we think of others--we become less selfish.

I think you will agree this spirit brings on an inward warmth and happiness that makes us feel good.

Wouldn't this be a much better world if all of us made a sincere effort to extend this spirit of good will throughout the year? It's certainly worth trying.

In wishing you and your loved ones a Very Merry Christmas, I want to take this occasion to thank all members of the Erie family for their loyalty and cooperation during the past year.

*H. W. Van Weller*



***Oldest Employee Magazine in Railroad Industry... Our 55th 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 contributions 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.

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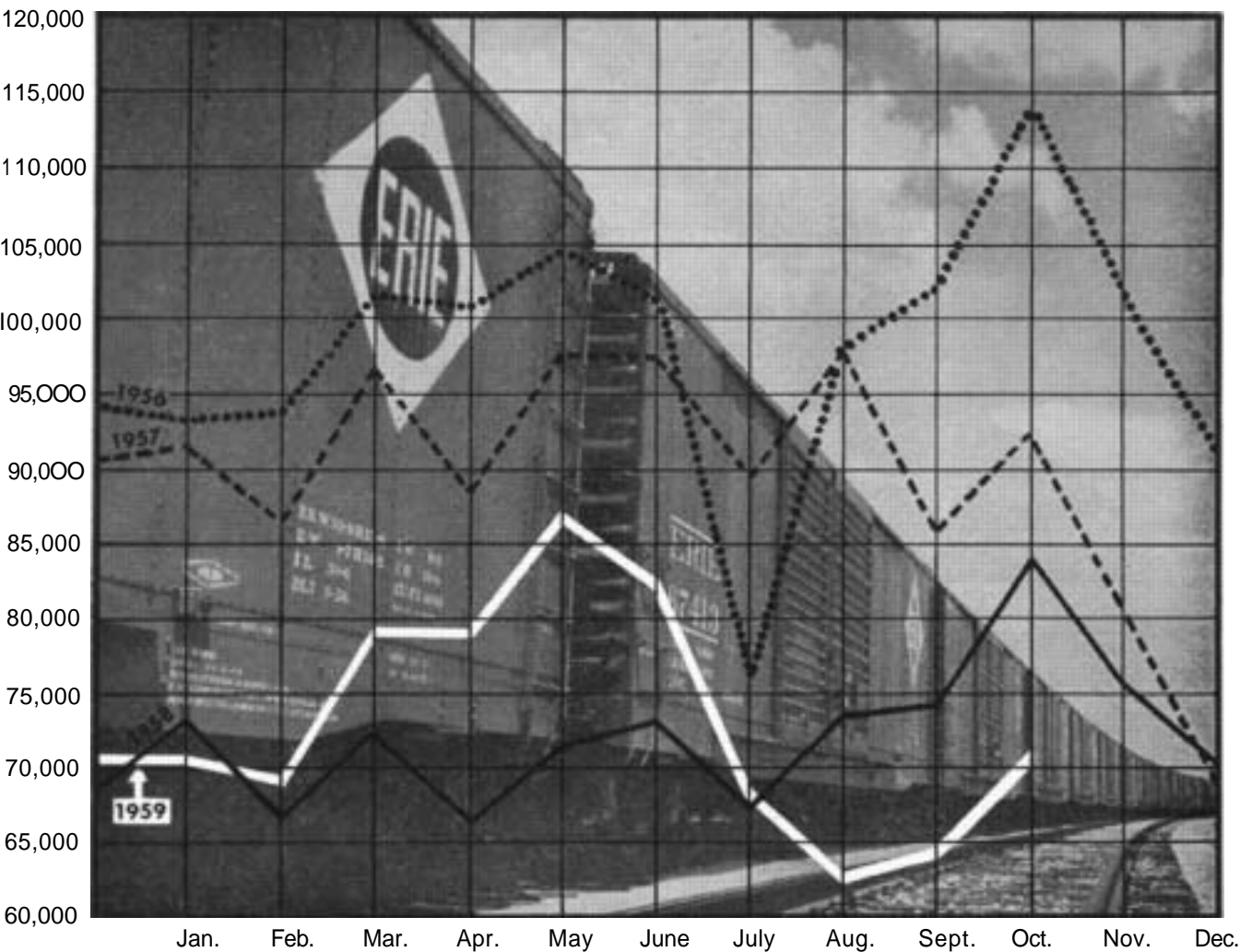
### THE COVER:

Cleveland marks Christmas by decorating its Public Square, and the buildings facing the square take part in the festival, too. In the background is the Terminal Tower, with a cross outlined in lights. Beneath and behind the tower is the station used by the Erie for its Cleveland passenger service.

George C. Frank ..... Asst. to President  
Talbot Harding ..... Associate Editor  
Muriel Poole ..... Secretary  
John F. Long .. Photographer-Reporter

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

		Amounts Received	Amounts Spent	Net Income (or loss)
Month of October:				
	1959 .....	\$ 12,973,103	\$ 13,175,582	(\$ 202,479)
	1958 .....	14,717,668	13,460,044	1,257,624
Ten months ended October 31:				
	1959 .....	\$130,381,893	\$135,776,184	(\$5,394,291)
	1958 .....	127,897,805	132,127,746	(4,229,941)

( ) Denotes Loss

# He Trims Christmas Trees by Thousands all Summer Long

## Erie Man Pines for Powered Clipper

**P**EOPLE DIFFER, especially when the time comes to do it, on whether trimming a Christmas tree is a pleasure or a chore. But however you feel about it, consider the case of Herbert W. Conroe, chief yard clerk at Jamestown.

Herb has seven acres in white pines, at 1,200 trees to the acre. Every summer he trims the trees with ordinary hand-powered, or Armstrong, hedge-clippers. Usually he trims every one of the trees once each summer to keep it growing into the ideal shape for sale as a Christmas tree.

This year, however, something happened in the Scotch pine world and the trees needed two clippings instead of the usual one. So it is small wonder that Herb, an Erie employe for 34 years, is considering running a power line into his plantation.

### Began in 1952

"Apart from the trimming, the trees aren't much trouble," he tells you. "We are free from most pests and diseases in this area. About the only danger is the shoot moth, and that has been no problem so far."

The shoot moth is a pest that lays its eggs in the soft shoots the trees put forth every year.

Herb's venture into pines started in 1952, when he bought 50 acres of land some eight miles east of Jamestown in the foothills of the Alleghenies. On the property was an old farmhouse which he rebuilt into a week-end retreat, and a barn which he pulled down.

Several factors influenced the purchase of the acreage. The Conroes wanted their daughter, then 11, to have a taste of rural life; they wanted a place to spend vacations and a spot that might become a place to retire.



**BIT BY BIT** you can trim seven acres of pine trees, 1,200 to the acre. Here Herbert W. Conroe shows how it's done.

They intended to keep their town house and they still live at 334 East Fifth Street in Jamestown. Ann, their daughter, is now 18 and a student at the Traphagen School of Fashion Design in New York City. The trees were by way of being an afterthought, a hobby that begins to look today like a business.

He and Mrs. Conroe re-named the place Robin Hill Acres, and the planting of trees began. Seedling trees are bought from the New York conservation service in bundles of 50 for \$5 a thousand.

Conroe sets out his seedlings so that he may harvest 1,200 to the acre, after losses, which amount to about 25% in the first two years. The young trees are planted right

among the grasses and weeds, without fertilizer or water, but in the next two years the grass and weeds are cut and kept cut.

After six years of growth the trees are of marketable size.

In late fall Scotch pine needles begin to turn yellow and by Christmastime the whole tree is likely to be yellow and quite unmarketable.

Therefore some growers spray their trees with green dye; others use a plastic. Such procedures are avoided by Conroe, however.

"At the elevation where my trees are planted (2,149 feet) yellowing doesn't begin until late October," he says, "so we cut the trees before it has had time to ad-

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# Listeners in Three States Hear Radio Salute to Erie



**RAILROAD PROBLEMS** were aired by a panel including Conductor Hendry, Cal Bollwinkel, WOWO rail fan; Marv Hunter, moderator; Charles N. Demian, manager, press relations; Francis E. Navin, superintendent, Huntington, and E. J. Robisch, superintendent, Marion.

## WOWO in Tribute to Railroad and Employees

**R**ADIO AUDIENCES in the tri-state area of Ohio, Indiana and Michigan heard a behind-the-scenes report on railroading, October 21, when Radio Station WOWO, Fort Wayne, Ind., presented a two-hour salute to the Erie Railroad on its nightly "Program PM."

To take its listeners on the first train trip via radio, announcers, program directors and writers spent several days in researching, interviewing and recording the sounds of railroading and relating what goes on in stations, diners and passenger coaches, dispatchers' offices, Diesel shops, superintendents' offices and the cabs of Diesel locomotives.

Alert to opportunities to outdo their competitors in their listening

**MARION RETARDER** control tower operations are explained to Perry Steckbeck by Virgil Bastion, retarder operator, while Clarence A. Haywood, general yardmaster, looks on.



**ELECTRIC TRAIN SETS** were presented jointly by WOWO and Erie Railroad to orphanages and retarded children classes at Huntington, Kenton, Lima, Ohio City, Decatur and Marion. The Huntington presentation was made at trainside.





areas, WOWO station officials looked for an opportunity to take "Program PM" on a train trip. To provide the human element necessary in a feature story, the researchers learned that Ray Hendry, an Erie conductor, living in Huntington, was planning to retire from service after 52 years.

They brought an outline of their plans to give their listeners the background of railroading to the public relations department in Cleveland, and asked the Erie Railroad to provide the "mobile radio studio." Given the company's cooperation, a staff of seven radio personalities and technicians arrived in Huntington and boarded The Lake Cities Express which Conductor Hendry was working on his last trip.

Enroute from Huntington to Marion, interviews were conducted with passengers, Charles Robinson, the dining car chef, and Rex R. Morrett, the engineer in the cab of his Diesel.

In Marion the radio people swarmed over the Erie facilities to do their job before the arrival of train No. 7, the Pacific Limited, and the end of the line for Conductor Hendry.

### Diesel Shop Tour

In the Marion Diesel shop, the work of overhauling and keeping the giant locomotives operating efficiently was explained by C. M. Stubbs, master mechanic. How the freight trains are kept moving between the shippers and receivers was detailed by the general yardmaster, C. A. Haywood.

A portable tape recorder was taken to retarder control tower No. 1, and the story of making up trains in a giant classification yard was told by Virgil Bastion, car retarder operator. Another radio crew was in the dispatcher's office to record the report of Donald O. Knightlinger, second trick dispatcher, on how the railroad trains are controlled over many miles of track.

In the community room of the National City Bank of Marion, a round table conference on railroad problems was conducted. Participating were Edward J. Robisch and Francis E. Navin, superintendents of the Kent and Marion di-



**LAST TRIP PASSENGERS** included daughters, Mrs. George (Edna) Casper and Mrs. Harry (Bernice) Johansen, flanking their mother, while sons, Robert, WOWO staff member, and John, an Erie conductor, are with father, Conductor Ray Hendry.



**DIESEL REPAIRS** played part in radio story on Erie facilities at Marion. From left, Richard W. Niederhauser, electrician foreman; C. M. Stubbs, master mechanic; Perry Steckbeck, and Hobern Thompson, electrician helper.

visions respectively; Charles N. Demian, manager of press relations; Mr. Hendry, and Cal Bollwinkel, who is known as WOWO's railroad authority, with Mary Hunter as the station's moderator.

### Gifts of Trains

Before departing on Train No. 7, the radio staff visited the layout of the Marion Model Railroad Club. As remembrance of the radio train trip, a Lionel electric train outfit was presented on behalf of the "Erie Railroad and WOWO to the Marion County Children's Home.

With station stops scheduled at Kenton, Lima, Ohio City and Decatur before reaching Huntington,

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**CHEF CHARLES ROBINSON** is interviewed on passenger dining car experiences by Mary Hunter in spotless galley on Train No. 6.

# Reader's Digest Reports:

## IT'S SHOWDOWN TIME FOR FEATHERBEDDING ON THE RAILROADS

By Alfred Steinberg

**A**N UNEASY truce between railroad management and labor grinds to a halt this November, when contract negotiations over the explosive issue of featherbedding get under way. The U. S. railroad industry, long hobbled by archaic work agreements which have legalized featherbedding among its 200,000 operating employees, says it is determined to have a showdown.

"Featherbedding is seriously curtailing efficiency and service," says Daniel P. Loomis, president of the Association of American Railroads, "and may eventually drive us into bankruptcy--or into the arms of government. The time is now to put an end to rules that limit work or output."

Most railroad-union officials deny that "make-work" exists. Says H. E. Gilbert, president of the Brotherhood of Locomotive Firemen and Enginemen: "I challenge anyone to demonstrate the existence of featherbedding on the railroads, statistically or otherwise."

