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!
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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.

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.

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 employes. 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.
Freight Cars Loaded on the Erie and Received from Connecting Railroads

**Dollar Figures at a Glance**

<table>
<thead>
<tr>
<th></th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Month of December:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1959 .....</td>
<td>$ 13,750,788</td>
<td>$ 13,412,312</td>
<td>$ 338,476</td>
</tr>
<tr>
<td>1958 .....</td>
<td>13,961,057</td>
<td>13,600,719</td>
<td>360,338</td>
</tr>
<tr>
<td><strong>Twelve months ended December 31:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1959 .....</td>
<td>$156,416,461</td>
<td>162,101,348</td>
<td>($5,684,887)</td>
</tr>
<tr>
<td>1958 .....</td>
<td>154,749,241</td>
<td>158,418,120</td>
<td>(3,668,879)</td>
</tr>
</tbody>
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( ) Denotes Loss
Gondolas for Reviving Steel Trade Roll from Erie 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)
ONCE THE OLD flooring is removed, steel underframe parts are straightened.

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

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.

February, 1960
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 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 employees 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-
ploye or member of his family.

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

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.

**Savings Bonds**

In view of the uncertainty of the time element so far as the merger is concerned, the winners will have to wait, of course, until the new company is created to receive their stock. In the event a merger does not take place before December 31, 1960, United States Savings Bonds will be substituted in the respective categories—a $100 bond will be awarded to each of the two first place winners and a $50 bond to each of the two second place winners. (Note: This is not to be construed as indicating any prospective value on the shares of the new company.)

If the merger does not become effective until after that date and it is decided to use one of the suggestions submitted by either of the first place winners as the official emblem and slogan for the new company, an additional ten shares of common stock will be awarded.

In other words, the grand prize winner would receive either 20 shares of common stock in the new company, or a $100 United States Savings Bond plus 10 shares of common stock, depending on when the merger goes into effect.

**Keep It Simple**

Designing a new emblem, trade mark, herald, symbol or whatever you want to call it, poses certain problems. It should be kept in mind that the new emblem will be used in countless ways to advertise and identify the new Erie-Lackawanna Railroad.

It will appear on box cars and calling cards, on freight stations and letterheads, on bridges and tugboats, timetables and paychecks, conductors buttons and piggy-back trailers. It will be printed, engraved, rubber-stamped and even embroidered.

So, it would be best to keep the design as simple and practical as possible. In fact, the trend in modern industrial design is toward simplicity as you will notice by taking a look at other company trade marks, including those outside the railroad industry.

Don't worry too much about the

(Please turn to page 27)

**Erie-Lackawanna Emblem Contest**

**Room 1304, Midland Building**

**Cleveland 15, Ohio**

Here is my entry in the Erie-Lackawanna Emblem and Slogan Contest. I understand that my entry becomes the property of the railroad and that the decision of the management committee will be final.

**Employe’s name ..................... Location ...........**

**Address or RFD ..................... City .............**

**Payroll Number ..................... Shop or**

**Division**

If family member fill out this line:

**Entrant ......................... Relationship ...........**

(Paste this form to back of entry.)

February, 1960
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 nation 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.
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 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

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.

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. Kelley, 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.
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 instead of the usual $4, provided they take action before June 30.

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.

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 alongside 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

Erie Railroad Magazine
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:

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.

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.
JOSEPH F. O'HARA
Operator-Ticket Clerk

RICHARD A. HALL
Freighthouse Foreman

FRANK POOLEY
Stockkeeper

EDWARD F. KELLEY
Chief Clerk

LEO R. FITZGERALD
General Yardmaster

GEORGE P. RYAN
Interchange Clerk

GERALD SAUNDERS
Division Passenger Agent

PEOPLE YOU KNOW
All Working for the Erie at Elmira
JOHN C. SULLIVAN  
Yard Brakeman

FRANCIS T. GARVEY  
Freight Agent

FRANCIS J. CAREY  
Yardmaster

JOHN E. WESBECKER  
Chief Clerk

THOMAS F. SHEEHAN  
Ticket Agent

JAMES A. RICHARDSON  
General Foreman  
Mechanical Department

LEONARD A. GALLOWAY  
Patrolman

HAROLD J. SPINDLER  
Division Freight Agent

ALBERT KRAUS  
Yard Clerk

February, 1960
Fellow Veterans,

As we face the new year let’s 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 well integrated operation of the entire team.

