

BESS EMER

FRISCO

TPW

GM&O

SOUTH SHORE
LINE



SPOKANE
PORTLAND
SEATTLE RY



CHICAGO
& ILLINOIS
MIDLAND



BANGOR
AND AROOSTOOK
RAILROAD
Serving
NORTHERN
MAINE



Burlington
Route

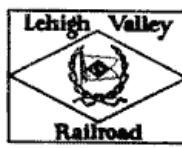


PITTSBURGH
LAKE ERIE
RAILROAD

THE
MILWAUKEE
ROAD



CENTRAL
GEORGIA



WESTERN
PACIFIC



L&N



L.S. & I.

NICKEL
RATE
ROAD

NEW EMBLEM ?
AFTER MERGER ?

• The President's Page

THE 34th Annual Installation Dinner of the Erie Veteran's Association last month was a delightful affair. It was good to be able to meet so many of the "Vets" and their wives. The members of the Hornell Chapter did a fine job acting as hosts and I congratulate them. I enjoyed myself immensely.

The Erie is justifiably proud of its heritage as well as the long service records so many of its employees have achieved. These years of experience give us a certain strength of stability that stems from maturity and judgement. Yet in talking with these "old-timers" it was evident to me they realize the importance to our company of thinking about the future rather than the past.

Today's highly competitive transportation market is moving ahead so fast that merely to stand still is to go backward. For our own security we must raise our sights and build for the future. Age is not a barrier to constructive thinking. We must guard against the greatest enemy of progress-negative thinking.

All signs point to improved conditions on the Erie in 1960. To reap the rewards these better conditions will bring, we must be willing to work enthusiastically for them. The seasoning of maturity and the vitality of youth that we have available on the Erie is a combination I am sure will help us find better ways to do the job that is before us in 1960. Let's go forward with confidence!

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

February, 1960

Volume 55, No. 12

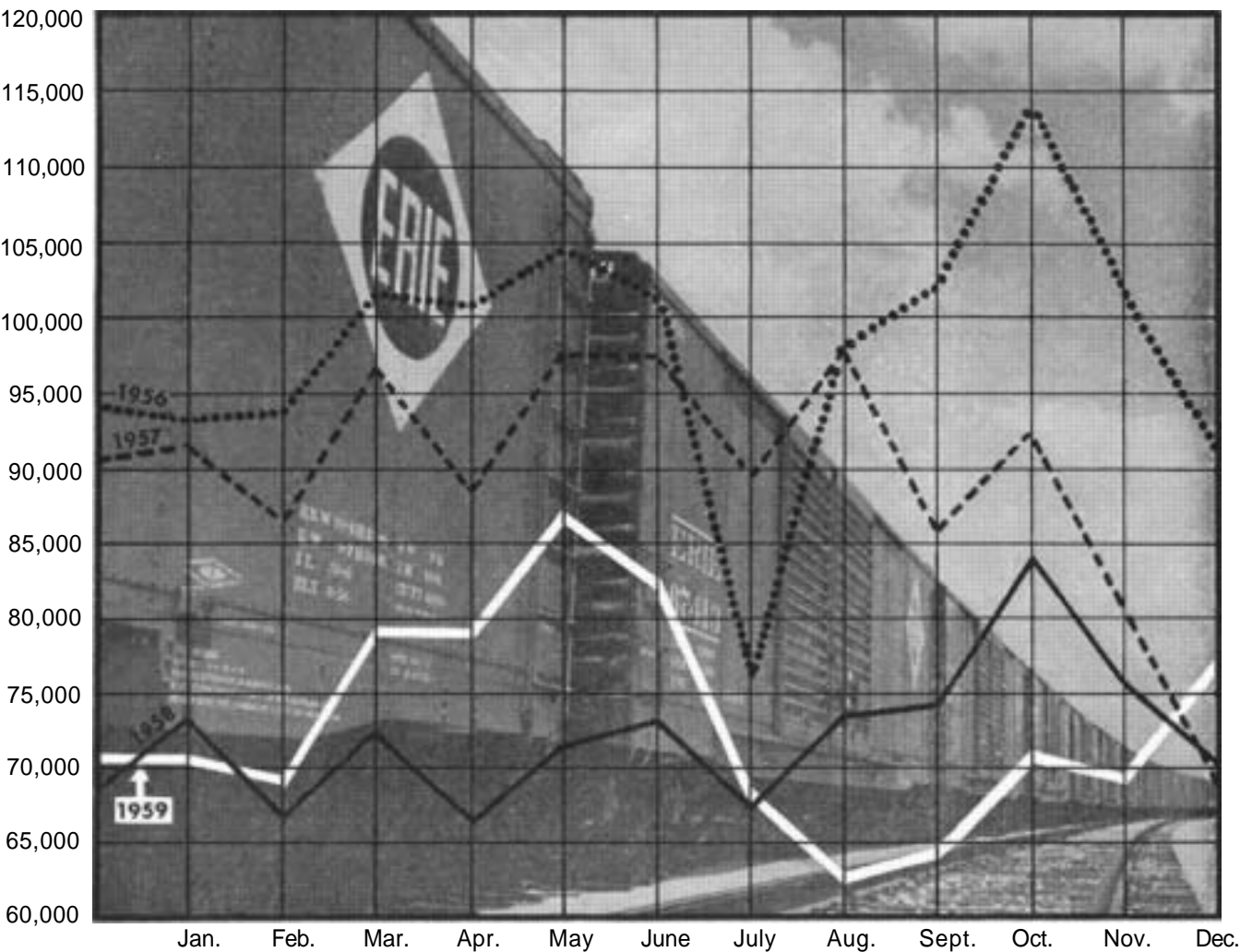
THE COVER:

Notably missing, except for the magazine's own label, from the collection of railroad emblems on the cover, are those of the Erie and Lackawanna railroads. When the two lines merge, a new emblem will be needed. Perhaps you will be the one to supply it. See page 8.

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

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

Business Indicator



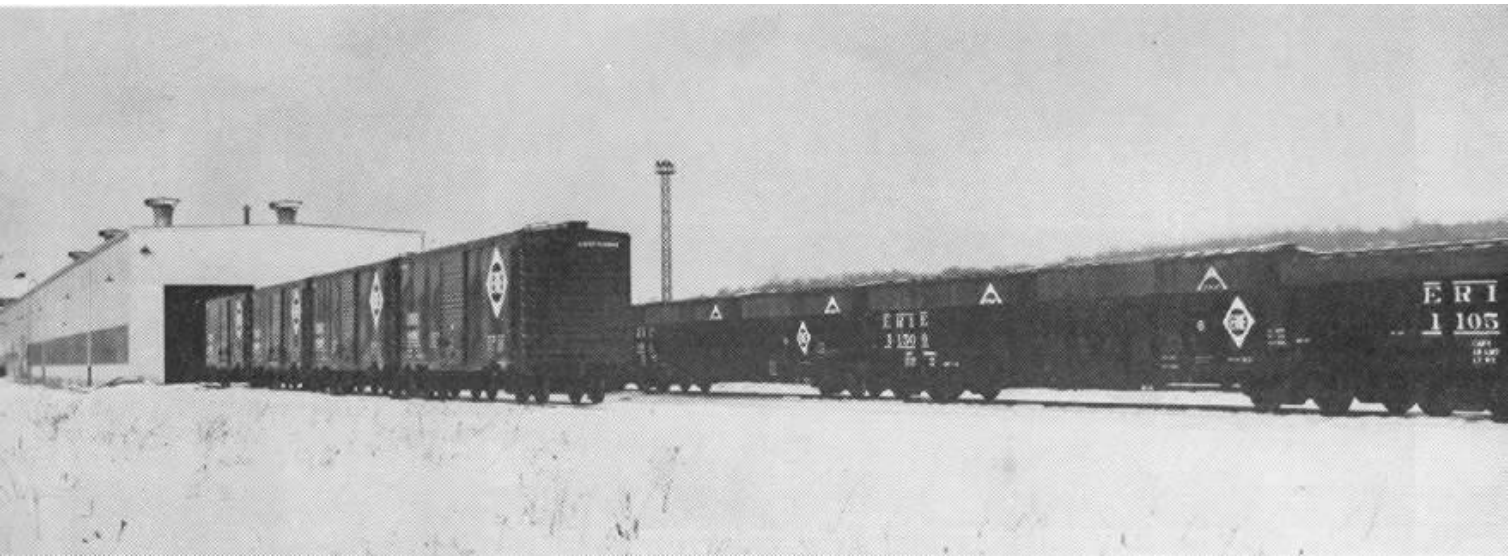
Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

		Amounts Received	Amounts Spent	Net Income (or Loss)
Month of December:				
	1959	\$ 13,750,788	\$ 13,412,312	\$ 338,476
	1958	13,961,057	13,600,719	360,338
Twelve months ended December 31:				
	1959	\$156,416,461	162,101,348	(\$5,684,887)
	1958	154,749,241	158,418,120	(3,668,879)

() Denotes Loss

Gondolas for Reviving Steel Trade Roll from Erie Shop



GLEAMING IN NEW PAINT, gondolas and box cars emerge from the Meadville car shop.

Activity at Meadville Did Not Slacken During Steel Strike

TO MAKE CERTAIN that the recovery of the nation's economic health after the 116-day steel strike would not be impeded by a lack of railroad cars to haul the output of the steel mills, the Erie Railroad has been rebuilding cars for all the nation's shippers.

Throughout the strike the Erie's \$4,000,000 ultra-modern car shop at Meadville was upgrading box cars; once the strike approached settlement, the emphasis was switched to gondolas.

Today about eight gondolas a day, and one other car are turned out of the shops, as good as new, and ready to take their place in the fight to keep America supreme economically.

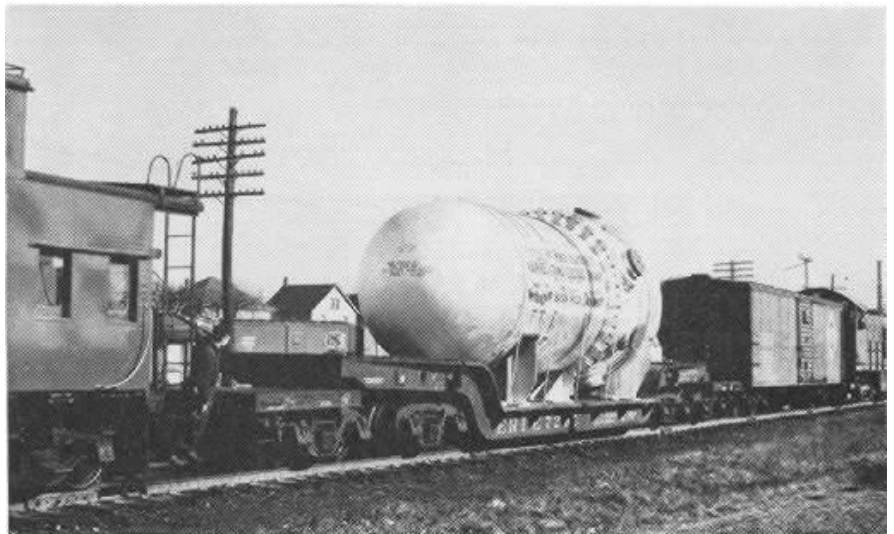
Those on the front line of this battle are the 176 men in the shop who work under the direction of Arthur M. Kroger, shop superintendent.