To find out if it does exist, I visited several sections of the country recently, rode in Diesel-electric locomotives, wandered about railroad yards and terminals, climbed into cabooses.

I talked to engine- and trainmen, yard and maintenance workers, union and front-office people.

There can be no question that featherbedding abounds wherever one looks. Here are some common examples:

In the early days of steam railroading, firemen ranked as highly

respected men. Special skill was required to shovel coal properly, to know when and how to add to the searing fire, and only the strongest could handle the job.

With the coming of the Diesel locomotive, however, the fireman has become an anachronism. He has no fires to stoke or boilers to tend--yet working rules decree that a fireman must ride in the cab.

I rode in the cab of a swift Chicago-to-New Orleans passenger train. The engineer kept his eyes on the track ahead while his hands controlled the throttle, brakes and warning devices. One foot rested on the "dead-man" control: if he had a heart attack and removed his foot, brakes throughout the train would lock automatically, bringing the train to a quick halt. But while the engineer worked, across from him sat the fireman, chain-smoking, embarrassed, having nothing to do.

The railroad brotherhoods' main justification for the fireman's continued employment is that a safety precaution is needed in case the engineer should become incapacitated.

On the other hand, records show that many rapid-transit systems operate swift electric-rail cars in dense traffic areas safely without a second cabman.

In France, a second man rides in the Diesel cab only when it is not equipped with a deadman control. The newest trains in Holland carry only an engineer and ticket collector.

Canadian railroads, while permitting firemen currently employed on freight and yard-duty Diesels to retain their jobs, bar the hiring of new ones, so in time Canadian freight trains will carry no firemen. But the same Brotherhood of Locomotive Firemen and Enginemen which has agreed to this action in Canada opposes similar action in the United States.

Even if firemen were retained on U. S. passenger trains, this is no excuse for requiring them on freights, for there is still a front-end brakeman in the head cab with the engineer. Yet 35,000 freight and yard locomotive firemen in the United States are being paid more than 200 million dollars a year--for not working.

Another archaic featherbedding



rule gives engine crews a full day's wage for every 100 miles they travel. This rule got on the books in 1919, when freight trains crawled along at an average speed of 12½ miles an hour and passenger trains at 20.

Now, with swift Diesels, heavier rails, the marked reduction of steep grades and curves, the establishment of modern signal and communications systems, trains can purr through 100 miles in short order.

Where an engineer on the Burlington once took five hours to travel from McCook, Neb., to Akron, Colo., the Denver Zephyr today clips off this 143 miles in two hours--and the engineer collects 1.43 days' wages, or \$28.34.

A Pennsylvania engineer makes a 452-mile round trip between New York and Washington, D. C., in a single day and collects 4½ days' pay, or about \$100.

A union official defends this system on the ground that "enginemen are required to work on holidays and Sundays without premium pay and do not receive reimbursement for expenses incurred while away from their homes or headquarters."

But an engineman who gets home the same day is not likely to incur many expenses.

Even with high pay for short hours, however, the total earnings of operating crews are held down by another obsolete rule. During the Depression, railroad management agreed to the unions' request for a rule limiting the monthly mileage an employe could work, in order to spread the work.

Today this rule means ridiculously short work months and a great number of extra workers--who cost the railroads millions of dollars in additional contributions to the expensive retirement and unemployment compensation system.

Another example: in the old days division centers were established at intervals of every 100 miles or so to service the steam locomotives, add water and fuel. In time the men in each division got provisions written into their work agreements which barred crews of

other divisions from working their territory. Hence the country is today a mass of costly division bastions.

Ride the overnight 20th Century Limited from New York to Chicago. Forty-nine minutes after the train pulls out of Grand Central Station it brakes to a stop only 32.7 miles away, at Harmon, where the electric engine is exchanged for a Diesel locomotive.

Here the engineer and fireman call it a day and a fresh crew takes charge. Two hours away, at Albany, another new crew takes over--and the scene is repeated at Syracuse, Buffalo, Cleveland, To-

## About the Author

Minnesota-born Alfred Steinberg is a familiar figure to Washington newsmen, where he works as a freelance writer on governmental subjects. He is not connected with the railroad industry in any way.

His writings are familiar to readers of the Saturday Evening Post, Harper's, Coronet, and before its demise, Collier's. Since 1948, as he puts it, he has "been wandering in and out of the White House, federal buildings and the Capitol."

He lives in a Maryland suburb of Washington with his wife and three children. He is 35.

ledo and Elkhart. Thus eight different engine crews are required to get the train to Chicago. And for this 16-hour trip the 16 men divide 19.2 full days' pay.

A Wabash freight train traveling 713 miles from Kansas City to Detroit must stop five times to change crews. Additional time (sometimes as much as half an hour) is lost at each of these stops while a yard switching crew uncouples the caboose and attaches a new one. On the Wabash, as on many other lines, each crew is given its own caboose.

Still more loss of time and money results from rules that fence off "road work" from "yard work."

When a Rock Island locomotive pulls into the Kansas City, Mo., station, for instance, the engineer cannot take his engine to the roundhouse. This must be done by a yard crew of two. All arriving road crews must turn over their freight trains in one piece and let yard crews do any necessary separation or switching.

The distinction between road and yard is especially important to industrial plants which have their own rail sidings. Yard crews can provide quick switching service; but if a plant is located even a foot beyond the yard limits it must depend for its switching on irregular local freights, or on mainline freights which may pass in the middle of the night or on alternate days. This is one reason why railroads have lost business to trucks.

Arbiter of disagreements and final interpreter of what the work rules mean is, supposedly, the National Railroad Adjustment Board established by Congress in 1934.

Division I of the Board, which rules over the operating employes, is made up of five members selected and paid by management, five by railroad labor.

However, a deadlock occurs in almost every dispute--whereupon Division I selects, or, if necessary, the National Mediation Board appoints, a referee whose decision is final.

The record shows that these referees not only have enforced existing featherbed rules but sometimes have even extended their scope. To an outsider many of the decisions bear a tinge of lunacy.

Take the case of the freight crew which was asked to stop at an intermediate point on its run in order to pick up and move some cars standing on a siding so that they might be unloaded. This was yard work, they insisted, entitling them to an extra day's wages at yard rates.

Although the work took only about five minutes, the referee agreed. He also required the railroad to hand over an extra day's

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TEXT REPRINTED from the November 1959 issue of READER'S DIGEST

## Erie's Piggy-Back Schedules Beat Motor Carriers'

Faster freight schedules between Chicago and the New England industrial areas, designed to benefit piggy-back and freight forwarder traffic, have been established by the Erie Railroad, David R. Thompson, vice president, traffic, has announced.

The new schedules will have the effect of saving a day between New England and the Midwest, providing second morning deliveries to receivers at Chicago for shipments from the Boston, Providence and New Haven areas and vice versa, Mr. Thompson said.

Working in conjunction with the Delaware & Hudson, the Boston & Maine and the New Haven, the schedules are reportedly faster than any offered by motor carriers.

Eastbound movements from Chicago will depart via Erie's long-established freight train No. 100 at 8 p.m., arrive Binghamton at 9:30 p.m. the following day, connecting with the D&H to reach Mechanicville, 3:45 a.m., and reach Boston via the B&M at 10:45 a.m., the second morning from Chicago.

### Second Morning Service

Erie No. 100 will also arrive at Maybrook at 3 a.m., second morning from Chicago with cars routed to the New Haven Railroad for delivery in New Haven at 7 a.m.; Providence, 9:30 a.m., and Boston, 10:30 a.m., second morning from Chicago.

For western destinations, the New Haven will pick up shipments at Boston, Providence and New Haven for departure from Cedar Hill at 5:30 p.m. and connection with the Erie's existing freight train No. 99 leaving Maybrook at 11:15 p.m., and arrival in Chicago 2 a.m., second morning from New England.

Erie's No. 99 will also pick up cars at Binghamton at 5:15 a.m. which departed Boston at 6 p.m. via the B&M and D&H.

On carload forwarder traffic, the Erie will offer second morning delivery from New England to St. Louis at 8 a.m., via the Nickel Plate Road connection at Lima, O., Mr. Thompson said.



## Interim Report on Transport Due Next Month

Senator Warren G. Magnuson, of Washington, chairman of the Senate Interstate and Foreign Commerce Committee, has announced that an interim report on the transportation study which the committee is making under S. Res. 29 will be ready when the second session of the 86th Congress convenes next January.

The committee chairman made his announcement, in a post-adjournment issue of the Congressional Record in reviewing the activities of the Senate Commerce Committee during the past session.

"The study of transportation authorized by Senate Resolution 29 and expanded by Senate Resolution 151 has been started, and an initial study group has been assembled," the committee chairman reported. "It has been recognized for several years that an overall look at transportation in the light of current and projected conditions was imperative. This was again emphasized during the hearings which preceded the Transportation Act of 1958. Transportation-second only to agriculture in the nation's industry is too vital to our economy and our defense to permit its ability to serve the nation to deteriorate."

Senator Magnuson said that the committee is assembling information.

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## NARUC Urges Congress to Give Rails Tax Relief

Prompt Congressional action to meet the "dire need" of the railroad industry for tax relief was urged by the National Association of Railroad and Utilities Commissioners at its 1959 annual meeting in Philadelphia.

The State regulatory officials called for complete repeal of the "discriminatory, self-defeating" federal excise tax on passenger tickets and for investment tax changes to encourage modernization and expansion of railroad facilities and train equipment.

They termed the transportation tax "contrary to the best interests of the traveling and shipping public in a sound, adequate and efficient for-hire transportation system."

Another measure endorsed in a resolution by the State regulatory commissioners would prevent the Federal Government from bleeding off through corporate income taxes "any savings made if state and local subdivisions extend tax relief to the railroads." The resolution said that "Federal revenues should not be increased at the expense of the states and local subdivisions."

The group also proposed shortening the time in which railroads write off for tax purposes their capital investment--"in keeping with intensified competition, rapid technological advancement within the transportation industry, and rising costs and inflation."

The NARUC further called for the government to let railroads establish construction reserve funds out of their own revenues with federal income taxes on these funds to be deferred if the money is spent within five years for new facilities. The resolution stated that such legislation is needed "in order to maintain an adequate freight car supply to meet the needs of the shipping public and the national defense; to assist in stabilizing the railroad industry; and to restore investor confidence in railroad securities and thus insure badly needed investment capital."

## Hallberg Retires After Fifty Years of Erie Service



**Eric C. Hallberg**

When Eric C. Hallberg retired from his post as Erie's assistant vice-president, traffic, rates, there were both Swedish and American flags on the table at a luncheon given in his honor, for he came to the United States as a young man of four.

The luncheon marked his retirement from a career that lasted more than 50 years with the railroad. His first job was that of messenger in Chicago, where he came to work for the Erie on August 29, 1909. He rose through various clerical grades, becoming chief clerk in 1925.

In 1929 he was appointed to chief of the tariff bureau, and his promotions in the rate department continued until he became assistant vice president with headquarters in New York in 1953 with jurisdiction over the rate, tariff and divisional matters of the Erie System.

### **Officials Speak**

Frederick M. Klitz, freight traffic manager who succeeded Hallberg as assistant vice-president, rates, was master of ceremonies at the luncheon. Adolph E. Kriesen, assistant vice-president and general manager, eastern district, and Oscar A. Frauson, superintendent, lighterage and stations, spoke of the excellent interdepartmental relationships they had enjoyed with Hallberg.

Bernard F. Conway, freight

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## Roads Offer Six-Point Plan to End Half Billion Waste

**O**N NOV. 2, the nation's railroads made public their program for overhauling the industry's obsolete work rules which lead to featherbedding waste estimated at more than \$500 million a year.

Specific proposals, served by individual railroads on local chairmen of the five operating unions, call for modernization of the rules that govern job assignments and methods of pay for the 210,000 operating employees. They open the door to what could prove historic labor bargaining sessions in the long-depressed industry.

Basic objective of the overhaul is re-establishment of the principle of a fair day's work for a fair day's pay, according to a railroad spokesman.

Coming on the heels of the expiration October 31 of a three-year moratorium against changing the work rules dating from 1919 and earlier, the railroads' proposals would correct abuses in six areas where unnecessary positions are being staffed, wasteful jurisdictional work divisions exist and

multiple pay is exacted for single-time work.

Simultaneous with the filing, the railroads wrote the president of the Brotherhood of Locomotive Firemen & Enginemen that "we recognize that our proposals will have an effect on the employees you represent." (Firemen on Diesel freight and yard locomotives.) They added, "We will be glad to give full consideration to these problems and any proposals your organization may have in connection therewith."

In connection with a proposal to extend crew runs (No. 2 below), the railroads also offered to negotiate or submit to arbitration questions involving allowances for the initial expenses employees may incur in moving to new home terminals.