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

Fraternally yours,

H. C. Travis
President

Erie Veterans News

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 | YEARS |
---|---|---|---|
William V. Aniskiewicz | Machinist | Jersey City, N. J. | 11-18-59 |
Michael Billick | Carman Helper | E. Buffalo, N. Y. | 11- 5-59 |
Ralph Bonney | Yard Conductor | Shelby, Ohio | 12-31-59 |
Ralph Borrell | Car Inspector | Meadville, Pa. | 11-27-59 |
Russel F. Ciligi | Engineer | Hoboken, N. J. | 10-17-59 |
Alfred Cavola | Michinist | Hudson, N. Y. | 11- 5-59 |
Joseph Czerniak | Engine | Secaucus, N. J. | 11-30-59 |
Samuel F. Dodd | Engineer | Hoboken, N. J. | 11-30-59 |
George C. Franz | Yard Conductor | Buffalo, N. Y. | 11- 5-59 |
John G. Van Van | Engineer | Hornell, N. Y. | 11-30-59 |
Cernelius Fulton | Asst. Chief Dispatcher | Hoboken, N. J. | 12-31-59 |
Martin M. Gaff | Yard Conductor | Jersey City, N. J. | 11-21-59 |
Peter Geryak | Car | E. Buffalo, N. Y. | 11- 5-59 |
Robert Francis Hurley | Metal Worker | Meadville, Pa. | 11-27-59 |
John Husaem | Car Inspector | Hoboken, N. J. | 10-17-59 |
Elmer A. Kent | Engineer | Endwell, N. Y. | 11- 5-59 |
Henry C. Smith | Engineer | Marion, Ohio | 12-31-59 |
Joseph Sproul | Car | Akron, Ohio | 11-30-59 |
Alfred Chiurco | Commercial Agent | Youngstown, O. | 11-30-59 |
Lawrence C. Stinson | Conductor | Meadville, Pa. | 11-27-59 |
John G. Freeland | Electrician | Hornell, N. Y. | 11- 5-59 |
Lucile Osmun | Financial Secretary | Forest Hill, N. J. | 11- 5-59 |
Henry C. Travis | President | E. Buffalo, N. Y. | 11- 5-59 |
Matthew I. Libera | Sheet | Meadville, Pa. | 11-27-59 |
Solly A. Mazurka | Car | Hoboken, N. J. | 11-30-59 |
Francis L. Nashett | Machinist | Forest Hill, N. J. | 11- 5-59 |
Hugo H. Nixen | Engineer | Hornell, N. Y. | 11-30-59 |
Michael Ostroney | Car Inspector | Erie, Ohio | 11-30-59 |
Forest Hayman | Recording Secretary | Erie, Ohio | 11-30-59 |
Paul R. Shultz | Engineer | Meadville, Pa. | 11-27-59 |
John J. Malley | Engineer | Hornell, N. Y. | 11-30-59 |
Howard W. Pascoe | Engineer | Marion, Ohio | 11-30-59 |
Elmer H. Raber | Engineer | Akron, Ohio | 11-30-59 |
Charles J. Robisky | Engineer | Hornell, N. Y. | 11-30-59 |
Benjamin Schierer | Engineer | Hornell, N. Y. | 11-30-59 |
Joseph Schilling | Engineer | Hornell, N. Y. | 11-30-59 |
Joseph Seimik | Engineer | Hornell, N. Y. | 11-30-59 |
Mrs. Henry C. Smith | Superintendent | Hornell, N. Y. | 11-30-59 |
Loren William Smith | Section Foreman | Hornell, N. Y. | 11-30-59 |
Louis W. Wendt | Section Foreman | Hornell, N. Y. | 11-30-59 |
John C. Wider | Section Foreman | Hornell, N. Y. | 11-30-59 |
Ralph Z. Winter | Engineer | Hornell, N. Y. | 11-30-59 |
Stanley E. Wintek | Engineer | Hornell, N. Y. | 11-30-59 |
William S. Zajukas | Engineer | Hornell, N. Y. | 11-30-59 |
Louis J. Barbutes | Engineer | Hornell, N. Y. | 11-30-59 |
Lawrence L. Bauer | Engineer | Hornell, N. Y. | 11-30-59 |
Richard Binson | Engineer | Hornell, N. Y. | 11-30-59 |
William J. Boozier | Engineer | Hornell, N. Y. | 11-30-59 |
Thomas F. Bucier | Engineer | Hornell, N. Y. | 11-30-59 |
Harry O. Carr | Engineer | Hornell, N. Y. | 11-30-59 |
Alfred Chioceo | Engineer | Hornell, N. Y. | 11-30-59 |
Theodore DaGratz, Jr. | Engineer | Hornell, N. Y. | 11-30-59 |
John DeLeon | Engineer | Hornell, N. Y. | 11-30-59 |
James E. Donovan | Engineer | Hornell, N. Y. | 11-30-59 |
Thomas L. Dougherty | Engineer | Hornell, N. Y. | 11-30-59 |
James J. Dowhen | Engineer | Hornell, N. Y. | 11-30-59 |
Helen M. Eyerman | Engineer | Hornell, N. Y. | 11-30-59 |
Irvin F. Foley | Engineer | Hornell, N. Y. | 11-30-59 |
Daniel W. Galloway | Engineer | Hornell, N. Y. | 11-30-59 |
Clarence C. Guthier | Engineer | Hornell, N. Y. | 11-30-59 |
Andrew Haushak | Engineer | Hornell, N. Y. | 11-30-59 |
George Hazen | Engineer | Hornell, N. Y. | 11-30-59 |
Hamphrey Holme | Engineer | Hornell, N. Y. | 11-30-59 |
Rudolph R. Kieffer | Engineer | Hornell, N. Y. | 11-30-59 |
Clayton J. Kimball | Engineer | Hornell, N. Y. | 11-30-59 |
Abraham H. Kleinman | Engineer | Hornell, N. Y. | 11-30-59 |
Herbert A. Kobell | Engineer | Hornell, N. Y. | 11-30-59 |
Frank F. Lafferty | Engineer | Hornell, N. Y. | 11-30-59 |
George E. Lyslaw | Engineer | Hornell, N. Y. | 11-30-59 |
Frank A. MacEwen | Engineer | Hornell, N. Y. | 11-30-59 |
Marion J. Marzijai | Engineer | Hornell, N. Y. | 11-30-59 |
Kenneth W. Meyers | Engineer | Hornell, N. Y. | 11-30-59 |
Frank J. Miller | Engineer | Hornell, N. Y. | 11-30-59 |
Francis J. Mulligan | Engineer | Hornell, N. Y. | 11-30-59 |
Florence M. Murphy | Engineer | Hornell, N. Y. | 11-30-59 |
Melvin A. O’Donnell | Engineer | Hornell, N. Y. | 11-30-59 |
Cornelius J. O’Leary | Engineer | Hornell, N. Y. | 11-30-59 |
Raymond W. Okleman | Engineer | Hornell, N. Y. | 11-30-59 |
Frank G. Romanowski | Engineer | Hornell, N. Y. | 11-30-59 |
Darral H. Stolz | Engineer | Hornell, N. Y. | 11-30-59 |
Martin A. Sheroshick | Engineer | Hornell, N. Y. | 11-30-59 |
Peter Slugeck | Engineer | Hornell, N. Y. | 11-30-59 |
John J. Smith | Engineer | Hornell, N. Y. | 11-30-59 |
Joseph Smith | Engineer | Hornell, N. Y. | 11-30-59 |
James C. Sproul | Engineer | Hornell, N. Y. | 11-30-59 |
Frank Stolarczyk | Engineer | Hornell, N. Y. | 11-30-59 |
Helen T. Sullivan | Engineer | Hornell, N. Y. | 11-30-59 |