Gondolas coming in for repairs arrive in various stages of disrepair. They first go to the strip yard where old flooring is removed, sides are straightened, and end gates taken off.

Flooring Comes Out

Once the flooring is out, floor stringers and other underframe parts are straightened and otherwise repaired. The whole car is gone over for faults that might not

(Please turn to page 26)



TYPICAL OF WHAT THE ERIE and its men can do was the movement of this nuclear reactor from the Barberton plant of the Babcock & Wilcox Co. Destined for the Yankee Atomic Electric Co. plant at Rowe, Mass., the load was turned over to the New Haven at Maybrook less than 24 hours after it left Barberton. The 174 ton lading rode aboard a depressed-center fiat built in the Erie's Meadville shops.

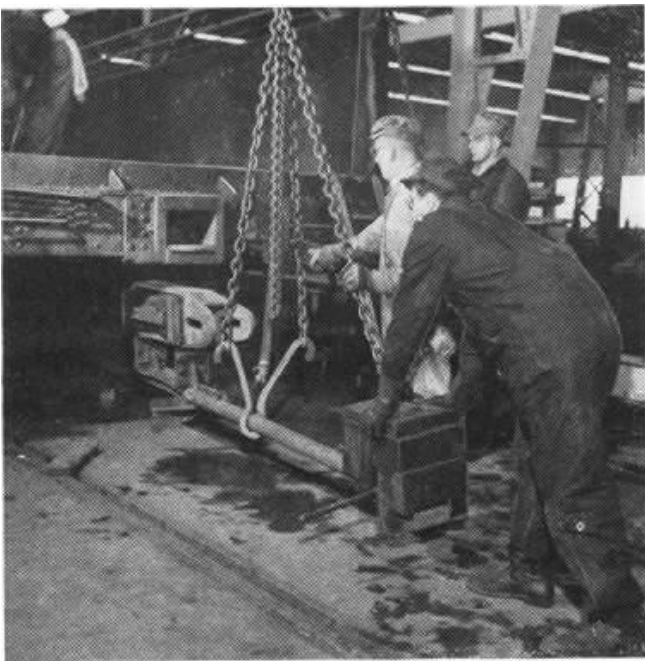


ASSEMBLY-LINE METHODS ARE USED on the shop floor and the huge room dwarfs the men at work on the cars.

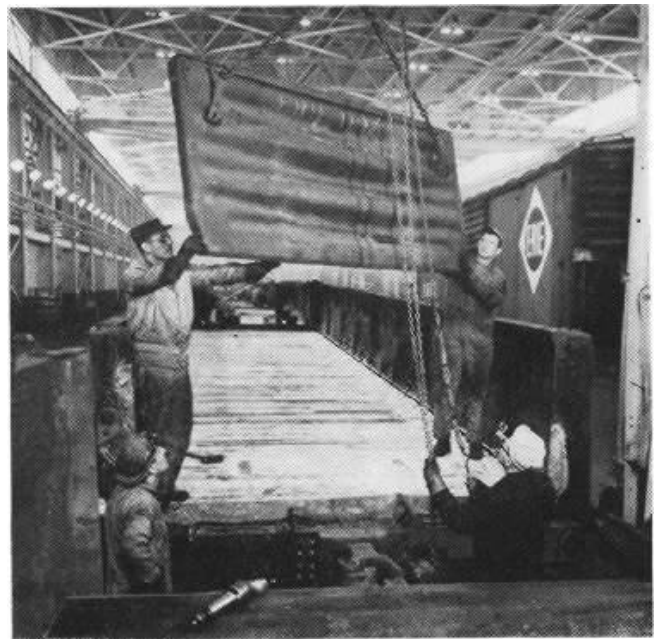
ONCE THE OLD flooring is removed, steel underframe parts are straightened.



SIDE PANELS ARE RIVETED in place as part of the upgrading program.



NEW DRAFT GEAR is inserted.



A NEW END GATE is dropped into place.



NEW OAK FLOORING IS INSTALLED in gondolas and jacked into place,



BLACK PAINT IS APPLIED by this moving spray booth. Note unpainted end of car.

Here's Chance to Win Fame, Fortune Designing Emblem

Erie-Lackawanna Railroad Will Need Herald and Slogan

WHEN the proposed merger takes place, the new Erie-Lackawanna Railroad Company will need a new emblem and a new slogan. The familiar Erie diamond and the equally famous Lackawanna trade mark, as we know them today, will no longer be appropriate.

A new railroad symbol will have to be designed so that it can take its place among the many easily-recognized trade marks that have become a part of the American industrial scene.

There will also be occasions where a slogan will be useful to describe the special features or characteristics of the new company. Several of them have been used



THIS FAMILIAR SYMBOL is the present Erie herald, a modern version of a trademark made familiar by generations of use.

from time to time to symbolize these railroads such as:

"Serving the heart of industrial America"

"The Route of Phoebe Snow"

"It's the men that make the Erie"

"The road of anthracite"

"Ship and travel via Erie"

General Electric, for instance, uses "Progress is our most important product" and everyone is familiar with the slogan "You can be sure if it's Westinghouse."

Open to Families

Naturally every employe of the new company will want to be associated with the best possible emblem and slogan that can be created—something simple and yet distinctive that will quickly identify the merged railroad as a modern and progressive organization.

Here is your opportunity to submit your ideas. In fact, by doing so you may become a part owner of the merged railroad as shares of stock in the new company are being offered as prizes.

This contest, sponsored jointly by the Erie Magazine and the Lackawanna News, is open to all employes and members of their families of both the Erie Railroad and the Lackawanna Railroad.

Prizes Listed

Prizes will be awarded as follows:

10 shares of Erie-Lackawanna Railroad Co. common stock for the best design and slogan submitted by an Erie Railroad employe or member of his family.

10 shares of Erie-Lackawanna Railroad Co. common stock for the best design and slogan submitted by a Lackawanna Railroad em-



THE LACKAWANNA RAILROAD currently uses these two trademarks, one of which features Phoebe Snow.



5 shares of Erie-Lackawanna Railroad Co. common stock for the second best design and slogan submitted by a Lackawanna Railroad employe or member of his family.

February, 1960



9

New York PSC Makes Report: Repeal Minimum Crew Law

Act Called "Unusual and Extreme;" Not Related to Safety

After a long and thorough study in which all parties concerned were heard, the New York State Public Service Commission has unanimously recommended the repeal of the state's minimum crew laws, which have been on the books since 1913.

In its conclusions the PSC called the legislation "unusual and extreme" and pointed out that no such laws apply to the bus, truck, air or rapid transit lines operating within the state.

Among the PSC's findings were these:

1. There is no relationship between "full crew" laws and the safety of railroad operations.

In this respect the Commission said, "It cannot be demonstrated that a six-man train crew is per se safer than a five-man crew for freight or passenger train operations under all conditions and circumstances.

"There is no magic in mere numbers of crew members, much less in arbitrarily selected numbers of

railroad cars, by which minimum crews prescribed for railroad passenger, freight or switching operations generally can be supported or justified."

2. New York's "full crew" laws have caused a waste of manpower and money. (The PSC set the cost at \$4,400,000 a year for the 664 jobs carried on the payroll as a direct result of the present law.

3. The railroads are vitally essential to the commerce and economic welfare of our state and na-

tion and should not be subjected to unnecessary and burdensome statutory requirements, the continued need for which cannot be justified by any reasonable tests.

Railroad Progress

The commission undertook the study at the behest of the state legislature, which requested the study on March 25, 1959. Since that time the PSC has heard arguments for and against the laws from representatives of railroad management and brotherhoods, and has also heard railroad suppliers discuss the technical side of the matter.

In its report the commission points out that it has the power, and exercised it before the 1913 law was passed, to set crew sizes. It points out that should the law be repealed, it could again use that power, setting up reasonable tests for crew consists.

The report, 64 pages long, traces both the history of the law, and (Please turn to page 30)

Fifth Annual Golf Tournament Set at Hubbard

Plans for the Fifth Annual Erie System Golf Tournament have taken final form, and Hubbard Golf Course, six miles northeast of Youngstown has been chosen as the site of the event, which will be run off on July 16 and 17.

The committee chairman, Carl R. Briggs, has ordered entry blanks which will soon be available at all ticket offices and superintendents' offices, and from Briggs himself, at 180 Belmont Avenue, Youngstown.

Entrance fee has been set at \$4.

Location of the course is familiar to all who have traveled over the first sub-division of the Mahoning division, as it lies right beside the tracks. The course has 18 holes, all south of the tracks, and can be easily reached from Youngstown by private automobile or by bus.



ROBERT H. HANN (right), corporate secretary of the Erie Railroad, has just finished a year of service as chairman of the Railroad Community Committee of Cleveland. He has turned over the committee's gavel to C. H. Norris, coal freight agent of the Baltimore and Ohio.

Goodbyes Said to Erie Men, Records Total Over Century

Mac Ewen, Violand Began as Boys

Erie officials and other friends of long standing said goodbye last month to two Erie men whose service totals more than a century when Frank A. MacEwen, assistant comptroller, and Herman G. Violand, assistant to the vice president, operations, retired. Among those who attended the official farewell luncheon at the Hotel Cleveland were Paul W. Johnston, chairman of the Erie board, and Harry W. Von Willer, Erie president.

MacEwen, a bachelor, entered Erie service in New York as an office boy in the comptroller's office when he was 14 years old. He moved up through various positions in the department, and when the Erie's general offices were moved to Cleveland in 1931 he was a special accountant.

He was promoted to general accountant in 1944 and assistant to comptroller in 1951. He has been assistant comptroller since 1953.

With no family to help him choose, he is not yet sure of his final retirement address, but will continue to live at 1209 W. 110th Street, Cleveland 2 for at least a while. He is thinking seriously of retiring to New Jersey, or possibly Long Island, and like most Brooklyn natives, leans to the latter choice.

Since 1910

Violand came to work for the Erie as a messenger boy in 1910, and remembers the encouragement the road's officials gave him to continue his high school studies.