### **Railroad Proposals**

In summary, the railroads propose to:

(1) Revise the 40-year-old pay standard for engine and train crews to reflect the greatly increased train speeds. Mileage pay rates, which now allow a basic day's pay for covering just 100 miles for crews operating passenger locomotives and through-freight locomotives and trains, would be adjusted to give effect to the increased speed basis and allow runs of 160 miles for a full day's pay. Corresponding adjustments would be made in passenger train-crew pay rates, with little or no change in yard and local-freight service.

A companion proposal would end union spread-the-work rules which limit the monthly miles covered by operating employees. The effect would be to increase individual employees' earnings opportunities.

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## Dates, Place, Fee Set for 1960 Bowls Tourney

The 15th annual Erie System Bowling Tournament will be held in Youngstown on Saturday and Sunday March 26 and 27, according to Vernon F. Green, president and treasurer of the tournament committee.

This year the event will be held at the Gran Lanes, and entry blanks will be distributed to team captains of the 1959 tournament as soon as they are printed. At the same time other blanks will be sent to all ticket offices and superintendents' offices.

Increases in bowling fees and expenses have forced the committee to raise the entry fees by 25 cents for each event, and a new ruling of the American Bowling Congress requires that no entrance money in any event be used to pay prizes in the all-events category.

Therefore, a separate charge must be made for entry in the all-events feature this year.

Entry costs per man for those participating in all four categories total \$14.50; \$4.50 each for singles, double and team events, and \$1 for the all-events prizes.

# Twins Retire after 93 Years of Service to Erie Railroad



ON HER LAST DAY with the Erie Mabel Schell was just a little more active than she was on her first, back in 1911.



NOT FAR AWAY, in fact so close that if the door were open she could hear the beat of her twin's billing machines, Mae Schell spent her last day knocking out reports on tests made on lubricating oils.

**T**HERE aren't many sets of twins working for the Erie Railroad, and it will probably be a long time indeed before any set of twins literally marry their jobs, and no one else, and hang up a combined record of 93 years of service to the Erie.

But that is just what Mabel and Mae Schell of Meadville have done. They retired on Dec. 1 after nearly a century of service with the road. Mabel and Mae were both born in Meadville on Jan. 25, 1887; Mabel arrived about three hours after Mae, but came to the Erie nearly four years before her sister.

But we are getting ahead of the story a bit--the girls were the daughters of Conrad and Elizabeth Kearny Schell. Their father was a locomotive engineer for thirty-five years for the Atlantic & Great Western, and the New York Pennsylvania & Ohio, both predecessors of the Erie.

## 67 Years in Same House

When the girls were five, the family moved to a 10-room frame house with a wide verandah on a 50 by 200 foot lot at 493 Randolph Street in Meadville. Mabel and Mae still live there. Household duties are shared with Mae doing the cooking and gardening.

In their early years you could hardly tell the girls apart, but Mabel was taken ill in their second year in high school, and ever after Mae was taller.

After high school the girls went to business school in Meadville and on Sept. 6, 1911, Mabel came to work as a stenographer-clerk for the Erie in the old freight house on the bank of French Creek. She brought her own typewriter with her, as was the custom in those days.

When the freight house burned, the office was moved to the passenger station. Mabel recalls that it was here she first met Paul W. Johnston, now chairman of the

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# Erie Men Move to New Posts in Operating Department Shift

**F**IVE ERIE RAILROAD operating department men began new duties on December 1, when William M. Wiarda was granted leave of absence to accept appointment as assistant superintendent of the Buffalo Creek Railroad at Buffalo, Garret C. White, vice-president, operations, has announced. Others affected were Harry E. Joyce, Lloyd J. Carter, Paul R. Rice and Clyde E. Wogan.

Before the changes Wiarda was assistant superintendent, Marion division, with headquarters at Chicago; Joyce, chief trainmaster at Hornell, moved up to the vacancy left by Wiarda; Carter, trainmaster at Meadville, succeeded Joyce; Rice, trainmaster at Youngstown, was promoted to Meadville, and Wogan, inspector of operation, Youngstown, became trainmaster at Youngstown.

The Buffalo Creek Railroad is jointly owned by the Erie and the Lehigh Valley Railroad and serves

in the Southwest Pacific and Asiatic theaters of operation during World War II. He is married.



**William W. Wiarda**

as a connecting route for the Buffalo gateway.

Before his Chicago assignment, Wiarda was chief trainmaster at Hornell; trainmaster of the Buffalo-Rochester divisions at Buffalo, the New York division at Jersey City, and the Wyoming and Jefferson divisions at Dunmore, Pa.; inspector of operation in Cleveland; general yardmaster, Port Jervis, N. Y., and night general yardmaster at Jersey City.

Wiarda joined the Erie Railroad 36 years ago as a clerk at Edgewater, N. J., and progressed through various operating department positions at Little Ferry, N. J., Croxton, N. J., Weehawken and Cleveland before World War II.

For more than three and a half years, he served as an army officer



**Harry E. Joyce**

Harry E. Joyce, new assistant superintendent at Chicago, had been chief trainmaster at Hornell, N. Y. since 1955.

A native of Hubbard, O., he started with the Erie in Youngstown as a switchman in 1940, moved up to conductor in 1945, yardmaster in 1947, and became inspector of operations there in 1951.

Later the same year, he was promoted to trainmaster at Hornell and moved in that capacity to Port Jervis, N. Y., early in 1955. He was advanced to chief trainmaster at Hornell in December, 1955.

He is married and has three children; a girl, 15, and two boys, 8 and 10 years old. He served in the army in World War II.



**Lloyd J. Carter**

Lloyd J. Carter was appointed trainmaster at Meadville in 1955.

He has been with the Erie for 33 years. He started as a laborer in Meadville in 1926. Later, he was baggageman at Cambridge Springs, clerk at Corry, yard brakeman and conductor at Jamestown, and chief clerk to trainmaster at Meadville.

He was promoted to general yardmaster at Huntington, Ind. in 1947 and moved up to trainmaster there in 1951.

Carter served two years in the army from 1946 to 1948. He is married and has three grown children, two girls and a boy.



**Paul R. Rice**

Paul R. Rice, who succeeds Carter at Meadville, has been a trainmaster since 1955.

The son of a yard conductor at  
(Please turn to page 26)

# Praise Earned by Erie Men, Women at Work

Sir:

Please accept our sincere thanks for the very excellent service you afforded us yesterday with car P&LE 21151. We were in a "jam" for this material and it was imperative that we got it.

That you produced it, although this time under very special conditions, is just further tribute to the all around, fine service and co-operation we have come to expect of the Erie. This applies to your freight agent at the Belleville station, Mr. Clyde Dietrich, as well as your own office....

A. J. Zimmerman, Exec. Vice Pres.  
Thompson Materials Corp.  
Belleville, N. J.



**"When you find the answer to that one, I have another doozy."**

Sir:

As a passenger on your railroad, May 24, 1959-Hoboken-Chicago train, I feel it is my duty to congratulate you on your excellent choice of help.

Your porters and stewards showed me extreme courtesy and thoughtfulness which made my trip a pleasure instead of a dreaded train ride.

Edward T. Sullivan  
255 South Lexington Ave.  
White Plains, N. Y.

Sir:

My sister and I enjoyed our nice supper last Thursday night. The service and everything was very good.

Please thank the waiter again for us on the Atlantic Express No. 8, eastbound, arriving in Hoboken at 11:20 p.m. Both of us liked sitting in the parlor chairs in the Erie diner-lounge car.

Both my sister and myself have been riding on the Erie often since 1907. Our relatives used to commute on the Erie's Northern Railroad of New Jersey from Closter. We also enjoyed the Erie Limited.

Kurt Esche  
Parkville Ave.  
Brooklyn, N. Y.

Sir:

Want to take this opportunity to thank you and your Crown Point agents for the fine service in handling a funeral shipment on No. 2 Sunday nite, February 15, 1959.

This situation came up Saturday afternoon and realizing that the agent was not on duty I called on my good friend Sam Ash and from his sickbed he gave me every assistance and after contacting the present agent, James Kohler, he opened the depot and made the necessary arrangements for a Sunday nite shipment and was also at the depot at the time of shipment, which was made not only after hours but on a Sunday.

The train crew and agents were courteous and helpful in every way, for which I thank you kindly.

Mr. N. Reed Merriam  
Mirriam Funeral Home  
Crown Point, Ind.

Sir:

Yesterday in getting my wife's mother on the Erie Express for Goshen, New York, I neglected to give her railroad and pullman tickets--an omission which I did not discover until I had reached home.

I called the Erie Railroad, reservations and discovered that everything had been very nicely taken care of at their end, and that these tickets, though unavailable, would be honored. I enclosed the tickets for your disposition.

I want to express my grateful appreciation to the Erie people involved for the ease and good humor with which they surmounted my goof. They are a credit to good railroading.

Wynn Bussmann  
Nielsen Building  
Chicago, Ill.

Sir:

Recently my family and I returned from a trip to Youngstown, Ohio. An incident occurred on this trip which should, I feel, be brought to your attention.

I was notified suddenly of my father's passing late last month. My wife, son and I arranged transportation by jet to Chicago and left hurriedly without having arrangements beyond Chicago.

In Chicago I was unable to get

Sir:

I want to thank you for everything you have done and especially that fine nurse, Miss Flaherty, who assisted me throughout the entire ordeal. Her kind voice and soft way of handling the entire matter was all beyond me. She stayed with me and my wife far beyond her time I'm sure, and no doubt had other plans. I shall write her and thank her for everything she did.

My wife is coming along nicely and from the doctor's report we can go home in a week. I shall call your New York office, and they will arrange air transportation for us. They have been very kind.

I will never forget all that the Erie Railroad has done for us in this trying time.

Again I want to thank you all for everything, and hope next year to make the trip to see New York as we hoped to do this year.

R. W. Bradenburg  
William Sloane House YMCA  
New York 1, N. Y.

Sir:

On behalf of the News, I want to compliment you and your staff on the efficient manner in which you handled our New York Tour. I was particularly impressed with the way emergencies were handled.

Mrs. Estelle Leeb  
Cleveland News



a flight to Youngstown. At 9:30 P.M. I called the Erie Station in Chicago and was informed that the "sleeper" departed at 10:45 P.M. As we were at O'Hara Field, it appeared that it would be difficult to get to downtown Chicago in time to make the train. The woman who answered the phone referred me to Mr. C. A. Crim. I explained to Mr. Crim my concern for getting to Youngstown the following morning.

Mr. Crim advised me that, if necessary, he would delay the train for a few minutes and urged me to get downtown as soon as possible.

When we arrived at the Dearborn Station, Mr. Crim was waiting with a Red Cap. He had had the tickets prepared and our bedroom made up. I do not believe that it was necessary to hold up the train. Certainly, it pulled into Youngstown on time.

Being in the transportation business, I am in constant contact with literature and commentary criticizing the rails' purported disregard of passenger convenience and comfort. It is understandable that for basic business reasons, service and facilities are, and should be, contracted. It is also understandable that every firm in every industry has employees who lack consideration and tact. I thought you should know, therefore, of the extraordinary kindness of Mr. Crim and my deep gratitude for it.

My sincere appreciation and thanks to Mr. Crim and the Erie.

Jerold B. Muskin

Assistant to Vice President  
Consolidated Freightways, Inc.  
175 Linfield Dr.

Menlo Park, Calif.

Sir:

In behalf of Chicago Bridge and Iron Company, I would like to thank you for all you did in helping us to set up the movement of the big cement kiln destined to Dundee, Michigan.

We, at Chicago Bridge and Iron Company, are quite proud of this accomplishment, but realize it couldn't have been accomplished without your personal efforts.

Very truly yours,

Chicago Bridge & Iron Company  
William F. Rosselot



**"My wife wants me to take it easy today, so I'll be fresh for bowling tonight."**

Sir:

It is a pleasure to report a most satisfactory excursion from Meadville to Kinsua Viaduct, and return, on June 21.

That this operation was successful was due in a large part to the fine cooperation received from passenger department personnel in all the towns served by the special train, plus Sharon, Greenville, and Oil City.

These men not only were most helpful to me, but in doing so aided the Erie R.R. in many ways. On the day of the excursion, several of these men, not normally on duty on Sundays, were on hand to assist in any way they could.

On the 21st, operating personnel were courteous and efficient so that all went smoothly, and fine comments, both written and verbal, were received from many on board the special.

It was unfortunate that the special train, originally scheduled for May 17, had to be cancelled, but I feel that the better weather on June 21 more than made the postponement worthwhile.

I hope that at some future date there will be more opportunities for me to again work with men of the Erie for our mutual benefit.

Mr. Harold F. Beal  
Trip Sponsor  
Jamestown, N. Y.

Sir:

Thank you very much for all you did to facilitate shipment of transformer for Long Island Lighting Co. at Hicksville, N. Y.

This car left our factory in St. Louis, Mo., on Tuesday, April 21st and was lightered to Long Island City at 4:30 PM on Saturday, April 25th.