"They even made arrangements to stop the Erie Limited at Paterson, where I lived, when I was on my way home from the night high school in Manhattan," he recalls. "That was a real concession, as the



GOOD-BYES ARE SAID as Harry W. Von Willer, president of the Erie, presents Herman G. Violand (left) and Frank A. MacEwen (center) with their retirement certificates.

train did not stop there then, even for revenue passengers."

After various clerical positions

and military service in World War I, he worked at Meadville and in

(Please turn to page 29)



JAMES M. DEAN has been elected president of the Tri-Cities Traffic Club. On hand to congratulate him were many men who help make the Erie. Left to right: Edward W. Keiley, assistant freight traffic manager, New York; Carl S. Kinback, superintendent, Hornell; Dean, commercial agent, Elmira; Thomas E. McGinnis, assistant general manager, eastern district; Harold J. Spindler, division freight agent, Elmira.



THE ANNUAL BANQUET WAS ATTENDED by 400 members of the Veterans' Association.



MRS. CLARENCE GREEN (left) and Mrs. Ina Rae Lathers were among the Erie family members who helped entertain the veterans.



MRS. FAY ROBINSON, and Mr. and Mrs. Harry A. Wilson, all of Youngstown chapter, had such a good time that Mrs. Wilson did a high kick.

400 Erie Veterans Attend Annual Banquet at Hornell

Hear HVW Give Forecast for 1960

FOUR HUNDRED MEMBERS of the Erie Railroad Veterans Association heard Harry W. Von Willer, president of the road, forecast a brighter year ahead for the Erie at the association's annual winter banquet and dance at Hornell last month.

Too, the group took steps to broaden the base of its membership and increase its membership. For a three-year period, 1960 through 1962, employees with 15 or more aggregate years of service with the Erie will be eligible for membership.

Previously only those with 20 or more years of service were eligible. Currently the association has more than 4,500 members; the more liberal admission policy, and a membership drive, will, it is hoped, raise that figure to 5,000 by the end of June.

Provision was made also for suspended members to reinstate their memberships for a fee of \$2 in-



THE GAVEL CHANGES HANDS as Harry C. Travis becomes president of the Veterans for 1960. Left to right: John F. Hazzard, Jersey City chapter, second vice president; Hubert F. Kelley, Huntington chapter outgoing president; Travis, Hornell chapter; and Charles J. R. Taylor, first vice president, general office chapter.

stead of the usual \$4, provided they take action before June 30.

New members will pay \$2 as a (Please turn to page 29)



ELEVEN HOSTESSES kept the annual winter party moving smoothly. Left to right: Mrs. William Sanford, Mrs. Chester Cole, Mrs. Florence Gardner, Mrs.

Arthur Hotter, Mrs. Francis Tyson, Mrs. Clifford Dodge, Mrs. Anna McRae, Mrs. D. F. Dailey, Mrs. E.D. Clark, Mrs. E. A. Wallin, and Mrs. Lee Hamilton.

Praise Earned by Erie Men, Women at Work

Sir:

En route to Mexico via Erie we left Rockefeller Plaza Sunday a.m., Feb. 1. Even before boarding train at Hoboken we were taken over by your porter, Mr. Charles Bland. This man mothered us all the way to Chicago. With this sort of courteous treatment we could not possibly think of traveling except by Erie in the future....

Duncan and Florence Gray
New York, N. Y.

Sir:

I took a trip out to Pennsylvania and back on your railroad. The kindness and helpfulness of your employes impressed me a great deal. The facilities which you offer to your customers is of such a nature that I intend to use your line whenever I can.

Inadvertently, I forgot to tip the porter on car #11 of the Erie Limited (Train No. 1) which arrived in Chicago at 8:20 A.M. on Tuesday July 28, 1959.

Please forward this envelope to the person in charge of the Pullman porters so that he can give this to the right fellow. The porter was very nice, I was just in too much of a hurry to make train connections in Chicago.

Thank you very much.

Berkeley Mickelsen
615 East Willow
Wheaton, Illinois

Sir:

I would like to thank you for all of the attention we received when connections were so close in Chicago. It had not occurred to any of us that the Erie operated on Daylight Time, although had we given it half a thought, we would have known that was the case.

Fortunately the train had made up the lost time when we arrived at Huntington.

Thanks again for the courtesy and attention given to us.

A. D. Carlson
Fancher Furniture Company
Salamanca, N. Y.

Sir:

Occasionally I use the Erie Railroad as one of the better ways to get to New York from Hawthorne, New Jersey.

One morning last week I caught the usual 11:13 from Hawthorne and just before arriving in Passaic I discovered that I had left my brief case in the Hawthorne station. The brief case contained material that was absolutely necessary for a 1:30 appointment in N. Y.

When I entered the Passaic Station I learned that the Hawthorne agent had been trying to contact me. I telephoned him and arrangements were made to have another Erie passenger, who was taking the next train, deliver the brief case to me. In less than an hour's time the train arrived. I received the brief case, and had plenty of time to keep the appointment.

All this would not have been possible were it not for the alertness and cooperation of the Hawthorne agent. It seemed simple enough at the time, but as I thought it over, it occurred to me that this was service over and above the call of duty.

First of all, the agent was alert enough to immediately discover the brief case on a bench in the waiting room, otherwise I might have lost it altogether.

Secondly, I subsequently learned that he paged me at the Paterson Station thinking that I might have discovered the loss before reaching there. He called my residence in Hawthorne although I didn't know that he knew my name. He finally called Passaic and he contacted me. He then contacted the passenger, who delivered the brief case to me.

I have no more than a nodding acquaintance with this agent, but have since learned that his name is Jablonski.

There is so much criticism seen and heard levelled at public services that I find it a pleasure to report this incident.

C. A. Murphy
Hawthorne, N. J.

We recently had occasion to call on your Mr. Mounce who helped us in the handling of a large export shipment of machinery from the Clearing Machine Company, Clearing, Illinois, consigned to ourselves for export.

This movement consisted of seven cars and the last car was Erie #7233 which departed Hammond on train #98 on the evening of June 20th, to be delivered along-side steamer on June 25th.

In tracing this car it was developed that it was crippled for wheels at Canaseraga, New York on the night of June 21st. This car was taken into Hornell on June 22nd and we have been advised that Mr. John Lynch of the superintendent's office at Hornell was working on this car.

He found that a special wheel was needed which was not available at your Hornell shops. Mr. Lynch contacted Mr. L. G. Robinson, master mechanic at Meadville, who made special arrangements to rush the needed wheel to Hornell so that car Erie #7233 could be repaired.

This wheel arrived at Hornell in the morning of June 24th. The car was repaired and departed Hornell on train N.Y.74, June 24th, arriving in time to make the desired delivery to the steamer on the 25th.

We wish to take this opportunity to express our appreciation for the special efforts put forward by Mr. Lynch and Mr. Robinson and, last but not least, by your Mr. Mounds.

Only through the excellent cooperation of the three gentlemen mentioned was it possible for us to make delivery in time and to satisfy our clients abroad. We also have informed our clients abroad about the outstanding service you have rendered.

We have never had any unpleasant experiences with your organization. Mr. Mounce has always been of great help in solving the many problems which confront us continuously which we especially wish to stress.

Best wishes for further friendly relations.

A. H. Floch
Executive Vice President
Alltransport Incorporated

Sir:

I took train No. 7 from Hoboken and was fortunate enough to make the acquaintance of your conductor Mr. J. N. Struck. My wife had left her pocketbook on the bus that brought us over from Rockefeller Center and Mr. Struck took charge immediately and took me to the station manager's office where we were able to call the bus company, locate the driver and the pocketbook was returned before the train left.

I was so delighted to get the pocketbook back that I gave the driver the last ten dollar bill that I had. That left me completely without funds and Mr. Struck again came to my rescue, making me a personal loan so that we could eat breakfast.

I just wanted you to know that I certainly appreciated the friendly courtesy that Mr. Struck rendered. He went out of his way to be kind and helpful. This left my wife and me with a particularly warm feeling.

Robert B. Oakleaf
F. H. Oakleaf Company
Olean, N. Y.

Sir:

Just a note to express my appreciation for the fine transportation you arranged for my trip to San Francisco.

Upon arriving at Chicago we were met by Mr. Crim, who offered any service we might require, and upon boarding the Santa Fe San Francisco Chief we were greeted by the Courier Nurse, who knew us by name, and offered any assistance we might need on the trip. Upon returning to Chicago we were again met by Mr. Crim.

I know your good office requested this attention, and we were very happy that you had made these extra arrangements. Please also extend our thanks to Mrs. Neisten.

The entire trip was very pleasant, and again extending our thanks for the arrangements made by your office, I remain

LaRue C. Du Vail, President
Spring Valley Savings &
Loan Assn.
Spring Valley, N. Y.

Sir:

Mrs. Kraker and I recently made a trip to Pennsylvania using the Santa Fe and Erie Lines and I want to commend the following employees for their helpfulness and gracious handling.

Mr. McGarry at Los Angeles Station, Charles Crum at Dearborn Station, Chicago, Bill Morgan of the Erie in Chicago, Mr. Cullen, Pullman conductor on the Chief and Sam Jazz on the Super Chief.

This trip was out of Los Angeles on the Chief June 8, arrived Los Angeles, July 8. The porters on Car 2008, eastbound and 176, westbound were especially good boys as were the waiters who served us in our rooms.

We want to thank you for the "red carpet" treatment your railroad gave to us and if consistent for you to do so, shall thank you to pass along the word to the gentlemen mentioned above.

R. Adm. Geo. P. Kraker,
U.S.N. (Ret.)
4158 Rochester Rd.
San Diego, Calif.

Sir:

This is just a brief note to say thanks for the kind and courteous service I received recently while journeying from Chicago, Ill. to Ridgewood, N. J. aboard the Erie Limited, with special reference to coach attendant John Lemon who did much to lift my spirits, which were rather depressed at the time.

Charles V. Schlesinger
Fair Lawn, N. J.



"Now ready, Erie No. 5, Allegheny, Alfred . . . and all points leading to a degree . . ."

Sir:

My earlier letter of acknowledgment of the receipt of my wallet lost while detraining at Galion, Ohio, June 26th, was never mailed to you due to an oversight by my roommate. Anyhow, I did receive the wallet via registered mail on June 29 with contents intact and complete, much to my relief.

To you and the rest of the Erie people involved, I certainly do want to extend my sincerest thanks for your efforts and concern on my part in this matter. I certainly do appreciate it.

Sorry for the delay of my reply and once again thanks for your help.

George E. Baker, Jr.
Georgia Tech
Atlanta, Georgia

Sir:

We wish to commend the Erie Railroad for excellent passenger service.

Mrs. Gollings' mother who is 84 years of age, left Los Angeles on Santa Fe Chief last Thursday, and arrived in Akron Saturday 5:55 Erie Railroad on time.

The writer had called your local passenger agent Mr. Clark, who made the necessary arrangements to get Mrs. Cogan off the Chief and on to the Akron Erie Train in Chicago.

We wish to again say thanks for this service, which made it unnecessary for us to meet Mrs. Cogan in Chicago.

Mr. and Mrs. A. H. Gollings
1448 W. Market Street
Akron 13, Ohio

Sir:

We would like to take this opportunity to thank all who helped to make our trip to the Museum Village such a success.

Everyone we came in contact with, who were connected with The Erie Railroad was very accommodating and obliging.

It was a pleasure to do business with you.

Mrs. Donald E. Hinkel, Leader
Mrs. Joseph A. Cusack, Leader
Mrs. Norman B. Hotalen, Leader
Fourth Grade Brownies
Troup #15---Milford, Pa.

PEOPLE YOU KNOW



JOSEPH F. O'HARA
Operator-Ticket Clerk



All Working for the Erie at Elmira



RICHARD A. HALL
Freighthouse Foreman

FRANK POOLEY
Stockkeeper



EDWARD F. KELLEY
Chief Clerk



GEORGE P. RYAN
Interchange Clerk

LEO R. FITZGERALD
General Yardmaster



GERALD SAUNDERS
Division Passenger Agent



FRANCIS T. GARVEY
Freight Agent

JOHN C. SULLIVAN
Yard Brakeman



HAROLD J. SPINDLER
Division Freight Agent



THOMAS F. SHEEHAN
Ticket Agent

JOHN E. WESBECKER
Chief Clerk

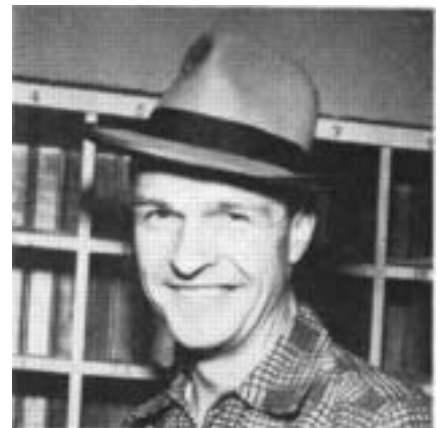


JAMES A. RICHARDSON
General Foreman
Mechanical Department



FRANCIS J. CAREY
Yardmaster

LEONARD A. GALLOWAY
Patrolman



ALBERT KRAUS
Yard Clerk

Erie Veterans News

Fellow Veterans,

As we face the new year lets take a few moments to think of the word teamwork.

Have you ever stopped to think of the importance of teamwork, and how little is accomplished without it?

How many times have you watched a football game when a player should have passed the ball, but didn't because he wanted to be the star rather than share the glory of success with his teammates?

This teamwork so essential in sports and in business is also fundamental in the work of the Erie veterans association. For success every chapter must depend on the degree to which its members operate as a team.

Individual leadership is required, of course, but the individual can't win the game alone, he must depend on the well integrated operation of the entire team.

Fraternally yours,
H. C. Travis
President



Marion

A Christmas dinner party was held by the veterans and ladies auxiliary with 102 persons attending.

Dinner and table arrangements were handled by Mr. and Mrs. E. A. Blair.

Mrs. Paul Herrington and Mrs. Henry C. Smith and members of her entertainment committee presented the program.

E. J. Robisch, superintendent, installed new officers for the veterans. They were:

Charles Bonecutter, chairman; F. P. Yost, vice chairman; Mrs. Lucile Osmun, financial secretary, Forest Hayman, recording secretary and Paul Herrington, treasurer.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
William V. Aniskiewicz	Machinist	Jersey City, N. J.	11-18-59	37
Michael Billick	Carman Helper	E. Buffalo, N. Y.	11- 9-59	37
Ralph Bonney	Laborer	Port Jervis, N. Y.	11- 5-59	22
Ralph Borrell	Car Inspector	Johnsonburg, Pa.	11-30-59	42
Russel F. Brillhart	Engineer	Marion, Ohio	11-24-59	48
Alfred Cavnola	Machinist	Meadville, Pa.	11-19-59	34
Joseph Czerniak	Engine Wiper	Secaucus, N. J.	11-30-59	31
Samuel F. Dodd	Engineer	Hoboken, N. J.	11- 2-59	44
George C. Franz	Yard Conductor	Buffalo, N. Y.	11-30-59	47
John G. Freeland	Electrician	Hornell, N. Y.	12- 2-59	34
Cornelius Fulton	Asst. Chief Dispatcher	Hoboken, N. J.	12-31-59	50
Martin M. Gall	Yard Brakeman and Extra Yard Conductor	Jersey City, N. J.	11-21-59	39
Peter Geryak	Carman	E. Buffalo, N. Y.	11- 5-59	35
Robert Francis Hurley	Sheet Metal Worker	Susquehanna, Pa.	11-10-59	48
John Husaem	Car Inspector	Meadville, Pa.	11-27-59	41
Elmer A. Kent	Engineer	Hoboken, N. J.	10-17-59	49
Joseph Lapergola	Crossing Watchman	Endwell, N. Y.	11-11-59	30
Clarence A. Lefferts	Division Storekeeper	Marion, Ohio	12-31-59	39
Frank H. Lueck	Yard Clerk	Akron, Ohio	11- 5-59	32
John J. Malley	Engineer	Hoboken, N. J.	10-15-59	44
Stephen Maskell	Engine Foreman	Nyack, N. Y.	12-31-59	45
Richard E. Matthews	Accountant	Hornell, N. Y.	11-30-59	41
Daniel J. McFadden	Trackman	Forest Hill, N. J.	11- 5-59	28
Homer McLain	Engineer	Hoboken, N. J.	11- 2-59	55
Ellis W. Mosher	Engineer	Port Jervis, N. Y.	11-30-59	37
Walenty A. Muzyka	Car Inspector	Hornell, N. Y.	11-10-59	46
Francis L. Nashett	Machinist	Meadville, Pa.	10-30-59	49
Hugh H. Nesbit	Engineer	Hornell, N. Y.	11- 9-59	37
Michael Ostroney	Car Inspector	Meadville, Pa.	11-30-59	43
Howard W. Pascoe	Timekeeper-Train & Engine	Hornell, N. Y.	10-30-59	32
Elmer H. Rahn	Chief Clerk	Huntington, Ind.	12-31-59	39
Edward C. Reider	Car Repairer	Ferrona, Pa.	11- 4-59	34
Charles J. Rokicky	Car Inspector	Cleveland, Ohio	11-24-59	31
Benjamin Schierer	Engineer	Salamanca, N. Y.	11- 4-59	43
Joseph Schilling	Engineer	Avoca, Pa.	11-30-59	48
Joseph Seimik	Leading Car Inspector	Huntington, Ind.	11-30-59	46
Paul R. Shultz	Gang Foreman	Brier Hill, Ohio	11-10-59	21
Lawrence C. Stinson	Engineer	Marion, Ohio	11-19-59	42
George C. Van Antwerp	Leading Plumber	Binghamton, N. Y.	10-30-59	44
Floyd H. Watkins	Machinist	Susquehanna, Pa.	11- 8-59	48
Louis Wendt	Road Freight Conductor	Port Jervis, N. Y.	11-23-59	52
John C. Wilder	Machinist	Hornell, N. Y.	11-17-59	49
Ralph Z. Winters	Rate Recheck Clerk	Cleveland, Ohio	12-31-59	45
Stanley E. Wzintek	Car Inspector	Salamanca, N. Y.	11-30-59	45
William S. Zajuika	Section Foreman	Dunmore, Pa.	11- 9-59	36
Louis J. Barbutes	Section Foreman	Leavittsburg, Ohio	1-31-60	42
Lawrence L. Bauer	Conductor	Port Jervis, N. Y.	12-29-59	43
Richard Bimson	Tugboat Deckhand	Jersey City, N. J.	11-30-59	30
William I. Boozer	Car Repairer	Brockway, Pa.	1- 6-60	37
Thomas F. Butler	Yard Brakeman	Jersey City, N. J.	12-31-59	35
Harry O. Carr	Crossing Watchman	Marion, Ohio	12-16-59	32
Alfred Chiurco	Commercial Agent	Philadelphia, Pa.	1-31-60	37
Theodore DeGraff, Jr.	Agent	New York, N. Y.	1-31-60	37
John DiLeo	Carman Welder	Dunmore, Pa.	9-28-59	43
James E. Donovan	Machinist	Hornell, N. Y.	12- 3-59	37
Thomas L. Dougherty	Engineer	Dunmore, Pa.	12-19-59	53
James J. Dowhen	Yard Brakeman	Jersey City, N. J.	12-31-59	37
Helen M. Eyerma	Statistician	Cleveland, Ohio	1-31-60	43
Irvin F. Foley	Agent	Ohio City, Ohio	12-31-59	57
Daniel W. Galloway	Scale Inspector	Youngstown, Ohio	1-31-60	37
Clarence E. Guthier	Engineer	Huntington, Ind.	12-31-59	48
Andrew Hanchak	Conductor	Avoca, Pa.	12-29-59	40
George Hazen	Road Conductor	Port Jervis, N. Y.	12-22-59	44
Humphrey Hulme	Carpenter Foreman	Youngstown, Ohio	1-31-60	32
Rudolph R. Kieffer	Engineer	Youngstown, Ohio	11-27-59	31
Clayton J. Kimball	Road Freight Conductor	Hornell, N. Y.	12- 3-59	40
Abraham H. Kleiman	Operator	Hoboken, N. J.	1- 4-60	50
Herbert A. Kobell	Binder Operator	Jersey City, N. J.	9-10-59	46
Frank F. Lafferty	Yard Brakeman	E. Buffalo, N. Y.	12- 9-59	31
George E. Lysiak	Car Inspector	Port Jervis, N. Y.	12- 7-59	47
Frank A. MacEwen	Assistant Comptroller	Cleveland, Ohio	1-31-60	51
Marion J. Maziarz	Carman Helper	Meadville, Pa.	12- 9-59	44
Kenneth W. Meyers	Chief Clerk	Meadville, Pa.	12- 7-59	33
Frank J. Miller	Car Repairer	Hornell, N. Y.	11-28-59	47
Francis J. Mulligan	Superintendent	Youngstown, O.	12-31-59	37
Florence M. Murphy	Cashier	Jersey City, N. J.	1-31-60	44
Melvin A. O. O'Donnell	Yard Conductor	Akron, Ohio	11-30-59	40
Cornelius J. O'Leary	General Yardmaster	Buffalo, N. Y.	1-31-60	44
Raymond W. Rider	Locomotive Engineer	Meadville, Pa.	11-30-59	48
Frank G. Romanowski	Tugboat Deckhand	Jersey City, N. J.	12-16-59	41
Darrell H. Sharp	Yard Conductor	Jamestown, N. Y.	11-17-59	23
Martin A. Sheroshick	Engineer	Hornell, N. Y.	12-31-59	46
Peter Sigreto	Laborer	Port Jervis, N. Y.	12- 2-59	50
John J. Smith	General Yardmaster	Elmira, N. Y.	12-18-59	44
Joseph Smith	Engineer	Hoboken, N. J.	11-30-59	44
James C. Sprowl	Car Inspector	Huntington, Ind.	12-15-59	37
Frank Stolarczyk	Boilermaker	Meadville, Pa.	11-16-59	44
Helen T. Sullivan	Clerical Relief A-21	Jersey City, N. J.	11-30-59	38

Akron

By Besse Westbrook

Officers of the ladies auxiliary and husbands were entertained by **T. G. Wogan** and wife at their home in Cuyahoga Falls, Ohio.