The Long Island Railroad say that it will be delivered late this afternoon.

G. N. Brown, District Manager  
Moloney Electric Company  
New York, New York

Sir:

I would like to take this opportunity to thank you wholeheartedly for the effort and cooperation your office and the Erie organization extended to us in the shipment of our case goods to California.

The cooperative and expeditious manner in which you handled movement of cars to our plant and en route to California surely was outstanding. We will certainly keep this service foremost in our minds for any future requirements.

E. H. Mark, Plant Manager  
Arnot Furniture Division  
Royal Metal Manufacturing Co.  
Jamestown, N. Y.



**"Good to see you back on the job. Hollywood hasn't changed you a bit."**



EMILE T. WELLE  
Teletype Operator

# PEOPLE YOU KNOW



## All Working for the Erie at Hoboken



THOMAS J. O'DEA  
Claim Agent

LEONARD V. QUIRK  
District Claim Agent



MRS. EVANA VanDerWOUDE  
Clerk-Stenographer



DANIEL BOYLE  
Program Clerk

FREDRICK W. DANA  
Chief Dispatcher



JOSEPH FOTINO  
Secretary



FRANK A. BOOKSTAVER  
Side Line Dispatcher

WILLIAM F. LIGHTHOLDER  
Passenger Representative



JOSEPH F. GALLAGHER  
Chief Clerk



DONALD CAMPBELL  
Division Passenger Agent

MRS. HELEN I. SMITH  
Stenographer-Clerk



JOHN R. PATTON  
Claim Agent



NEIL FULTON  
Assistant Chief Dispatcher



ALBERT H. KLEIMAN  
Operator

# Erie Veterans News



A DINNER WAS given Rudolph W. Stoeckly, chief clerk at Secaucus shops, when he reached the 50-year-service mark. Here C. F. Schwartz, general master mechanic, is seen presenting Stoeckly with his retirement certificate.



WHEN JAMES H. HANNA, better known as Jim during his 57 years on the Erie, retired as report clerk, general agent's office, Newark, his friends prevailed on him to speak at a banquet they gave him. Here he is in action. He'll continue to live at 145 Boyle Avenue, Totowa, N. J.

Fellow Veterans,

The time has finally arrived when I must say that this is my final letter to you as your president.

It is a deep sense of gratitude to all that I wish to convey in this letter.

My sincerest thanks to all the officers of the Association who helped me through many a tough moment, and without whose help, I know, this year could never have been the success it has been.

To the officials of the railroad from H. W. Von Willer to my immediate supervisors, R. H. Jordan, division engineer and W. F. Caden supervisor of communications and signals of the Marion division, all I can say is a very humble thanks for the cooperation shown me this year.

To the officers and members of the various chapters of the Association and to the members of the Ladies Auxiliaries, both Madeline and myself want to try and express thanks for the grand time shown us on our visits to these cities.

To pick out one individual chapter and say that they were the best would be impossible as each and every one really went all out to show us the best time possible.

I would once again like to pay tribute to G. C. Frank and Talbot Harding and their staff on the Erie Railroad Magazine for the sterling work they do especially for the Veterans and in the name of the Association would like to thank them.

At this time I would like to wish Harry Travis, your next president, all the luck and best wishes for a very successful year, and to offer him any assistance to insure this goal.

In closing may I say that without a doubt this year of 1959 will go down in both of our memories as a most wonderful year in our lives.

Once again thanks a million to all and may God bless and watch over all of you.

Fraternally yours,  
H. A. Kelly  
President

P.S.

Don't forget that your 1959 pass has been extended through 1960.

## Susquehanna

By H. Harold Perry

Report of the year's activities was read at the meeting of the local chapter. There were many social events including the memory of the picnic held on the covered pavilion owned by "Red" Corse.

Over 95 members, families and friends enjoyed the good picnic food, the round of activities and the talk about "old times."

We were glad to see Lee Alphonsos Parrilo and patrolman John S. Perry brother of your scribe, down from Binghamton.

The officers and members extended a great vote of thanks to Paul Plutino for his excellent handling of picnic plans.

Speaking about events of the summer brings to mind the fact that Charlie Soam, No. 1 Dodger fan, and your scribe, H. Harold Perry, No. 2 Dodger fan, were happy about the outcome of the World Series.

Arnold McIntosh, your secretary, is now employed close to home as leading upholsterer at the plant in Hallstead, Pa.

Your scribe spent several days visiting Mr. and Mrs. Byron Kosinsky at Matamoras, Pa., also visited at the Scott Perry farm in Fosterdale, N. Y.

Happy Birthday to all the brothers on their special days.

Paul Plutino is sporting a new car.

Fred Wolf had a great summer at racing events taking pictures of all the drivers.

We say again, you don't know the honor and good times you can enjoy in the Veterans Association for just two dollars a year. So carry a veteran pin on your coat with stars designating the number of years of your railroad career.

Get an application from Arnold McIntosh, your secretary, and join up for 1960.

## Marion

By Lucile Osmun

A masquerade Halloween party was enjoyed by the Marion chapter of the Erie Veterans and Ladies Auxiliary.

In judging the masked guest, prizes were awarded to E. P. Ma-

**loney**, retired engineer; **H. C. Smith**, retired captain of police; **Mrs. Tom McLean**, wife of supervisor of communications and signals and **Mrs. R. M. Wormell**, wife of the yard conductor, Marion.

Later in the evening a box lunch social was enjoyed.

Reminder! We still have some 1959 cards to be picked up by some of our members.

## Dunmore-Avoca

By M. A. Leshanski

Our attendance at meetings is increasing. Our monthly meetings are held the first Tuesday of each month, VFW Hall, Chestnut St., Dunmore, Pa.

We had a fine delegation at the United Association of Railroad Veterans at Roanoke. The following veterans and wives were on the trip:

**Mr. and Mrs. D. L. Sabatelle**, our secretary and treasurer; **Mr. and Mrs. M. A. Leshanski**, chairman; **Mr. and Mrs. Joseph Hobbs**, vice chairman.

**Mr. and Mrs. John Clement**, **Mr. and Mrs. Harold Schmidt**, **Mr. and Mrs. Pope Gaetano**, **Mr. and Mrs. A. Malia**, **Mr. and Mrs. Joseph Longo**, **Mr. and Mrs. Ray Kerber**, **Mr. and Mrs. R. Pickering**, **Mr. and Mrs. Fred Hennekam**, **Mr. and Mrs. Frank Loughney**, **Mr. and Mrs. A. F. Pace**, **Mr. and Mrs. Edward Teske**, **Mr. and Mrs. F. Donnegan** and **Mr. and Mrs. J. A. Dooner**.

## Jersey City

Our membership committee reported twenty new and one reinstated members for October, and nineteen new and one reinstated members for November.

Through this effort the association and chapter has become richer by forty members.

Many of these veterans have from 20 to 45 years of service. Our thanks to our active membership committee, keep up the good work.

Approximately thirty-five of our members attended the annual convention of the United Railroad Veterans Association at Roanoke, Va., they were the guests of the Norfolk and Western Railroad Company.

The Ladies Auxiliary is planning

(Turn the page, please)



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Ernest G. Abers	Chief Caller	Salamanca, N. Y.	8-31-59	50
Philip Albano	Section Foreman	Lima, Ohio	10-31-59	47
Harold E. Boyden	Yard Conductor	Hornell, N. Y.	9- 9-59	48
Joseph J. Caleskie	Ticket Clerk	Hoboken, N. J.	10- 4-59	34
Andrew A. Cannon	Tugboat Captain	Jersey City, N. J.	8-31-59	32
Joseph T. Caruso	Section Foreman	Carrollton, N. Y.	10-31-59	49
Jose Casal	Marine Fireman & Oiler	Jersey City, N. J.	9- 2-59	32
Earl Cornell	Operator	Bradford, Pa.	8-28-59	52
Paul J. Dagon	Road Freight Conductor	Hornell, N. Y.	8-31-59	41
Rufus U. Dashiell	Janitor	Jersey City, N. J.	9-16-59	35
Thomas F. Eagan	Electrician Leader	Jersey City, N. J.	9-30-59	45
Charles J. Gardella	Signalman	Salamanca, N. Y.	8-24-59	35
John E. Gebhardt	Laborer	Jersey City, N. J.	9-15-59	30
Lawson W. Graham	Freight Stower	Cleveland, Ohio	8-25-59	32
Tony Gregorio	Car Inspector	Brockway, Pa.	9- 9-59	44
Harry M. Hall	Assistant Chief Clerk	Akron, Ohio	8-31-59	34
Eric C. Hallberg	Asst. Vice President	New York, N. Y.	10-31-59	50
James H. Hanna	Clerk-Stenographer	Newark, N. J.	11- 6-59	57
Raymond G. Hendry	Passenger Conductor	Huntington, Ind.	10-17-59	52
John H. Herrin	Janitor	Youngstown, Ohio	9-30-59	32
John G. Hogan	Trackman	Lackawaxen, Pa.	8-19-59	29
Fred C. Holtz	Engineer	Marion, Ohio	9-28-59	47
Boleslaw Juchniewicz	Machinist	Jersey City, N. J.	9-30-59	41
Bernard F. Kelly	Freight Conductor	Buffalo, N. Y.	9-23-59	39
Joseph D. Kennelly	Tugboat Captain	Jersey City, N. J.	8-31-59	33
Peter F. Kerwin	Operator	Ridgewood, N. J.	9-22-59	34
John J. Klein	Yard Brakeman	Weehawken, N. J.	9-15-59	36
Frank Krzyzanowski	Boilermaker	Buffalo, N. Y.	10- 5-59	46
William H. Leatherman	Track Supervisor	Lima, Ohio	9- 5-59	51
George J. LeFay	Engineer	Hornell, N. Y.	8-26-59	50
James F. Long	Coach Cleaner	Jersey City, N. J.	9-30-59	43
Arthur J. Maloney	Machinist	Hornell, N. Y.	9-30-59	36
Clyde I. Mann	Conductor	Meadville, Pa.	8-31-59	39
John J. McBride	Usher & Clerk	Hoboken, N. J.	9-30-59	39
Carrie M. Miller	Stenographer	Meadville, Pa.	9-30-59	42
Edwin E. Moore	Machinist	Marion, Ohio	9-30-59	37
Jesse Moses	Carman	Avoca, Pa.	9-18-59	36
William P. O'Brien	Conductor	Bradford, Pa.	8-13-59	46
Harry C. Ohman	Yard Conductor	Jamestown, N. Y.	9- 4-59	41
John O'Keefe	Car Repairer	Binghamton, N. Y.	9-26-59	37
William J. Rogers	Painter	Hornell, N. Y.	9-17-59	41
Harry C. Searles	Tinsmith	Jersey City, N. J.	8-31-59	33
Reuben H. Seeley	Agent-Operator	Pittston, Pa.	8-31-59	32
Wesley N. Stenfelt	Coal Freight Agent	Chicago, Ill.	10-31-59	36
Orvel W. Stephan	Conductor	Huntington, Ind.	9-21-59	46
Richard F. Taylor	Chief Percentage Clerk	Chicago, Ill.	10-31-59	47
Howard A. Treat	Engineer	Hornell, N. Y.	8-31-59	47
Genowefa Trzeciak	Coach Cleaner	Jersey City, N. J.	9-30-59	32
Robert W. Winscher, Sr.	Engineer	Hammond-Chicago	8-31-59	47
Peter Wysocki	Car Inspector	Meadville, Pa.	10-16-59	40
Philip S. Young	Locomotive Engineer	Buffalo, N. Y.	8- 5-59	44
Michael Zacny	Car Inspector	Hammond, Ind.	9-26-59	48
Jack B. Campbell	Road Conductor	Port Jervis, N. Y.	10-26-59	37
Harry B. Casterline	Car Inspector	Port Jervis, N. Y.	10-17-59	43
Edward J. Chapman	Relief Crossing Watchman	Wellsville, N. Y.	10-26-59	29
Melvin S. Cole	Extra Gang Foreman	Union City, Pa.	10- 6-59	27
Earle E. Corey	Engineer	Susquehanna, Pa.	9-30-59	44
Charles E. Curtis	Road Freight Conductor	Dunmore, Pa.	10- 7-59	43
Charles I. Dempsey	Yardman	Chicago, Ill.	10-14-59	23
Margaret Dornhoffer	Stenographer	Salamanca, N. Y.	10-31-59	42
Theodore R. Dunn	Trucker	Hornell, N. Y.	9-21-59	32
Antonio Esposito	Truckman	Jersey City, N. J.	10-31-59	32
Michael L. Foligno	Trucker	Weehawken, N. J.	9-21-59	23
Gustave J. Giet	Signal Maintainer Helper	Creston, Ohio	9-28-59	47
Anthony E. Hoffman	Engineer	Salamanca, N. Y.	9-30-59	33
Edward D. Howedel	Marine Engineer	Jersey City, N. J.	10-10-59	43
Ludwik Karycinski	Car Inspector	Jersey City, N. J.	10-30-59	47
Lukas A. Kuntz	Car Inspector	Bloomfield, N. J.	9-30-59	53
Charles L. Lods	Chief Waybill Clerk	Akron, Ohio	10-31-59	34
Harry Longson	Work Equip. Repairman	Paterson, N. J.	10-31-59	46
Ernest G. Matthews	Agent-Operator	Canisteo, N. Y.	10- 7-59	52
George Meckle	Engineer	Port Jervis, N. Y.	9-30-59	44
Jarleth B. Miles	Road Freight Conductor	Elmira, N. Y.	9-21-59	35
Lee D. Miller	Agent-General Yardmaster	Binghamton, N. Y.	11-30-59	46
James P. Moran	Engineer	Ferrona, Pa.	10-15-59	44
Alfred R. Murray	Yard Conductor	Elmira, N. Y.	9-30-59	45
William J. Nary	Supervisor Air Brakes	Cleveland, Ohio	11-30-59	40
Henry G. Oppenlander	Gang Foreman	Buffalo, N. Y.	10-31-59	33
Galbreath Osburn	Car Inspector	Dayton, Ohio	10-31-59	29
Daniel Ostovich	Crossing Watchman	Barberton, Ohio	10- 6-59	42
Axel Peterson	Yard Conductor	Binghamton, N. Y.	10- 2-59	37
Frank A. Pezzimenti	Checker	Olean, N. Y.	9-30-59	42
Earl F. Pyle	Yard Conductor	Kent, Ohio	9-24-59	48
George H. Ray	Engineer	Port Jervis, N. Y.	10-31-59	43
Edward Richardson	Car Inspector	Marion, Ohio	10-30-59	49
Joseph G. Rokitka	Car Inspector	East Buffalo, N. Y.	10-31-59	47
Frank Sawicki	Machinist	Jersey City, N. J.	12-12-59	47
Mabel J. Schell	Stenographer-General Clerk	Meadville, Pa.		