Odette Herz former secretary-treasurer, visited her son in California.

Congratulations to **J. E. Dice**, **Tom Manuel**, **E. G. Tonge** and **L. V. Yoder**, who are now wearing diamond emblems, signifying 50 years of service with the Erie.

Best wishes to **M. A. O'Donnell** former yard conductor, who retired after 40 years service.

Buffalo-Rochester

By Jan Bender

Good-bye and good luck to **James D. McFadden** superintendent, who was transferred to Marion.

Welcome to **James W. Conway**, who is taking **James D. McFadden's** place.

Best wishes to **Walter Smith**, division engineer, who moves on to Salamanca.

Eddie Bethman, captain of police, resumes duties in the Jersey City territory.

C. J. "Con" O'Leary general yardmaster, was honored at a testimonial dinner. He is retiring after 45 years service.

Carl S. Kinbach was the master of ceremonies.

Best wishes to **Frank "Unc" Lafferty**, yard brakeman in East Buffalo and **Joseph Latosi**, switchman, both retired.

Henry J. Schultz will be installed as chairman at the annual chapter installation dinner.

Herb Moyer, secretary and **Frank Halbleib**, treasurer and **Mrs. Henry Matthies**, auxiliary treasurer remind us that the 1960 dues cards are ready and waiting.

The Holiday Hop was very well attended and square dance caller **"Uncle Herman"** and his music provided a most entertaining evening.

Mrs. Leo G. Overs and **Mrs. Henry J. Schultz** made the arrangements for the demonstration luncheon.

Birthday greetings to **Mrs. George Adams** and **Mrs. Ernest V. Jimenez**.

Youngstown

By S. D. Bean

Election of the following officers was announced:

Leo J. Driscoll, chairman; **Stephen J. Paull** social and vice chairman; **James Y. Robinson**, secretary-treasurer and **Rex Reebel**, **Joe Kaden** and **J. E. McKernan** were re-elected trustees.

The members want to express their appreciation to **Ralph Fero**, retiring secretary-treasurer, for the fine work done, also to the other officers whose terms have expired, our thanks for the good job.

Our meetings are the first Wednesday in the month at the K of C building.

If Youngstown chapter wishes to continue to have the picnic grounds in good condition, considerable work must be done there each year. Since hiring of labor is expensive, we must do the work ourselves. Please come to the meeting prepared to help in some way to maintain the buildings and grounds.

Jersey City

By G. C. Kalle

About fifty veterans and wives attended the annual meeting and installation of officers at Hornell.

John F. Hazzard, past chairman of the Jersey City chapter was inducted as second vice president.

David Tice, chapter chairman, spoke on the fine work the chapter has done during the past year, and asked the members to continue the good work, particularly the membership committee.

The chapter was privileged to have **Henry J. Lynch** district manager of the railroad retirement board, as a speaker.

Mr. Lynch spoke on the "new railroad employees' benefits", and the 1959 amendments to the retirement law. After his speech, he answered questions for the group.

The 1960 dues cards have been delivered to your respective collectors, or forwarded by mail and your prompt remittances will be appreciated by your collector and secretary.

Does Your Coal Come by Rail?



JACK MARTELL, road brakeman, New York division, is the holder of a national fancy roller skating championship. He lives at 12 Hudson Avenue, Waldwick, N.J.

Susquehanna

By H. Harold Perry

Special meeting for the new year was held with the election of the 1960 officers installed by **H. Harold Perry**.

Paul Plutino is chairman and president; **Andrew Lawrence** vice-chairman; **Arnold McIntosh**, secretary; **Oscar Holmberg** treasurer; **Thomas Connelly**, sergeant-at-arms and **Joseph Delsandro** and **Edward Waddy**, trustees.

Arnold McIntosh, secretary, was delegated to attend the installation of officers at Hornell.

Mr. McIntosh, upholstery foreman at a plant in Hallstead, Penna. has earned great praise... he discovered a fire in the plant that might have caused the destruction of the plant.

Andy Ficcaro received congratulations from everyone for the time and trouble he experienced in the role of Santa Claus.

Santa boarded the Erie at Deposit and when the train arrived at Susquehanna he was met by several hundred children and a 60 piece high school band and the American Legion Honor Guard.

A big parade followed to the fire house where candy was given to all the children.

Erie-Indians, That Is- Fought to Control Ohio

THE first Europeans to explore the picturesque and fertile land of Ohio, in the early 1600's, found it to be an Indian battleground with the Iroquois and the Erie fighting for control.

These tribes were far from being the first inhabitants of the area. Prehistoric peoples lived in this part of the continent as early as the seventh and eighth centuries. They came to be known as the Mound Builders, and their more than 10,000 mounds and earthworks have yielded many curious relics.

At the outbreak of the Revolutionary War in 1775, the vast territory north and west of the Ohio River belonged to Great Britain. Three years earlier, in 1772, Moravian missionaries had led a band of Christian Indians from Pennsylvania to the banks of the Tuscarawas River where the first town in what is now Ohio was founded. It was called Schoenbrunn, and it lasted for about five years before the war forced the settlers to move and the original village was destroyed.

With the end of the war and the United States in possession of the Northwest Territory, pioneers began a steady migration westward. The first permanent settlement in Ohio was at Marietta, in 1788, which was followed during the next ten years by many others including Cincinnati, Cleveland, Dayton, Lancaster and Zanesville. By 1800, some 45,000 persons were living in Ohio. It became the 17th state in the Union on March 1, 1803.

The new state developed rapidly. The fertile soil produced food which the East needed and rivers provided the outlets to the markets. Population increased and production rose, making possible surplus capital for various ventures, including canals and railroads.

As the railroads began to take hold in the East, Ohio moved quickly to be among the leaders in the building of the new transpor-

(Please turn to page 26)

Latest Chatter About All the Erie Family

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

J. L. Perry test engineer, vacationed in Florida.

James Donovan machinist, retired after 37 years service.

Paul Dodge electrician, retired after 18 years service.

Kent Division

AKRON

By Besse Westbrook

Harry M. Hall, assistant chief clerk in the revision bureau, was presented with a certificate of retirement after 34 years service.

A. L. Owens, auditing department, made the presentation.

Bernard Kaleszweski, chief clerk in the yard office, has been promoted to chief clerk, car department, Meadville.

Joseph Mickanus is now the chief clerk in the Akron yard office.

Fred Bott, retired chief clerk in Akron yard office, and **Mrs. Bott** enjoyed the holidays in Akron and vicinity with their daughter and her family and friends.

The **Botts** live in Ridge Manor, Florida.

Lieutenant **Monroe Craig** enjoyed his vacation hunting near Sheffield, Pa.

Adele Sproat typist, travelled to Miami, Florida for a vacation with her son and family and sisters.

Ester Martin general clerk, flew to Los Angeles, California to spend the holidays with her niece, **Connie Sue Cook** and friends.

We welcome back **Howard Halcomb** as vacation clerk. Howard is an instructor at Central High.

MARION

By Lucile Osmun

Ed Schoonmaker, son of **Don J. Schoonmaker**, chief dispatcher, received honorable mention in the all-Ohio high school football conference.

Congratulations to **Fred Yost Jr.** and wife on the arrival of a daughter **Katherine Marie**. Mr. Yost is a Marion yard conductor.

Garry Hall, operator in GN office, and family motored to Madison, Wisconsin to visit parents.

Juanita Reed, stenographer in the signal supervisor's office, and husband motored to Black Rock, Arkansas, where they visited Mrs. Reed's parents during the holidays.

GALION

N. B. Buskirk, foreman at Galion, Ohio freight station, was married to **Mrs. Leslie Humpel**. Mrs. Buskirk is in charge of personnel at a manufacturing company.

Allegheny-Meadville

SALAMANCA

By S. Minneci

Louis Bossman, division engineer, retired. He and **Mrs. Rossman** spent a very restful six weeks in Hollywood, Florida.

Charles H. Seaver switchtender, retired after nearly 40 years service.

The yard office gang enjoyed Christmas cards from retired Erie employes **John W. Rokenbrod** and **A. N. Foster** from Tucson, Arizona; **Martin Discage** from Orange City, Florida; **J. B. Williams** from Fort Myers, Florida and **H. J. Kamholtz**, Salamanca, N. Y.

S. Minneci, chief yard clerk, ordered a new car.

Stores

HORNELL

By Lois B. Bossard
& Dominic Gallicchio

Agnes Joyce didn't like waiting out in the cold for her ride, so she bought a car.

Roy Smith and **K. E. Peck** visited the stores department.

Sol Falzoi held a Christmas party at his home for all the office employees.

Carl Gardner became a great grandfather.

Howard Green bought a car for Christmas.

Helen Snyder and **Anita Decker** were on vacation the week before Christmas so they could do their Christmas shopping.

It seems as if **Dominic Gallicchio** had a little trouble with his car stalling. He will have to watch the gas gauge more carefully from now on.

Stewart Churchand family spent the holidays in Susquehanna.

George House's daughters, **Elizabeth** and **Marjorie** spent the holidays with their parents.

Congratulations to **Ann Cronin** and husband on the recent birth of their daughter, **Ann**.

Birthday greetings to **E. J. Boyle**, **P. G. Clayback**, **V. Craig**, **Louise Eberman**, **C. R. Potter**, **F. Schwartz**.

J. F. Zaproski, **V. R. Crozier**, **C. D. Gardner**, **L. H. Gay**, **E. L. Ordway**, **F. Pooley** and **R. Smith**.

Dale Battles and wife spent the holidays in Reading, Pa. visiting their daughter.

Frank Neild spent the holidays moving his family from Susquehanna to Hornell.

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Mahoning Division

CLEVELAND FREIGHT

By **R. M. O'Connor**

Al Scheck, general rate clerk, wife and children flew to Miami, Florida for the Christmas week-end; the trip was a gift from his parents.

Mr. and Mrs. C. H. Schlegel spent Christmas in New York with their daughter.

R. H. Gray, retired cashier, returned to Florida for three months.

Welcome to **Bruce Cue** our new yard checker.

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POLICE DEPARTMENT

By **J. O. Sheets**

Patrolman **A. Herrick** spends most of his spare time hunting.

Patrolman **J. M. Buda** is teaching his sons, **David**, 14, and **John**, 3, the fine points of model railroad-ing.

Patrolman **W. C. Hart** and family visited friends in Buffalo over the Christmas holidays.

Captain **J. O. Sheets** won the grand prize, a clock radio, at the Cleveland Crime Clinic Christmas party.

George Schirmer, retired patrolman, extends best wishes for a good year to his many friends.

New York Division

SUPERINTENDENT'S OFFICE HOBOKEN

By **Mary A. D. Meyer**

Visitors to the office were **Eric Arnold**, **Nick DeVito**, **Ed Bunnell**,

February, 1960



RESUMPTION OF WORK in the steel mills has stimulated shipping of ore from the Erie Railroad ore storage dock at North Randall. Between January 1 and 27 more than 50,000 tons moved from the ore piles to the mills.

• • •

Roy Haslam, **Joe McGirr**, **Vince Cull** and **Harold Terwilliger**.

Good luck to **Mr. and Mrs. Frank Bookstaver** and children, who moved into their new home at Wood-Ridge, N. J.

Thanks to **Antoinette Geerinck**, **Alice Shamu** and **Harry Close** for trimming our Christmas tree.

Holiday greetings received from retired friends; **Bill** and **Dan Southerland**, **Eleanor Salley**, **Abe**

Cohen, **Phil Schmidt**, **Charles Weisert**, **Lillian Loe**, **Ralph Ricciorde**, **Ruth Ruffing**, **Charles Paulsion**

Ed Bunnell, **Al Padien**, **Dan Crowley**, **Mr. and Mrs. Harry Coleman**, **Bill Fitzgibbons**, **Jean Meulener**, **Myron Hendricks**, **Elizabeth Sharkey**, **Frank Maklin** and **Earl Copple**.

Mr. and Mrs. Joe Angelos spent one week's vacation taking local

THE FIRST NATIONAL BANK of JAMESTOWN, N. Y.

**CAPITAL. SURPLUS. UNDIVIDED PROFITS
AND RESERVES \$3,400,000**

Member Federal Deposit Insurance Corporation



C. A. RAZHON, Erie trackman at North Judson, saw a hot box on a Pennsylvania train passing through the North Judson plant, informed an Erie operator who warned the PRR. The PRR stopped the train, and averted a possible derailment. Razhon has received commendation letters from PRR as well as Erie officials.

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trips.

This writer went to San Francisco and Los Angeles on her vacation. While in Los Angeles she was entertained by Mr. and Mrs. Al Majack, the former Catherine Gurney, secretary - stenographer for the M. of W. department.

Welcome to **Tom Bjorkman**, relief operator in the Hoboken telegraph office.

Roy L. Berrian dispatcher's office, killed a 250 lb. black bear at Bethel, N. Y.

Mr. Berrian was hunting with **Don Rocchi**, former Erie man.

Neil Fulton shot a 160 lb. spoke buck at Millbrook, N. Y.

The office staff at Hoboken gave **Mr. Conway**, the new superintendent at Buffalo, a small farewell party.

Good luck to **Neil Fulton**, assistant chief train dispatcher, retired after more than 49 years service.

Best wishes to **Abe Kieiman**, operator, on his retirement after 50 years of service.

Mrs. Helen Hoople matron at DL&W station, Hoboken, retired. Helen was formerly located at Pier 8, Jersey City.

PASSAIC, N. J.

John Lucaasis working at Ridge-wood, and is missed by his many friends.

John Sees, rate clerk and son were recent visitors at Narrowsburg, N. Y.

Vincent Calvino track foreman, enjoyed his three week vacation on the Miami shores.

Roman Wichuski, assistant foreman, Penn Horn shop, and wife visited Florida, N. Y. on their 10th wedding anniversary.

Robert Bashaw, trucker, enjoyed three days hunting.

Marion Kaiser, cashier, enjoyed a New England trip.

Charlie Dalzel is awaiting his new auto license hoping it is a low number.

Mary M. Molinaro enjoyed a pleasant stay in Florida, and visited Scranton over the holidays.

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Marion Division

14TH STREET, CHICAGO

By Chris Hardt

Nellie M. Walsh, billing department, retired with 49 years service.

Nellie's associates at the freight office joined in wishing her many years of happiness, and presented her with a parting gift. **George J. Sheridan** was chairman at the presentation.

Robert J. Meek freight agent, Youngstown, visited us during the holidays with his two sons.

Son, **Robert D. Meek** was home for the holidays from University of Illinois, where he is majoring in business administration..

Congratulations to **Charles Fiege** and wife, **Barbara**, on the birth of twins, **Charles Anthony** and **Margaret Rose**.

The **Fieges** have two other children, **Jeanine** 6 and **Mary Ellen** 3.

George Wherry rate desk switching clerk, enjoyed the last week of his vacation motoring through Iowa and Wisconsin, he stopped briefly at Des Moines and Milwaukee.

We had a Christmas greeting from **Bernie Lynch** Santa Fe Railroad.

Bernie, former clerk at this station, likes sports writing and has a regular column in the South Town News.

Holiday greetings received from **Frank Spitzer**, Cleveland office, whose brother, **Edward H. Spitzer**, is our chief clerk.

Holiday greetings from **Beryl R. Mack**, retired freight agent, of St. Petersburg, Florida.

Victory Lodge No. 547, B. of R. C. donated 35 turkeys to winning members at their annual election of officers meeting.

Erie Railroad Magazine

**THE
FLEISHEL
LUMBER
COMPANY**

**SAINT LOUIS,
MISSOURI**

John Novotny, chief claim clerk, was turkey purchase chairman, and we congratulate him on making a wonderful selection.

TRANSPORTATION DEPT. AND

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

E. F. Champlin former signal supervisor, visited in the division offices.

Jean Anne Coates became the bride of **Jimmy Dye**.

Parents of the couple are **Mr. and Mrs. Gerald Dye** diesel electrician and **Mr. and Mrs. C. L. Coates**, signal gang foreman.

Best wishes for a happy retirement to **I. F. Foley**, agent, Ohio City.

Friends and fellow workers met at Preble, Indiana to honor **S. W. Swaim**, operator, who retired.

J. R. Michael, chief dispatcher at Huntington, was M. C. for the party.

George Rupright, retired engineer, and wife are in Florida for the winter.

E. H. Rahn chief clerk to Trainmaster, retired after approximately 40 years service.

Mr. Rahn has been director of the Erie Band for the past 35 years and will continue this interest in his retirement.

HAMMOND CONSOLIDATED By Grace Connoles

Pat Witwer, daughter of agent and **Mrs. W. G. Witwer** was chairman for the decorations committee for the annual student executive council Christmas dance at Ball State Teachers College, Muncie, Indiana.

Pat is a senior at Ball State and is a business administration major. She is a member of Alpha Sigma Tau social sorority, Commerce Club and Newman Club.

Deborah Louise is the name chosen by the **Robert E. Stewarts**, son and daughter-in-law of **C. L. Stewart** conductor, for their first child.

Deborah is **Mr. Stewart's** third grandchild and the first granddaughter.

Marie Soley, typist-IBM operator, is back after three weeks of vacation which included the holidays.

February, 1960



WILLIAM L. SCHORR, Mahoning division passenger agent, presents a copy of the Boy Scout merit badge book on Railroading to **Common Pleas Judge Erskine Mainden, jr.**, who opened the counseling course in his Youngstown courtroom. More than 100 scouts studied for the badge under the sponsorship of the Railroad Community Committee of the Mahoning and Shenango Valleys. Schorr is head of the committee's youth activities group.



We wish a long and happy retirement to **F. J. Mulligan** superintendent, retiring after 36 years service.

L. W. Connoles chief clerk, spent a week visiting with his 81 year-old mother in Litchfield, Minnesota.



Accounting AUDITOR OF MACHINE ACCOUNTING By Bernice Batcha and Dennie Kish

Congratulations to the **Chenoweth** family.

Robert Chenoweth was on the dean's list for the first quarter at St. Benedict's College, Atchinson, Kansas.

James A. Chenoweth, senior at Benedictine High School, Cleveland, made first alternate to West Point for the 20th Congressional District.

Bob Chenoweth the boys' father,

is a methods and procedures analyst.

Nelson Case, methods and procedures analyst, celebrated his twenty-fourth wedding anniversary. He recalled his wedding day as one of the coldest days with temperatures that reached nine degrees below zero.

Helen Trojahn traveled to Nyack, N. Y. for the holidays.

Margaret Stephens former key punch operator, was married. She is the niece of Jean Brady, sorter-collator operator.

Sue "Hi-Fi" Stephan enjoys the personality of Ella Fitzgerald as rendered by her new stereophonic sound box.

Alma Kliem spent Christmas with her folks in Canada. Alma's mother returned with her to Cleveland.

Marge Bryan and husband visited relatives, and did their Christ-



"Charlie! Haven't seen you in ages! How's the old boy!"

•

mas shopping in North Carolina.

Ellen Cunningham played hostess to daughter, **Carol** and family when they flew to El Centro, Calif. to visit her.

Eddie Courtright grandfather for the third time, with a new baby granddaughter, **Kristy**.

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, MT. VIEW, POMPTON LAKES,
PRAKNESS, RINGWOOD, BOROUGH of TOTOWA,
WANAQUE BOROUGH and WESTMILFORD
New Jersey
Member Federal Deposit Insurance Corporation

Thanks and appreciation go out to **Sue Stephan**, **Erlamae Saunders**, **Rennie Belden**, **Joanne Zrimsek**, **Lucy Percic**, **Shirley Daugherty** and **Jennie Sakarozok** who skillfully decorated the office during the Christmas season.

Joanne Cole and family drove to Youngstown for the New Year.

AUDITOR OF REVENUES

By Dick Bruyere

Mr. and Mrs. Floyd Grove joined the agency bureau at their annual Christmas party. After the dinner, **Alice Holleran** and **Paul Hodge** sang carols.

Mary McNamara won a holiday turkey.

Pete Biederman gave his annual Christmas concert for Erie employees.

To top the unusual gift list, **Millie Taliano** received a pair of fur lined booties for her dog from her sister, **Geraldine**.

During the holidays our office was visited by **George Bushwell**, **Ted Lasky**, **Neil Crann**, **Pat Von Duhn**, **Loretta Menge** and **Daneen Novinc**.

Margaret Stattler, **Janet Locher** and **Irene Haborak** saw Santa at Macys during a New York trip.

Tony Farina spent the holidays with relatives back east.

Bill Wallenfels received a fine tan in Coral Gables, Florida.

Mr. and Mrs. Harry Rathchose Miami Beach as their vacation spot.