WHEN Elmer V. Dahlgren retired as train dispatcher after 48 years of service, Don A. Logan (left), superintendent of Allegany-Meadville division presented his certificate.

trips to a cosmetic company at Suffern, N. Y. also other trips. If you do not belong attend their next meeting, the same time and place as the Veterans meet and join a very active, interesting organization.

Our November meeting was well attended and a number of items of interest to veterans was discussed, including changes in the railroad retirement law and consolidation.

The election of officers was held; the following officers were elected for the year 1960: **David Tice**, chairman; **Joseph H. Gurth**, vice chairman; **George C. Kalle**, secretary; **Frank J. Reichardt**, treasurer; **Charles Dorman**, sergeant at arms and trustees **Earnest Mastriani**, **William Fisher** and **George Venturini**.

## Youngstown

By S. D. Bean

It seems that more and more "retired" veterans take off for warmer climates as soon as the leaves turn color and the frost comes.

We hope the ones who are here won't forget our regular meetings, the first Wednesday of every month at 8 P.M., K of C building.

## Buffalo-Rochester

By Jan Bender

The **Kings** now have a little princess named **Andrea Susan**. Daddy **Robert R.** is justly proud, but Grandpa "Bob" is really making with the verbal 21 gun salute.

**Casimer "Charley" Cybulski** retired roundhouse machinist, and wife, **Frances** observed their golden wedding anniversary, topping off the celebration with a trip to Texas.

**Henry Carlson** retired engineer, and wife, **Elsa**, are vacationing in Florida.

**Mr. and Mrs. R. S. Carey** journeyed from St. Petersburg, Florida to visit with friends in Buffalo.

Best wishes for a long and pleasant retirement to "**Barney**" **Kelly**, road conductor; **James Toolen**, road conductor; **Clark A. Weston**, engineer and **Leo Wolinski**, yard conductor.

The Ladies Auxiliary under the direction of **Mrs. Henry Matthies** has planned a cooking demonstration and card party for early December.

Thirty of **Michael Redding's** Buffalo boosters were among the 700 guests that participated in the installation of "**Mike**" as president of the United Veterans Association at Roanoke, Virginia.

The stay-at-homers extended their congratulations and best wishes for a successful tenure. The hospitality of the Norfolk and Western Railroad was much appreciated.

We noted the kind mention of **Michael** by **G. C. Kalle** of Jersey City in the October issue. "**Mike**" is representative of the entire Erie Veterans Association and is humbly gratified by this fraternal salute.

# Latest Chatter About All the Erie Family

## Allegany-Meadville

GENERAL FOREMAN

WRECKMASTER, SALAMANCA

**Ed Sheare** was one of the few fortunate hunters who bagged a 16 pound bird during the short wild turkey season.

Congratulations to **Mr. and Mrs. Charles Gaynor** on the birth of a daughter.

Congratulations to **Mr. and Mrs. Stanley Rychcik** on the birth of a son.

9 9 9

## Marion Division

HAMMOND CONSOLIDATED

By Grace Connole

**Mr. and Mrs. O. C. Odier** retired conductor, observed their golden wedding anniversary at an open house at the Fellowship Hall of the Huntington Congregational Church.

The **Odiers** have four daughters, four grandchildren and two great grandsons. Our sincere congratulations and best wishes to the **Odiers**.

On **Arthur B. Jarvis's** 33rd wedding anniversary his sixth grandchild, **Diana Lou** was born. **Mr. and Mrs. A. B. Jarvis, Jr** are the happy parents. **Diana Lou** has a sister, **Lana Sou**.

**Mr. Jarvis** is assistant chief yard clerk.

Best wishes to **Robert E. Settlement**, yard clerk, who married **Mary Theodora Dixon**. The couple motored to Wisconsin.

**Bob's** wife, **Mary**, is a bookkeeper for the Northern Indiana Public Service Company.

**Robert J. Lichtle**, yard brakeman, and **Barbara Jane Chaples** were married. Congratulations and best wishes.

**Mr. and Mrs. L. W. Connole**, chief clerk and correspondent, spent eight days traveling through Wisconsin and Minnesota. The pottery factory at Red Wing was interesting, and with so much beautiful pottery around our sales resistance was low.

**H. L. Kinzie**, rate clerk, spent three weeks in California.



**TRANSPORTATION DEPT.  
AND**

**M. OF W. DEPT.  
By H. V. Welker**

Best wishes to **Smith Jackson**, trackman, for a long and happy retirement.

Visiting the offices at Huntington was **H. E. Crawford** retired crane engineer, of Leavittsburg, Ohio.

**Chris Reeb**, former plumber at Huntington, was a recent visitor in the division offices.

**O. D. Young**, retired O.T.&M. clerk, was another visitor to the division offices.

Congratulations to **Mr. and Mrs. Paul Bickel**, who are the proud parents of a daughter, **Shannon Marie**.

The maternal grandparents are **Mr. and Mrs. H. A. Kelly** communications supervisor at Huntington, and the paternal grandparents are **Mr. and Mrs. Norbert Bickel**.

**14th STREET, CHICAGO  
By Chris Hardt**

**Vernon Felgenhauer**, former assistant timekeeper, was presented with a gift from his office associates the day he left for another job near his home.

**Jean and Clarence Serafiniak**, rate desk, are now the parents of three daughters, new baby, Jean and sisters, Debbie and **Lynn-Marie**. Congratulations!

Our new clerk-messenger is **David Wilson**, he took Frank Cardelia's job when Frank was promoted to the rate desk.

**Anthony Serritella** was promoted to assistant timekeeper.

Happy birthdays to **Ella Shults**, rate desk; **Louise Butler**, billing department and **Theresa Pacella** personnel.

**Charles T. Hart**, check clerk, vacationed in the East with Boston as his destination.

**Mr. and Mrs. John J. Brynda**, general foreman, enjoyed "parents visiting day" at Edgewood College of the Sacred Heart at Madison, Wisconsin. Their daughter, **Eileen Brynda** is an honor student there.

The five **Zera** brothers enjoyed a fishing trip and vacation together near Bemidji, Minnesota.

The **Zera** brothers include **Walter** and **Bernard** from LaSalle, Illi-



**WHEN PAUL L. GREEN** (center) retired from the Erie after nearly 42 years of service his friends gave him a party at Meadville, where he was assistant to the superintendent of motive power. Among friends who came to bid him good luck were **William G. Carlson** (left), assistant superintendent of motive power and **Chester K. James** (right) superintendent of motive power.

nois; **Anton** from Chicago; **Blase**, the proprietor of our local 14th St. Station luncheon canteen and **Stanley** from Rochelle, N. J.

**Buffalo Division  
BUFFALO MACHINE SHOP  
By W. G. Christ**

**Henry Oppenlander**, gang foreman, has retired after 39 years of service.

A gift, contributed by friends and fellow workers, was presented to **Mr. Oppenlander** by **Mr. Maahs**, master mechanic and **A. L. Beatty**, general foreman. Best wishes for a long and happy retirement.

**Lighterage**

**NEW YORK CITY  
By Regina F. Frey**

Congratulations to **Emil J. Skupin**, chief clerk, and his wife who celebrated their twenty-fifth wedding anniversary. A family dinner was held at a restaurant in Clifton, N. J. to mark the occasion.

**John J. Sullivan** assistant superintendent, and his family enjoyed a week's vacation at Atlantic City.

**Loretta Londregan** went to the Pocono Mountains.

(Turn the page, please)



*...all signs  
point to*

**NATIONAL CITY**

**BANK OF MARION**

Member Federal Deposit Insurance Corporation



**WHEN MISS MABEL FARLEY** retired as telephone operator at Port Jervis, and **Clarence F. Delaney** retired as an engineer on the New York division, their certificates were presented by **Howard B. Hart** (left) train-master-road foreman of engines, Port Jervis.

Congratulations to **Frank Kearns** and his wife on the marriage of their daughter, **Jean**.

Birthday wishes go to **Eunice Wilson** and **Clarence Johnson**.

We are sorry to lose **Norma Clark**, stenographer, to the master mechanics department, but wish her much success in her new position.

As usual, **Lillian Skupin** has kept us well supplied with pears from her back yard tree.

Congratulations to **Bertha Trefry**, grandmother for the second time with the arrival of a grandson, **Edwin**.

Recent visitors to this office were retired employees **Laura Coleman** and **Jack Lewis**. We are all ways happy to see them.

## Accounting

### NEW YORK STATION

By Joe Barry

Happy birthdays to **Margaret Cull**, **Anthony Massimino**, **John Roach**, **John Scott**, **Carmine Gioiosa**, **William Lund**, **Ted Carlsen**, **Isadore Markowitz** and **Thomas Collins**.

**Anthony Massimino** celebrated his seventieth birthday, while **William Lund** celebrated his sixty-ninth, both are now retired.

Fishing and farming are the hobbies of **Anthony**, while **William** takes to the super highways of the U.S.A.

Birthdays are not all the ac-

counting department celebrated. Congratulations to the men celebrating service anniversaries: **Alfred Zazella** 42 years service; **Henry Kaegi**, 39 years service; **Henry Schmidt**, 38 years service; **Harvey Gray** 31 years service and **Charles Massey** 24 years service.

**Harvey Gray** vacationed with his parents who reside in Nova Scotia, Canada.

**Mr. and Mrs. William Schneider** stayed three weeks in sunny Florida. Bill is a land owner.

**Mr. and Mrs. Teddy Gaidis** were also in Florida.

**Alice Clancy** and husband, **John**, jet-planed to the Virgin Islands on their vacation.

**Ted Carlsen** took a boat ride around New York harbor to see the harbor lights and get a close-up of the skyline of New York.

**John Scott** visited with **Jim Farrell**, now retired, at his home. Jim sends greetings to the boys and girls of the bureau.

**Tom Montrose** repairs watches and clocks as a hobby.

If you want some tips on sewing contact **Charlotte Schall**.

**Marcel Rogers** is now polishing up his bowling ball for a busy season.

Lined up for captain **John Roach's** bowling team are **Marcel Rogers**, **Francis Dunne**, **Jim Whalen**, **John Wilson**, **Ted Gaidis**, **Nick Passarelli** and **Eddie Doheny**. With this team they can't lose.

## HORNELL ACCOUNTING BUREAU

By Eleanor Trowbridge

**Carolyn Booz**, **Lorraine Spowart** and **Shirley Hammond** have returned to the office after being on leave of absence.

**Fred Cortese** had a marvelous time in Florida driving his new sports car.

"**Bud**" **Wheeler** and his family attended a reunion of his army unit in Alexandria, Virginia, and also toured the nation's capitol.

**Dick Halloran** and **Bill Leonard** attended a Notre Dame football game at South Bend, Ind.

**Delores Lindeman** and her husband attended a Syracuse game.

The Wednesday luncheon gals entertained **Ed Dressier** and **Frank Krider**. **Roscoe Dressier** escorted his daughter to New York, she left for Europe to join her husband.