The Agency team in the Erie Bowling League is still in first place followed by the Interline, Columbian and Revision teams.

Charlie Von Duhn, Sr split the maples for a 268 game and a 662 series, while **Frank Buck** league leader with a 183 average, was close behind with a 657 series.

The Interlines are high for three games with 3025 and high for a single game with 1035.



"Seems to me that spike is in far enough!"

Welcome to **Cecila Zaremba**, comptometer department, fourth floor.

A new addition to **Howard Brown's** present farm stock is a brand new goat.

Ann Marshall **Alice Holleran** and **Mary Lou Raynak** did some fancy ice skating with **Eddie Austin**.

Mr. and Mrs. Bill Donahue announced the arrival of their third child, **William, Jr**

NEW YORK STATION

By Joe Barry

William Figundio, **Philip O'Brien** and **Edward Shanley** celebrated service anniversaries with the Erie.

Birthdays were celebrated by **Paul Westhelle**, **Jim McGovern**, **Florence Murphy**, **Emily Peters**, **Gabriel Chiccone**, **John Shannon**, **Richard Walsh**, **Nelson Stoddard** and **Joe Barry**.

The girls and boys exchanging holiday gifts were **Paul Westhelle** who exchanged a water coloring set for a new camera, and **Wanda Bosinski** exchanged shoes, wrong size.

Tom Collins sported a flashy tie.

John Collins, **Tom's** brother, looked smart in his new checkered sport coat.

Nick Passarelli said he was well pleased with his new ice skates.

Al Moscati got a new jacket.

Emily Peters received new cook books.

RAILROAD

ACCESSORIES

CORPORATION

SIGNAL AND TRACK DEVICES

Chrysler Building

NEW YORK 17, N. Y.



Marcel Rogers has a new chapeau.

John Collins excelled in the role of Santa again this year.

Pete Lamprakos bought a book on how to decorate for the holidays and with the assistance of **Howard Roselle, Charlie Massey, Jim Whalen, Jerry Collins** and **Ted Carlsen** did a job second only to Rockefeller Center.

Christmas carols were sung by our baritone, **Troy Campbell** and tenor, **John Small**.

John Roach gave an expert imitation of Scrooge.

John is an amateur actor and takes part in church plays.

Many Christmas cards were received from our retired employes and this made all of us very happy.

John Murphy, Jr., son of **John Murphy**, westbound department, is now stationed in Germany.

HORNELL ACCOUNTING BUREAU

By Eleanor Trowbridge

Congratulations to **Onnolee** and **Ernie Dugan** on the arrival of their new daughter, **Mary Colleen**

Congratulations to **Janice** and **Dick Miller** on the arrival of their new son, **David Alan**.

Nancy Dieter and **Karleen Rus-**

sell were both recipients of diamonds.

John Larson home on leave from the service, visited the office.

Clayton Ordway retired employe, is back living in Hornell

Ella Dennison visited Sheridan, Indiana.

Carolyn Walter journeyed to Youngstown, Ohio.

Burt Allison and family toured Texas.

Welcome to new employe, **Ted Dieter**.

Birthday greetings to **A. V. Ziarnowski, R. L. Gregory, C. E. Gillette, R. A. Porter, E. J. Yochem, F. B. Bottomley** and **Eleanor Trowbridge**.

AUDITOR OF DISBURSEMENTS

**By Jim Hough and
Brian O'Donnell**

Jim Callahan went to Youngstown for the holidays.

Brian O'Donnell vacationed in Gethsemane, Kentucky.

Polly Kennard and husband, **Frank** are to have gone to the east coast.

Best wishes to **Mr. and Mrs. Frank Troyano** who went to their new home in Florida.

Rose Giordano has been walking on "cloud 9" since last week when



"Smile when you speak to me, stranger!"

she met **Raymond Burr** (Perry Mason), the T.V. and movie star. She said he is even better looking in person.

Don Keister enjoys the new electric train he bought his son for Christmas.

Bob Peterson enjoys his children's Christmas toys, too.

Welcome to **Mary Grieves** stenographer, who returned after four months leave of absence.



CLEVELAND NEWSPAPER carriers rode the Erie to New York and West Point as a reward for giving their customers excellent service. A high-light of the trip was a conducted tour of the United Nations buildings in company with cadets from the Point.



AT LOW TIDE TODAY the pilings that held Pier Four next to the Jersey City station form an abstract pattern. Both the pier and the station are now but memories among Erie men and women and Erie passengers.



Ohio

(Story begins on page 20)

tation medium.

From 30 miles of railroad in 1840 the state's total jumped to 575 miles by 1850, 2,946 by 1860 and 5,792 by 1880. The mileage reached 8,807 in 1900 and rose again to a total of 9,159 in 1915. Today, with 17 Class I, four Class II railroads and 17 switching and terminal companies in Ohio, there are 9,380 miles of line in operation, the highest in the state's history.

This vast network of efficient transportation is a prime mover of Ohio's farm, industrial and min-

eral products in both raw and finished form. To serve the state the railroads employ 58,800 men and women who, with their families, share in a payroll totaling over \$344,800,000 annually, from which every large community and many smaller ones benefit.

The railroads are also important purchasers of the products of Ohio. It is estimated that they spend over \$140,000,000 a year for materials, supplies, and necessary utilities. State and local taxes paid by the railroads of Ohio amount to more than \$24,750,000 -- taxes which help to maintain state and local highways, institutions, schools and airports, and to provide police and fire protection. This tax total is over and above the sums paid in taxes to the federal government.

Altogether, railroad expenditures in "The Buckeye State" for payrolls, purchases and taxes amount to more than \$509,500,000

Car Shop

(Story begins on page 5)

have been apparent before removal of the floor.

Once the car is stripped, it is pulled into the shop. Here it passes down the assembly line, and corroded or broken side sheets are replaced and safety equipment checked and put in proper repair.

The air brake equipment is cleaned, and tested, and replacements made wherever necessary in foundation brake. The trucks are removed, stripped down, and completely overhauled which includes the application of lubricating pads.

New Trucks

Replacement trucks are put under the car.

Couplers and draft gear are removed and replaced.

New oak flooring is provided.

Cars Painted

After repairs are completed, the car is taken to the paint stripping area, where the car is sand blasted then cement is applied to the underframe.

Then the car passes into the paint shop. Paint is applied by means of automatic spray equipment the booth of which spans the cars and moves over them, paint being applied by vertically moving spray nozzles. Once the paint is dry, the reporting marks, weight and capacity marks, and all the other information the car carries throughout its life are stenciled on, the car is weighed and given its final inspection.

The transportation department is then informed that another car, once a cripple, is again ready to serve the Erie's customers and the nation's business.

The longest stretch of straight track in the United States is 78.86 miles, on the Seaboard Air Line Railroad between Wilmington and Hamlet, North Carolina.

Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarry at Huntington, Ind., on the Erie Railroad

Ask Us For Prices

**THE ERIE STONE COMPANY
TOLEDO 4, OHIO**

**The "ERIE BANK" in Kent
The Portage County National Bank
KENT, OHIO**

Contest

(Story begins on page 9)

color unless it is an important part of your design. Also, it isn't necessary to submit a fancy finished drawing; in fact, it can be just a rough sketch. The idea is the main thing, not the elaborateness of the drawing.

The slogan may or may not be used in connection with the emblem, so it isn't necessary that they be tied together.

The new mark should be easily recognized and identified. It should be suitable for doodling. In fact, that may be the way you might find the design eventually chosen, and you can doodle your way to money and to lasting fame--for whoever produces the eventual mark will have the honor of being known as its designer, and grandchildren and great-grandchildren, when they see an Erie-Lackawanna sign, may boast of being descended from its originator. This applies to the slogan as well.

Contest Rules

Here are the rules for the contest:

1. Any Erie or Lackawanna employee, active or retired, wife or husband or child of an active or retired Erie or Lackawanna employee, is eligible to compete, with the exception of members of the public relations, advertising and magazine department and their families. No member of an advertising agency serving the Erie or Lackawanna Railroad is eligible to compete.

2. Entries must be received before April 15, 1960, addressed: Erie-Lackawanna Emblem Contest, Room 1304 Midland Building, Cleveland 15, O. (Note: Lackawanna News will use its own address.) Mailed entries must be postmarked before midnight, April 15, 1960.

3. All entries should be submitted on paper or cardboard, approximately 8x10 inches.

4. All entries become the property of the Erie Railroad Co. and the Delaware, Lackawanna & Western Railroad Co., or the Erie-Lackawanna Railroad Co. and any entry may be used by these companies without additional payment of any kind.



WHEN JOHN TANIS and Mrs. Tanis were given a farewell party in Cleveland they wore smiles like these. John has retired as assistant chief clerk in the mechanical department after 50 years of service. He and Mrs. Tanis will live at 2145 Morrison Ave., Lakewood, Ohio.



5. All entries must bear the name, department, location and payroll number of the employee entrant; if a member of the family of an employee enters he must show the same information in regard to his parent or spouse, together with his relationship to the employee. Please use the official entry blank on Page 9 or make a similar blank, showing the information requested.

6. Any entrant may make any number of entries. However, he must identify each with the information asked for on the entry

coupon.

7. In case of ties, duplicate prizes will be awarded.

8. The companies reserve the right not to use any of the winning designs or slogans. They also reserve the right to make adaptations of the designs and slogans submitted. However, in either case, prizes for the best entries will be awarded even though they are not used.

9. Decisions of the management committee to be selected will be final.



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.

Veterans Enjoy Party

(Story begins on page 13)



MR. AND MRS. STANLEY J. GLOVER, Hornell chapter, entertained Bob Oakes of the Hornell Tribune.



THESE HAPPY VETS ARE Chester Thomas, Marion chapter; Miss Frances Carroll and Ford DeLaney, Hornell chapter.



MAYOR AND MRS. FRANK WOLFANGER of Hornell, and Mr. and Mrs. R. James Cross, Youngstown chapter, enjoyed a quiet chat.



MR. AND MRS. GEORGE HOUSE and Mr. and Mrs. Carl S. Kinback, all of Hornell chapter, arrived together.



ANTHONY DeMOLA and Walter E. Miller were among members of the Cleveland chapter present.