**James Riggia** former employe, was a recent office visitor.

**Howard Pascoe**, who retired, was honored at a dinner party at the legion and was presented a gift from fellow employes.

Congratulations to **R. E. Matthews** elected to the office of city chamberlain of the city of Hornell.

Birthday greetings to **M. Winters**, **G. R. Dressier**, **J. H. Hilton**, **F. J. Condon**, **R. C. Pebbles**, **T. J. Tannler**, **D. D. Rixford**, **M. R. Halloran**, **B. E. Dungan**, **G. E. Husong**, **R. F. Halloran**, **A. K. Jacobs** and **L. D. Briggs**.

## AUDITOR OF DISBURSEMENTS

By Brian O'Donnell and

Jim Hough

**Mary Jacobic** and **Genevieve Omert** enjoyed a weekend in New York hitting the high spots and having a ball.

**Jim Hough** has a new hat with gold initials on the inside.

**Kathryn Guiton** went to New Jersey for Thanksgiving.

**Virginia Blackley** flew to Miami for a vacation; it was her first plane trip as well as her first sight of Florida.

**Agnes Fortunato** flew to New York for a four days of theatre-going and serious eating.

**AI Okeson** lays claim to being the only person who sells "guaranteed junk" for cars.

**Jim Hough** took all honors with his rendition of the sword dance

in his Scotch kilts and bagpipe costume at a Halloween party.

**Frank Troyano** visited our office armed with many pictures and some very interesting stories of the vacation trip taken by him and his wife.

Replacing **Don Keister** as new co-correspondent for this office is **Brian O'Donnell** who will share credit--or blame with **Jim Hough** for these articles.

#### AUDITOR OF REVENUES

By Dick Bruyere

**Jay Murray** and wife, **Maureen**, are the proud parents of **Sharon Ann** whose weight was 6 lbs., 6 ozs.

**Mr. and Mrs. Laubenthal** announced the birth of a son, **Thomas Gerald** whose weight was 7 lbs., 3 ozs.

**Mr. and Mrs. Menge** are the proud parents of **David Joseph** whose weight was 9 lbs., 1 oz.

The latest in the Erie bowling league standings shows teams from the auditor of revenues being well placed as the Agency, Interline and Division teams are holding first, second and third places respectively.

The Columbians are high for a three game series with 2712 and high for single games with 945, follow the pack in sixth place.

**Don Miskinis** is high for a three game series with 634, and is also second high in single games with a 246.

**Fred Beckett Jr** leads the league with a 179, followed closely by **Jim Petonic**, 178 and **Frank Buck**, 177.

With four teams out of ten Erie is well represented in the Railway Business Women's Association bowling league.

The standings showed the Bowlings Bays in 4th place, and the Poppers, Spares and Ups and Downs holding 7th, 8th and 9th places respectively.

**Ralph Linhart** went east to visit relatives.

**Joe Collins** spent three weeks in New England.

Sporting tans are **Benny Cosenza** and **Paul Steinmetz** who traveled to sunny Florida.

While in Florida, **Benny** and **Paul** "ran into" **Nick LaBarbara**, assistant chief clerk of overcharge claims, and wife.

**Ed Mulrooney** spent ten days swimming under the warm sun in Miami.

**Marty Marcellino** visited Louisville, Kentucky.

Visitors to the office included retired Erieites **Tom Hennessy**, **Ted Laskey**, **George Bushwell**, **Bill von Stein** and **Robert Buntzen**.

**Joann Stelbasky** also stopped in the office to say hello.

**Ed Manning** recently served as a juror.

Cleveland Heights welcomed **Tony Farina** as its latest taxpayer, and **Joe Braunlich** has chosen Parkview Village for his home.

The Flying M. Stable has been expanded to include four horses. **Steve Miko** is co-owner.

A hunting jaunt to Magee Marshes, west of Sandusky, was successfully enjoyed by **Fred Cafilich**, who with a friend bagged four ducks. Four more ducks made a flying escape.

Ruralite **Frank Horack** has acquired a brand new family sports car.

Antique car enthusiast, **Jack Trefney**, went in for a sports car.

Best wishes go to **Nell Crann** as he departs from the Erie. Neil did a fine job on this column, and we will miss him.

Thanks to **Genevieve Bell**, **Genevieve Wood**, **Irene Haborak**, **John Latkovich** and **Ray Stevens** for their assistance with this column.

Let's all be present for the Erie Railroad Employees Federal Credit Union's annual meeting on Jan. 22.

New officers were elected at the dinner of the Sportsmen's Club. They are **Jim Petonic**, president; **Frank Buck**, treasurer and **Dick Cawley** and **Paul Jurcisin** on the entertainment committee.

The one bright spot in the baseball season for the Parma Pickwicks was going all the way to the final game of the A.S.A. tournament.

The batting championship went to **George Joseph**, who averaged .458, hit 11 home runs and had 48 runs batted in.

**Ray Humble** was second with an average of .442 and led the team with 4 triples.

**Bill Lash** was next with an average of .421.

**Jim Petonic** was fourth with 10



**CONDUCTOR WILLIAM L. PRICE**, Marion, has been present with his 50-year pass.

doubles, 34 runs scored and a .415 average.

The season officially ended with a dinner for both teams.

Two teams of Erie girl bowlers have been entered in a home league.

One of the teams, which is backed by a restaurant, is composed of **Mary Lou Raynak**, **Mary Lou Hnatt**, **Jean Verdone**, **Sue Chervenak** and **Deanne Carlson**.

The other team, hasn't found a backer yet. Its members are **Betty Krych**, **Flo Cregan**, **Connie Hagedorn**, **Marge Edwards** and **Joan Vasek**.

**Phil Walsh** joined the foreign car class with a purchase of a new car.

**Al Fitch** got a new American car.

(Turn the page, please)

## THERE'S MONEY FOR YOU IN NORTH JERSEY...

Come to the outstanding bank in the Erie area of New Jersey when you need extra cash. You get fast service and low monthly payments.



PATERSON, BLOOMINGDALE, CLIFTON, M.T. VIEW, POMPTON LAKES,  
PREAKNESS, RINGWOOD, BOROUGH OF TOTOWA,  
WANAEQUE BOROUGH, WEST MILFORD  
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**JOHN E. WEZLOSKI**, towerman at Elmira, grinned like this after he was given his 50-year gold pass.

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Grade "A" Crushed  
Stone, properly pre-  
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Quarry at Huntington,  
Ind., on the Erie Railroad

*Ask Us For Prices*

THE ERIE STONE COMPANY  
TOLEDO 4, OHIO

## New York Division PASSAIC, N. J.

**Charley Dalzell** enjoyed fresh fruit received from Florida friends.

**Myra Glinski** enjoyed her vacation at the seashore.

**E. W. Kane**, agent, spent two weeks in Florida and another week touring New England.

Recent visitors at this office were **Pat Donnelly**, retired agent, and **W. H. McLeod**.

**Robert Bashaw** trucker, is enjoying a new car.

**Harry Flanagan** and **Charley Dalzell** went to a mountain retreat over a weekend.

## WEEHAWKEN LOCAL AND DOCKS

By Violet Schmitt

**F. Pizzuta** westbound clerk, has new granddaughter, **Shirley Ann**.

**George McMahon**, foreman, has a granddaughter, **Margaret Ann**, named after her mother. The proud parents are **Mr. and Mrs. Stellaci**.

**Frank Manzi**, dock laborer, also has a granddaughter, **Deborah Ann**.

**Mr. and Mrs. G. C. Kalle** assistant agent, and friends motored to Roanoke, Virginia where they attended the annual convention of the United Railroad Veterans.

**Rose Marotta**, telephone operator, continued her vacation by spending a few days at local points of interest in New York state.

**Mr. and Mrs. A. Viaud** claim clerk, celebrated 16 years of marriage.

**Mr. and Mrs. Bud Reed** demurrage clerk, were given a dinner party in honor of their wedding anniversary by their daughter, **Joan**, and son-in-law, **Don**. Among those present were **Ruth Reed** and granddaughter, **Kathy**.

**Ed Ringle** has come back to Weehawken as our cashier and we wish to welcome him.

Our bowling team may not be on top of the list, but they sure seem to enjoy themselves in the process of bowling, it's the spirit that counts they say.

**Michael O'Grady** was the guest of honor at a retirement dinner given him by his fellow workers.

**Mr. O'Grady** retired after forty-two years service.

**W. J. Flusk**, agent, and **Mr. Ma-**

**lone** of Jersey City officiated.

**Mr. O'Grady** was presented with the Erie's certificate of service, together with other gifts.

125 men and their wives attended the dinner to wish Michael a happy retirement.

## SUPERINTENDENT'S OFFICE HOBOKEN

By Mary A. D. Meyer

**Mr. and Mrs. Fred Dana** spent a week's vacation taking shore trips.

**Mr. and Mrs. J. W. Conway** took local trips while on vacation.

**Mr. and Mrs. C. Messineo** went to Miami Beach.

**Mr. and Mrs. Jim Farrell** night side line dispatcher, and family took local trips for a vacation.

**Joe Nalewaiskie** and family spent a weekend at Long Island.

**Bob Collins** visited Canadian railroads in search of fast vanishing steam engines. He went to Montreal, then to McAdam, Chipman, Norton and St. John, all in New Brunswick.

**Bob** reports that the oldest active steam locomotive in the dominion, built in Paterson, N. J. in 1883, was shortly to be retired and supplanted by a Diesel.

**Dick Young** went to Washington, D. C. for a weekend.

**H. A. Rhoads**, **Joe Stanley**, **Harry Close**, and **Jack Sweet** attended memorial services for the Chicago White Sox, while **Al Whalen** was happy over the Los Angeles Dodgers' victory.

**George Ameer**, delegate-trustee, attended the second annual convention of Alsac, aiding leukemia stricken American children, held in Chicago. It is dedicated to the operation and maintenance of St. Jude Hospital, Memphis, Tenn.

Alsac is national in scope and is headed by the well known TV star, **Danny Thomas**.

**Mr. Ameer** recorded the highlights of practically the entire business proceedings of the convention and will present them to all the Alsac Chapters in the state of New Jersey.

**Carl Hansen** assistant chief train dispatcher, attended the train dispatchers' convention which was held in Chicago.

Recent visitors to the office were

**Ralph Riccardi, Bill Sutherland, Mr. & Mrs. Harry Coleman and Bill McLeod**

**Kathleen McTighe** temporary extra operator in Hoboken telegraph office, is attending Notre Dame College of Maryland. She is in her freshman year.

**Miss McTighe's sister, Margaret** is attending the same college, and she is in her junior year.

**Abe Kleiman** attended the opening of the Metropolitan Opera in New York City.

**Dick Young** took a train trip through northern Maine and New Brunswick, Canada, then returned to New Jersey and drove to Vermont and New Hampshire.

**Antoinette Geerinck** vacationed in Spokane, Washington and Las Vegas visiting relatives and friends, also spent a day with **Katherine and Frank Berry** both former Erieites, at the air force base in Indian Springs, Nevada.

Erie Railroad employees' fourth annual communion breakfast was held at the Mt. Carmel Guild Chapel, Paterson, N. J.

## Susquehanna Division HORNELL BACK SHOP AND DIESEL SHOP By R. L. Hammond

**Mr. and Mrs. W. L. Hamilton**, retired gang foreman, Hornell Diesel Shop, celebrated their 50th golden wedding anniversary.

**Frank Wolfanger**, machinist, was re-elected as mayor of the city of Hornell.

**Lawrence Flansburg** electrician helper and **Stanley Hail** pipefitter and **William Reilly**, retired pipe foreman, were elected to the city council.

**Jr. Parker**, messenger, vacationed at Medford, Mass.

**E. Branning** general master mechanic, and wife vacationed in New York City.

## Mahoning Division MANTUA

**Harold E. Miller**, agent at Mantua, O., has been appointed lieutenant governor for the 20th division, Ohio District of Kiwanis International during 1960.

The Cleveland Plain Dealer has dubbed **Mr. Miller** as the Erie's "perpetual motion" agent because of the official post he holds in

community and fraternal affairs.

**Mr. Miller** was again re-elected to the board of education in Aurora and the Portage County School Board in the November elections.

## POLICE DEPARTMENT

By J. O. Sheets

Patrolman **Andrew Herrick** spends much of his spare time polishing his new automobile.

Patrolman **Robert E. Hamilton** and wife celebrated their 19th wedding anniversary at Ashland, Ohio.

Patrolman **John M. Buda's** daughters, **Barbara** age 12 and **Susan**, age 4, are sporting new leather purses their father made for their birthdays.

Patrolman **Martin Banyas** reported good duck hunting.

Lieutenant **F. D. White** spent his vacation visiting relatives in Ohio. He stopped to visit his old friend, **Caleb Reid**, watchman-janitor at the Akron, Ohio freight-house.

Congratulations to **Pat** and Patrolman **E. Matanin** on the arrival of new son, **James**

Lieutenant **C. H. Pageler** has been laying the ground work for deer hunting around Tionesta, Penna.

## Kent Division

MARION

By Lucile Osmun

**Jack Durham** dispatcher, who is Worshipful Master of Oliver Lodge 447 F. & A.M. at Caledonia, Ohio, attended grand lodge meeting at Cincinnati, Ohio.

**C. W. Sidenstricker**, assistant chief clerk to division engineer, and wife, **Geneva**, file clerk in the superintendent's office, visited friends and relatives in South Bend, Ind.

Congratulations to **James H. Romine**, chief clerk at Gallon, Ohio, and wife on the arrival of a daughter, **Susan Kay**.

One of the meetings of the National Association of Railway Business Women was held at the home of **Gaff Gorman**

AKRON

By Besse Westbrook

**F. M. Smith**, claim clerk, and wife enjoyed their vacation in New York City attending some Broadway plays together with sight seeing and shopping.



**DOMINIC BELURGI**, retired section foreman, Lancaster, N. Y., has received his gold pass. He joined the MoW on Sept. 22, 1909, and worked on the Buffalo division until his retirement in 1951.

We were glad to see **Tom Manuel**, retired section foreman, **E. G. Tonge**, retired chief clerk, **L. E. Brillhart**, retired chief clerk in the revision bureau and **Robert Young house**, commercial agent at Cincinnati, who were recent callers at the freight office.



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### ALL CLOTH COTTON CAPS

Washable, Non-binding!  
Pleated or Balloon Tops!

Colors: Blue, red or green with white dots, brown and black with white dots; black and white stripe, red, white and blue stripe, all black, all white, tan or your railroad color combinations. Price only \$1.00 each.



All wool winter sport caps with ear bands. Colors black and white, red and black, green and

white, tan and white, all red. Price each only \$3.50.

All wool cotton lined with outside ear band 6 piece Top Blue or Black Uniform cloth. Price each only \$3.95.



Wool cotton lined with ear band 4 piece top in navy blue, black or dark oxford grey, all red. Price each only \$2.95.

Light weight cotton winter cap with ear band. Lined. Colors black, maroon, white, blue with white dot, Express stripe, all red. Price each only \$2.50.



Flat top uniform style with ear band. Price each only \$4.25.

UNION MADE. Be sure to give size when you order. All postpaid. No C.O.D.'s. We welcome inquiries for Dozen or Gross lots. Samples of caps or swatches of materials sent at your request.

**KROMER CAP CO.**

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## Report Due

(Story begins on page 10)

tion from all available sources including industry and the various government departments, and that later it will explore "the actual implementation of the national transportation policy vis-a-vis the intent contained therein and the inconsistencies that may exist between the policy and specific examples of legislation and/or regulation."

"We must keep before us at all times the thought that each mode of transportation should develop according to its inherent advantages-present or potential," he declared. "It must be our aim that regulation and Federal aid be administered equitably toward the best good of our entire Nation. We must maintain a flexibility that will facilitate adjustment to the constantly changing economic and technological situation."

### Committee Objectives

The committee's objectives, to be expanded or restricted as the study progresses, were outlined by the chairman as follows:

"I. Background analysis: The examination of basic considerations in such areas as public interest, social investment, competition, monopoly, and the question of more or less public participation in regulation and aid.

"II. Studies in areas and methods of regulation: Regulation by independent commissions, evaluation of administrative policy, possible areas of reduced, extended, or clarified control.

"III. Studies in the area of public aid: Public investment and coordination of aid programs.

"IV. Studies in equity and transportation policy: Various proposals dealing with allocation and

recoupment of costs of public facilities used by commercial interests.

"V. Special problems: Examination of specific areas such as rail passenger deficit, commuter and rural service, defense requirements.

"Studies are also in process at the Department of Commerce, and they will be examined prior to our proceedings so as to avoid areas of duplication. The Secretary of Commerce has promised complete cooperation."

## Take New Posts

(Story begins on page 13)

Hammond, Ind., Rice's first job with the Erie in 1938 was that of trucker in the 14th St. Freight House, Chicago. Subsequently, he worked as brakeman and conductor. He became general yardmaster in Chicago in 1951, and was transferred to Marion in that capacity in the following year.

He is married and has two boys, one a student at Youngstown University and the other in high school.

Clyde E. Wogan, takes Rice's place as trainmaster at Youngstown.

Wogan started as a trackman at Marion in 1944 and after his return from two years of military service, he became a brakeman in 1948. He was granted a leave of absence in 1949 to attend Purdue University, and resumed duty as a brakeman in 1952, moved up to conductor in 1954.

The following year he was promoted to transportation assistant in the Erie's research department in Cleveland, and to inspector of operation at Youngstown in 1955.

He is married and has four children, one boy and three girls.

## KERSHAW MANUFACTURING COMPANY, INC.

### Track Maintenance Machines

Montgomery

Alabama



# Points

(Story begins on page 11)

(2) Eliminate rules banning crews from operating through present crew-change points, so as to end multiple changes on short train runs and permit crew operations to be extended in keeping with rising train speeds.

(3) Wipe out the arbitrary lines now drawn between the work that may be performed by road crews and yard crews, thereby allowing full interchange of these crews without the present waste of duplicated effort, penalty payments and impaired service to the public.

## Firemen on Diesels

(4) Establish the right, as railroads already have in Canada and other foreign countries, for management to determine when firemen should be used on Diesel and other non-steam locomotives in freight and yard service. The fireman position in passenger service would not be affected.

(5) Eliminate all rules which stipulate the number of crew members required, and allow management to determine when and where to use trainmen, conductors, engineers and others.

(6) End rules requiring idle standby operating employees when self-propelled equipment is used in track maintenance, repair or inspection.

## End of Waste Vital

Speaking for the railroads, Theodore Short, of Chicago, chairman of the Western Carriers' Conference Committee, said that an end to employment waste, as envisioned by the rules proposals, "is absolutely vital to the railroads' future."

"Faced with the rapid expansion of competitors using government-built and tax-free highways, airports and waterways, the railroads are moving into a fight for their lives," Mr. Short declared.

"It is management's earnest hope," he continued, "that rail labor leaders will act in their own self-interest to help reach sensible agreements and end this waste which hits all railroad workers in reduced employment—as well as the general public in inflated

prices and weakened railroad services."

More than 500,000 jobs, or an average of 1,000 a week, have disappeared on the competition-hit and featherbed-burdened railroads over the past 10 years.

Mr. Short emphasized that the railroads' effort to streamline job practices "is directed at outdated work practices, not at people."

"The main causes of featherbedding," he stated, "lie in the failure because of union resistance to modernize work rules in keeping with the near-revolution in railroad technology over the past 40 years."

## Public Stake

"Outside referees have also interpreted many of the rules out of all context with original intent. And "excess crew" laws pushed by labor through the legislatures of 23 states upwards of half a century ago still legalize featherbedding by requiring surplus brakemen and others on trains."

The public has high stakes in this new development. America relies on railroads to haul nearly half of all the freight moving between our cities. And the future of this indispensable industry may well depend on the outcome of the labor talks now opening up in Chicago . . . in this historic effort to end featherbedding.

• • •

# Hallberg

(Story begins on page 11)

traffic manager, presented Hallberg with an album of cards and Eugene J. Dean, assistant vice-president, sales and service, presented a purse representing the good wishes of friends all along the line. Wilbur W. Thoms, assistant vice-president, Cleveland, presented the retirement certificate.

Merger hearings at Washington prevented President Harry W. Von Willer and David R. Thompson, vice-president, traffic and development, from attending. Both sent expressions of gratitude and appreciation for a job well done.

Besides the good wishes of Erie personnel, Hallberg carries with him into retirement those of the many friends he made in the traffic and transportation field.

• • •



## Brightest star among gifts



This year, will Christmas be memorable as well as merry? The gift of a Hamilton will make it so, because a Hamilton watch is a lifetime treasure.

Your Hamilton Jeweler or Time Inspector will be happy to help you make your choice. See him soon. Hamilton Watch Company, Lancaster, Penna.

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# HAMILTON



THE GIFT OF A HAMILTON—  
REWARD OF LOVE

# Twins

(Story begins on page 12)

board, who, in those days, was attending Allegheny College and working for the Erie at night and on Saturdays.

On March 1, 1915, Mabel entered the stores department as stores clerk, and in 1949 was advanced to stenographer-general clerk in the stores department. That title covered many duties.

Gerald M. Byers, division storekeeper at Meadville, Mabel's most recent boss, says: "There isn't anything she couldn't do or wouldn't do for the Erie Railroad. She was not only most efficient in her regular work, but could be depended upon to go much farther. She even took a leading part in cleaning up after the 1959 flood."

## Mechanical Department

Mae was a little longer finding her life's work. She came to work for the Erie on July 1, 1915 as a stenographer in the mechanical engineer's office at Meadville. A little more than a year later she was assigned to the test department as stenographer, duties she still performs in the afternoon.

In the mornings she is stenographer in the office of the assistant valuation engineer. Her time has been divided this way since March of 1958.

Twins though they may be, the Schells show many differences: Mabel is likely to trot from place to place, Mac to walk. Mac likes housekeeping and gardening; Mabel likes club activities away from home. She is a past grand regent of the Catholic Daughters of America and takes Campfire Girls on hikes every weekend of the year--something that keeps her young in the Meadville winters.

Their plans on retirement are just as different. They are agreed

on one thing: they'll keep the house on Randolph Street and continue to live there. For Mae the house and garden will be a hobby --for the ample back lot is full of her flowers--but for Mabel it will be a base for her travels. She's been in all but three of the 50 states and she plans to visit Florida first. Then, provided that no more states are added to the union, she'll see about getting around to Alaska and Hawaii, completing the list.

## Reader's Digest

(Story begins on page 8)

pay to the yard crew which should have done the work.

This line of reasoning goes both ways. A train stalled in snow two miles from the Minneapolis & St. Louis yard at Albert Lea, Minn. Out went a switch engine crew and pulled the train back to the yard. For this effort the yard crew won an extra day's pay because it had done road work.

Another NRAB case involved a crew that began work at 2:30 a.m. instead of its assigned three o'clock.

Though the men put in only eight hours, they claimed additional pay because 2:30 was part of a different work period. A referee agreed. So they got eight hours' pay for their regular duty and, for the half-hour early start, 12 hours' pay (eight hours at time-and-a-half). A total of 20 hours' pay for eight hours' work!

Besides the work agreements and NRAB precedents, there is still another major factor forcing the railroads to employ unneeded men.

In 16 states, laws spell out the required number of brakemen and other crew members to be carried on trains passing through. Many

of these laws go back 50 years, to a time when railroad cars required hand-braking. Today, trains are equipped with power brakes, but the old laws remain on the books.

An Indiana law requires the use of a third, or excess, brakeman on freight trains of 70 or more cars. Pennsylvania Railroad freight trains made up at Terre Haute for St. Louis therefore carry three brakemen, but at the Illinois border less than ten miles away one of them leaves the train, since Illinois law does not require an excess brakeman.

"Rather than have that man wait hours for a returning train," says a PRR official, "we often bring him back to Terre Haute by taxicab." This third brakeman collects a full day's wage for his ten-mile stint.

Full-crew laws and featherbedding work agreements have added so many unnecessary persons to train service that they have contributed immeasurably to the soaring passenger fares and freight rates--and thus to dwindling business.

In fact, says Alan S. Boyd, of the Florida Railroad and Utility Commission, "adherence to such make-work requirements has entirely deprived the public of railroad passenger transportation on a number of branch lines."

A Gallup Poll taken this year reveals that 45% of union-member families oppose make-work.

They even favor laws prohibiting this practice. But the answer does not lie in laws; it lies in a greater sense of responsibility to the public on the part of the railroad brotherhoods.

Other union leaders would do well to consider the statement of Guy L. Brown, president of the Locomotive Engineers, who has said: "Many of the working rules on the railroads are obsolete and in need of revision. We should be willing to give serious consideration to proposed changes."

It will help materially in promoting this point of view if, in the talks about to begin, the unions are made aware that the public is sick and tired of costly, wasteful featherbedding.