AN ENJOYABLE EVENING was had by Mr. and Mrs. Arthur Price, Hornell chapter and Mr. and Mrs. Edward J. Whalen, general office chapter.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Bolley, Joseph George	Wreckmaster	Susquehanna Car Shop	12-10-59
*Burkhead, Dorsie Orvin	Freight Conductor	Marion Division	10-15-59
*Butler, Raymond Michael	Supervisor Wage Bureau	Cleveland	12- 2-59
*Cole, Jesse Alvis	Conductor	New York Division	11-12-59
*Cole, Melvin Smith	Ex. Gang Foreman	Meadville Division	11- 7-59
*Collier, Jesse	Conductor	Mahoning Division	9-25-59
*Conklin, Andrew	Blacksmith Helper	Port Jervis Car Dept.	11-26-59
*Cowperthwait, David Steven	Asst. Wk. Eq. Foreman	Susquehanna Wk. Eq.	12-12-59
*Dennison, Raymond Edward	Carman	Jamestown	12- 3-59
*DiMuro, Gaetano	Freight Carman	Susquehanna Coach Shop	11-28-59
*Eberling, Ruth Leona	Relief Telephone Operator	New York Division	12-14-59
*Edwards, George Henry	Road Conductor	New York Division	10-21-59
*Fitzgibbons, John Thomas	Engineer	New York Division	11-23-59
*Foster, Deane Adelbert	Brakeman	B&W Division	12-15-59
*Gaffney, James Francis	Clerk-Operator	Newburgh, N. Y.	8-22-59
*Gordon, Harry Knapp	Engineer	New York Division	11-30-59
*Harwood, William Smith	Engineer	New York Division	12-16-59
*Hunter, John Ackley	1st Levelman	Hornell	11-26-59
*Kramer, Leonard Orval	Passenger Conductor	Marion Division	11-23-59
*Lawhorn, Cyrus Silas	Car Inspector	Marion	12-14-59
*Less, Ernest Joseph	Locomotive Engineer	Mahoning Division	11-22-59
*Loughnane, Cornelius Joseph	Carman	Buffalo Car Department	11-26-59
*Land, Stanley Carl	Gen. Foreman Passenger	Jersey City	12- 2-59
*Luthart, Lawrence John	Crossing Watchman	Buffalo Division	10- 2-59
*MacDonald, Allen Ellsworth	Car Foreman	Avoca Car Shop	11-25-59
*Matesa, Tom	Trackman	Marion Division	10- 9-59
*McGill, Michael Joseph	Cashier	New York Division	12-18-59
*Mcintyre, Erma Ruth	Monitor	Youngstown, Mahoning Div.	11-24-59
*Mott, Floyd Russell	Electrician	Dunmore Car Shop	12-12-59
*Mumaw, Floyd	Engine Watchman	Ashland, O.	11-28-59
*Murphy, Marion Chalmer	Chief Train Dispatcher	Marion	12- 3-59
*Newell, Floyd Edward	Machinist	Hornell Shop	11-24-59
*Papalambro, Peter	Chief Stationary Engineer	Chambers St., N. Y. City	11-22-59
*Plummer, Charles Frederick	Engineer	Marion Division	12- 6-59
*Raleigh, Thomas James	Patrolman	Jersey City	10-20-59
*Reis, Thomas Arthur	Carpenter	New York Division	12- 8-59
*Romano, Antonio	Coach Cleaner	Jersey City Psgr. Car Dept.	12- 1-59
*Schultz, Martin	Car Inspector	E. Buffalo Car Shop	11-3-59
*Shaw, Frank William	Train Baggage Agent	Marion Division	12- 9-59
*Shields, Anthony Michael	Barge Captain	Marine Department	10- 6-59
*Tower, Harold Percy	Agent-Operator	Wayland, N. Y.	12-10-59
*Wasek, Michael	Car Inspector	Chicago	11-24-59
*Witkowski, John Stanley	Car Inspector	Avoca Car Shop	12-12-59
*Yaw, Guy Henry	Blacksmith	Hornell Shop	11-28-59
*Yunker, James Frederick	Crossing Watchman	Kent Division	11-30-59

*Retired Employees

Banquet

(Story begins on page 13)

combined initiation fee and first year's dues.

To stimulate the drive for members, the executive board of the association is offering a \$50 United States Savings Bond to that chapter which enrolls the 5,000th member, provided he joins before July 1.

The liberalization of entrance provision was made by executive board action, and when it made its decision public, the board emphasized the fact that the new policy was being adopted on a trial basis.

The banquet and dance were held at the New Sherwood Hotel, with Milton G. McInnes, executive vice-president of the Erie, as master of ceremonies.

Carl S. Kinback, superintendent at Hornell, and Mayor Frank Wolfanger of Hornell, both welcomed the veterans.

After Mr. Von Willer's speech, a wrist watch was presented to the

outgoing president, Hubert Kelly of Huntington. Edward McCue of Youngstown installed the new officers.

Harry C. Travis, Hornell chapter, was installed as president; Charles J. R. Taylor, General Office chapter, first vice president; Jack F. Hazzard, Jersey City chapter, second vice president.

Four association wheelhorses were re-installed: Leslie H. Arold, general office, financial secretary; Rex P. Reebe, Youngstown chapter, recording secretary; Leonard P. Johnson, Salamanca, treasurer and Frank P. Belling, Jersey City, director of social activities.

For many of those who attended, the main "business" of the meeting had nothing to do with the business meeting. They attended to see their old friends, to visit and dance with them, and to make themselves known face to face with people with whom they had been corresponding or telephoning over the years.

Two Retire

(Story begins on page 11)

Jersey City, where he became storehouse foreman in 1922.

He moved to Secaucus as storekeeper the following year and transferred to the mechanical department in New York City as assistant chief clerk in 1929. Mr. Violand came to Cleveland in 1931 when the Erie moved its headquarters, and was promoted to general clerk for the vice president in 1940 and contract assistant in 1946. He has been assistant to the vice president Since last January.

The Violands plan to live at 15715 Fernway Avenue N.W., Cleveland, which is a rather central point to their 15 grandchildren. One of Violand's sons, Walter L., is in the Erie's purchasing department at Cleveland; another son, Edward J., works for a Cleveland envelope company, and one married daughter, Mrs. Richard O. Gaeckle, lives in Rocky River, O., and the other, Mrs. Charles E. Hausknecht, lives in Chicago.

Bert Burgess Retires; Served 43 Years

Bert C. Burgess, chief clerk in the office of vice president, traffic at Cleveland, retired on February 1st.

Mr. Burgess, a native of Elwood, New York, had aggregate Erie railroad service in excess of 43 years with continuous service of 28 years and 5 months dating from September 1, 1931, all in the traffic department.

From 1931 he held various clerical positions in the traffic rate department, including that of chief rate clerk in the vice president's office at Cleveland, and in 1955 became chief clerk.

He was a founding member and first president of the Akron Traffic Club.

He and Mrs. Burgess have one daughter and three grandchildren. The Burgesses will continue to live at 2560 Greenvale Road, Cleveland 21, Ohio.

Urge Repeal

(Story begins on page 10)

of railroad technical progress since its passage.

Taxi Ride, Too

In its review of proof, the PSC referred to the strange situations that arise under the full crew law, especially in the "third brakeman" category. One railroad requires such a position for only 11 miles of a freight train run in New York State.

Another instance cited was that of a train running from Coming to Newberry Junction, Pa. In this case the third brakeman rides only 16 miles to the Pennsylvania state line, and the train then runs for more than 100 miles with only two brakemen. The New York full crew man spends only 45 minutes aboard the train. And if no north-bound train is available to take him back to Corning, the railroad pays his taxi fare from the state line back to Coming!

Baggageman's Ride

Unneeded baggagemen without visible duties also came under scrutiny.

One railroad witness cited an extreme situation involving the

necessity under the full crew law for assigning a baggageman to a passenger train, although there was no work whatever to be done in connection with the through baggage carried in the train, adding that the baggage car would have been locked or sealed except for the presence of the baggageman on the car to meet the requirements of the New York law.

The witness asserted that the baggageman boarded the train at Buffalo, a crew-changing terminal point, and was compelled to ride the train to Collinwood, (Cleveland) Ohio, that being the next stop made by the train, from which latter point the baggage car was sealed and moved on to Toledo without a baggageman.

Summary of Findings

In summing up its conclusions, the commission restated its findings thus :

"1. There is no reasonable need from the viewpoint of the safety of railroad operations, the employees engaged therein, and the public for continuing in existence the statutory enactments mandating the minimum crew requirements which are the subject matter of this study and investigation.

"2. The inherent faults and weaknesses of the full crew laws cannot, in our judgment, be eliminated or cured by modifying or amending such laws.

"3. There are persuasive and convincing reasons for repealing the full crew laws in their entirety.

"4. The repeal of such laws will not jeopardize the safety of railroad operations, the employees engaged therein, and the public since this commission, upon the event of such repeal, will be free to exercise the broad powers conferred by subdivision 2 of Section 49 of the Public Service Law and prescribe by rule, regulation or order such minimum crew requirements as may reasonably appear to be required in the interest of safe and adequate railroad operations and service."

• • •

Here's Answer on Scholarship Requirement

Some high school seniors who intend to apply for the Erie Scholarship Awards have raised the question of how long their parents must have been employed by the Erie Railroad, Paul J. Kindler, assistant to the president, and secretary of the awards committee, reports.

"The requirement that a parent of the applicant must have been employed by the Erie Railroad Co. for at least 10 years was eliminated in 1956," Kindler said. "Any information to the contrary is erroneous."

The committee, through Kindler, urged that "all applicants check periodically to make certain that all papers be submitted prior to April 1.

All applicants who have completed papers will have advance notice of the time and place of examinations, which must be held during April.

Courtesy alone is not sufficient to hold a patron's good will; he must have service, but courtesy irons out many little kinks and helps to make everything run smoothly.

THE ERIE DOCK COMPANY

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Ton per Hour from Vessel

FREIGHT CAR DEVICES

ILLINOIS RAILWAY EQUIPMENT CO.

80 E. Jackson Blvd.

Chicago 4, Ill.

Red Russia's railroads get the green light



If you think the great era of railroad building is gone, you should see Russia today!

The Russians are feverishly building new railroads . . . improving existing trackage. . . adding modern equipment -- electric and diesel locomotives, roller-bearing cars, automatic coupling, welded rail and plenty of new and improved rolling stock.

And while Russia's railroads are by no means up to American railroad standards, they're moving ahead fast.

* * *

In the United States, by contrast, public policies tend to reflect indifference to the railroads, while they encourage railroad competition.

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

* * *

The railroads ask no special favors. All they ask is the equality of treatment and opportunity fundamental to the American concept of free enterprise. Granted this, the public would then be *assured* of the efficient, low-cost rail service which a dynamic economy and national defense demand.

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON 6, D. C.

NOT TOO HIGH FOR THE ERIE



This is electricity in the making-for the home, for industry-a giant transformer on the move from the manufacturing plant to its destination. It stands almost 18 feet above the rails and weighs 220,000 pounds.

Not every railroad could handle this oversize shipment. But the Erie has always been known for its extra high and wide clearances, its super strong bridges-an important service to shippers with unusual loads. This is another example of Erie's leadership in dependable transportation service in the thriving industrial area between New York and Chicago.

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)