**RAILROAD**

**ACCESSORIES**

**CORPORATION**

**SIGNAL AND TRACK DEVICES**

**Chrysler Building  
NEW YORK 17, N. Y.**

# Losses in the Erie Family

# Pine Trees

(Story begins on page 5)

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Abrams, Harold Alvin	Road Conductor	New York Division	9-23-59
*Alloy, Frank Anthony	Carman	Dunmore Car Shop	10-12-59
Anderson, George Woodson	Trackman	Mahoning Division	9- 7-59
*Banfield, Eugene	Trackman	Susquehanna Division	6-18-59
Bitzel, John Edward	Signal Helper	Marion Division	9-24-59
*Bomberry, William	Trackman	Meadville Division	
*Brahs, Charles John	Painter	Huntington Car Dept.	7-18-59
*Brusselle, Louis Joseph	Crossing Watchman	New York Division	8- 4-59
Bryant, Fred Henry, Sr.	Carpenter Foreman	Susquehanna Division	9-14-59
Carpenter, Charles Alvah	Agent	Pittston, Pa.	9-17-59
Conrad, Clarence Edward	Hose fitter	Meadville S.&R. Plant	9-23-59
*Cooke, Charles Augustus	Boilermaker	Marion Roundhouse	8- 3-59
*Costello, Steve	Crossing Watchman	Susquehanna Division	7- 8-59
*Curry, John	Engineer	Delaware Division	10-15-59
Doherty, Charles Edward	Investigator LAD	Frt. Claim Dept., Cleveland	9-30-59
*Ferraioli, Nicholas	Wheelsman	Marine Dept.	9-26-59
*Froncillo, Frank	Boilermaker Helper	Meadville Roundhouse	10-14-59
*Hank, William Joseph	Machinist	Meadville Shop	10- 5-59
*Hanrahan, Martin Emerson	Switchtender	Susquehanna, Pa.	10-19-59
*Hecking, Edward Aloysius	Night Agent	Jersey City	10-14-59
Hochberg, Elmer Steele	Engineer	Kent Division	9-29-59
*Ivery, Joseph Patrick	Barge Captain	Marine Dept.	7-12-59
*Johnson, George Theodore	Boilerwasher	Avon Loco. Dept.	7-19-59
Kelly, Harold Edward	Section Foreman	Tioga Division	9-17-59
*Krech, Oscar Robert	Ticket Agent	Chambers St., N. Y. City	10-16-59
*Lyons, Arthur Walter	Asst. Section Foreman	Buffalo Division	9- 1-59
*Mallory, Clinton DeWitt	Agent	Delaware Division	9-26-59
*MacEwen, Marguerite Frances	Clerk	Aud. of Revenues Dept.	10- 4-59
McCain, Roy Lester	Power Truck Opr.	Meadville Diesel Shop	10- 1-59
*McGlenn, John Joseph	Engineer	New York Division	9-18-59
*McKinnon, Edmund Douglas	Engineer	New York Division	8- 7-59
*Miller, James Calvin	Freight Conductor	Kent Division	10- 9-59
Paklepa, John Matthew	Car Repairer	Salamanca Car Dept.	10-13-59
*Parker, Milton Thomas	Stockkeeper	Hornell Stores	10-13-59
*Payne, Earl Leon	Operator	Jefferson Division	8-21-59
*Pekarek, Joseph Stephen	Engineer	Mahoning Division	10-16-59
Pokrandt, Albert	Asst. Car Distributor	Buffalo, N.Y.	9-28-59
*Quilter, John Joseph	Loco. Inspector	Jersey City Shop	10-11-59
*Russell, Abe	Trackman	Susquehanna Division	5-12-59
*Snowden, William Ezra	Boilermaker Helper	Hornell Shop	10-22-59
*Spieler, Philip J.	Machinist Helper	Cleveland, O.	9-25-59
*Tart, Charles	Trackman	Mahoning Division	10- 9-59
Tolan, Edward Bartholomew	Machinist	Hornell Back Shop	9- 8-59
*Townsend, William Sherman	Car Inspector	Marion Car Dept.	10-17-59
*Van Houten, Frank Lewis	Engineer	New York Division	8-10-59
Ware, Robert Duane	Welder	MeadvilleProgram Car Shop	10-14-59
*White, Edward William	Signal Maintainer	Susquehanna Division	8- 9-59
*Wright, Robert John	Asst. Chief Clerk	Aud. of Rev. Dept.	8-30-59
*Zaydek, John Stanley	Wood Mach. Operator	Cleveland Car Dept.	7-15-59
*Retired Employees			



**SEEDLING TREES** are planted through the sod. Six years and much trimming later, they are ready for the Christmas market.

vance. After the trees are cut, what little yellow there is turns green again. But the trees have to be cut in time for this to happen."

This year he is reaping his first crop, and the acre from-which the trees are cut will be replanted.

He expects to get about \$1 to \$1.25 a tree a nice increase from \$5 a thousand, if you don't mind using hedge clippers every week-end during the summer.

And this summer there were seven to eight thousand that needed clipping twice!

# Radio Salute

(Story begins on page 6)

large crowds met the train and received a personal view of the radio personalities. At Ohio City, the high school band provided a salute to Mr. Hendry and the radio train.

Presentations of electric trains were made to the mentally retarded children's class at Kenton; the Allen County Children's Home in Lima; the March Foundation of Van Wert at Ohio City, mentally retarded children's class at Decatur, and a similar group at Horace Mann School in Huntington.

At the end of the run, Mr. Navin presented the official retirement certificate to Mr. Hendry on behalf of the Erie Railroad, and Mayor Devon Blackburn paid tribute to him and the Erie. A portable radio was given to retiring conductor Hendry for his participation in the program.

Providing technical assistance on the trip were W. E. Boh, road

foreman of engines, and William Donley, trainmaster. Early Erie and Chicago and Atlantic Railway history, as well as the musical theme for the program was provided by Roy Bates, a Fort Wayne railroad historian.

## STILL GREATER PROTECTION--For Cars and Lading

*Cardwell Friction Bolster Springs*  
to absorb vertical and lateral forces

*Cardwell and Westinghouse Friction Draft Gears*  
to absorb horizontal forces

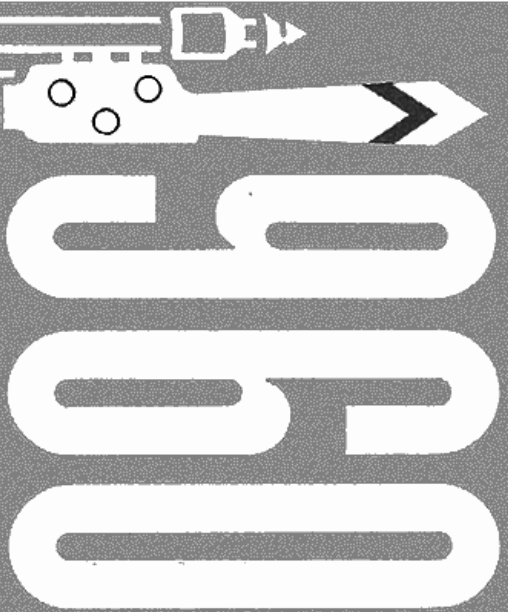
**CARDWELL WESTINGHOUSE CO., Chicago, Ill.**

## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

## IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Ton per Hour from Vessel



Good service every day  
means more business  
every year

ERIE



## JANUARY

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# 50 million Frenchmen say: "Vive les chemins de fer"!



**The war left France with a big economic headache and very little railroad to make a comeback on.**

So the French took the first big step toward industrial recovery by immediately restoring the railroads. Progress has never let up since.

Today, French industrial production is up 80%, as compared with ten years ago, thanks in part to the national policy of encouragement of the railroads. Freight traffic has increased by 65% --with less equipment than before the war. And France has become even more of a power to be reckoned with in world trade.

In France- and around the world- railroads are recognized as the most productive form of general transportation, with the lowest true costs.

\* \* \*

**In the United States**, by contrast, public policies tend to ignore this basic truth.

Here, the government appears indifferent to the strength and stability of the railroads while it promotes and encourages the railroads' competition.

Railroads are burdened with discriminatory taxation- while their competition uses highways, waterways and airways built and maintained by the government.

\* \* \*

**The railroads** of the United States ask no special favors. All they ask is equality of treatment- and the opportunity to compete on an equal basis- to the benefit of the public.

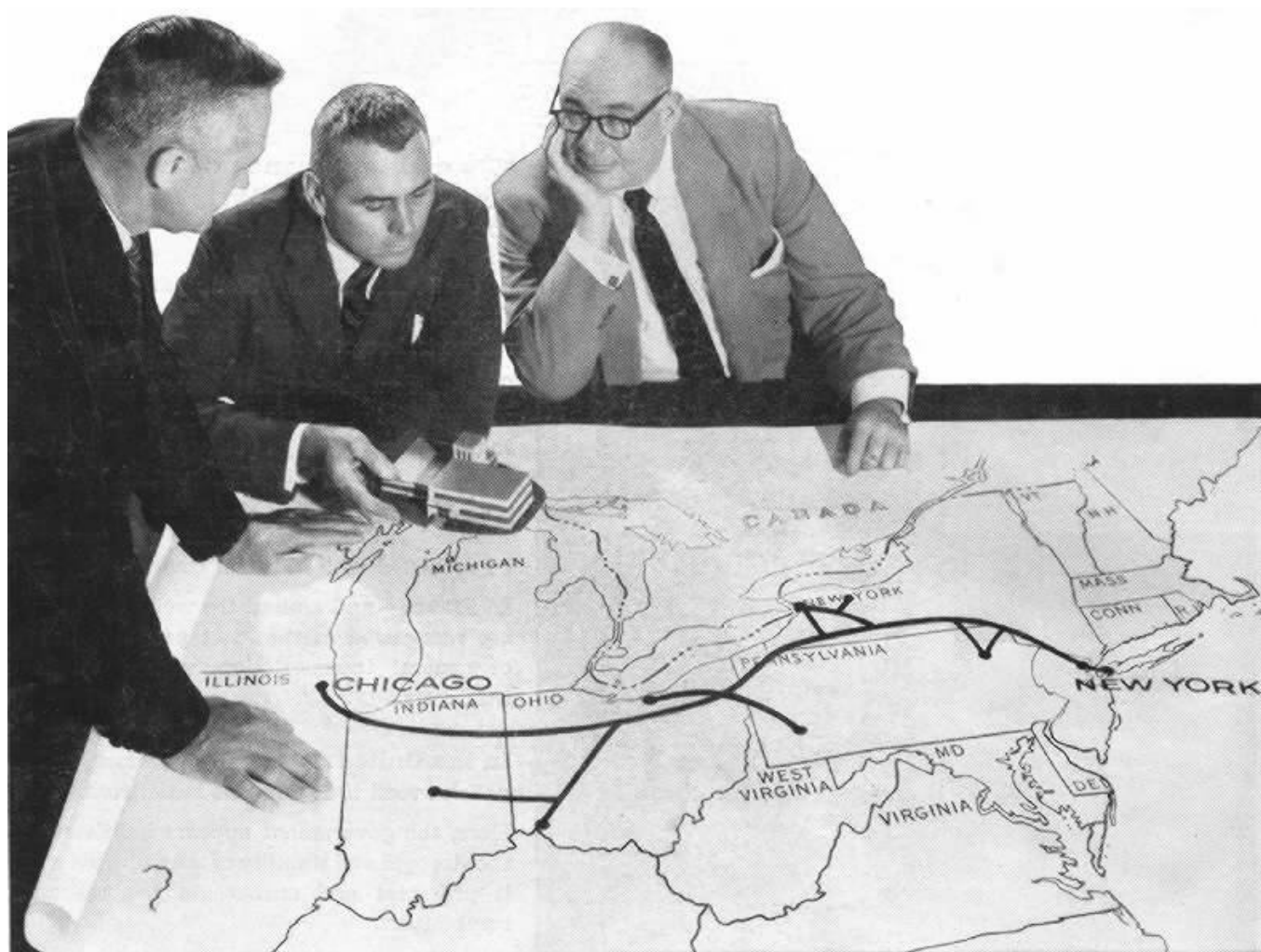
On such a basis, America, too, would be making the best use of its railroads- the nation's greatest transportation asset.

ASSOCIATION OF  
**AMERICAN RAILROADS**  
WASHINGTON 6, D.C.

# WHEN PLANT LOCATION IS YOUR PROBLEM

*an Erie customer service team*

*is ready with the facts for you*



When you need facts about new plant sites for your company, that's the time to call on another important Erie customer service team—the men of our Industrial Development Department.

They have—or they'll quickly prepare—information you need about any location in the industrial area served by the Erie Railroad. They will work with you to help select the location that best meets your company's requirements. They can give you facts on taxes, labor supply, availability of water and utilities, housing and recreational facilities, accessibility of markets or sources of supply, and other vital facts. And they'll help you arrange any special facilities you need to coordinate Erie's dependable rail service with your operations.

These Erie specialists, along with those of every other department, welcome the opportunity to demonstrate Erie's complete customer service—the brand of service we think is essential in providing the ultimate in efficient rail transportation. To enlist their help on your plant location problems, call or write: D. M. Lynn, Asst. V.P., Industrial Development, Room 521, Midland Bldg., Cleveland 15, Ohio.



...symbol of  
dependable  
customer  
service

## Erie Railroad

*Dependable Service For The  
Heart Of Industrial America*

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