Erie Railroad Magazine
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.

Tired after 40 years service.

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" Laferty, 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-

(Last as 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 Kaleszeski, 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 Sprout, 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.

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.

Allegany-Meadville

By S. Minnece

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 employees 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. Minnece, 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.

About All the
Stewart Church and 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.


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.

** Mahoning Division **
** CLEVELAND FREIGHT **
By R. M. O'Connor

Al Scheck, general rate clerk, wife and children flew to Miami, Florida for the Christmas weekend; 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.

** 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 railroading.

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, 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 Ricciode, Ruth Ruffing, Charles Paulson.

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 Angel spent one week's vacation taking local...
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.

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.
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 Connole

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.

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

L. W. Connole 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-
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.

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 Carlson 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 employees 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 Russe were both recipients of diamonds.

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

Clayton Ordway retired employee, 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 employee, Ted Dieter.


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 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)

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 mineral 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.
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.

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.

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.

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.
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.

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.

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

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
* Bolley, Joseph George
* Burkhart, Dorsie Orvin
* Butler, Raymond Michael
* Cole, Jesse Alvis
* Cole, Melvin Smith
* Collier, Jesse
* Coulton, Andrew
* Cowperthwait, David Steven
* Crawford, Raymond Edward
* DiMuro, Gennaro
* Eberling, Ruth Leona
* Edwards, George Henry
* Edwards, George Henry
* Flannigan, John Thomas
* Foster, Deane Adelbert
* Gaffney, James Francis
* Gordon, Harry Knapp
* Harwood, William Smith
* Hunter, John Ackley
* Inman, Leonard Oral
* Lawhorn, Eyriss Silas
* Laws, Ernest Joseph
* Leonghane, Cornelius Joseph
* Land, Stanley Carl
* Lawler, Lawrence John
* MacDonald, Allen Ellsworth
* Matesa, Tom
* McCarty, Michael Joseph
* McIntyre, Erma Ruth
* Metzger, Floyd Russell
* Mumaw, Floyd
* Murphy, Marion Chalmer
* Newell, Floyd Edward
* Newell, Floyd Edward
* O’Brien, Peter
* Plummer, Charles Frederick
* Raleigh, Thomas James
* Reis, Thomas Arthur
* Romano, Antonio
* Rouse, Francis
* Shaw, Frank William
* Shelters, Anthony Michael
* Tower, Harold Percy
* Vareck, Michael
* Witkowsi, John Stanley
* Yant, Guy Henry
* Younger, James Frederick

Retired Employees:
*Bolley, Joseph George
*Burkhart, Dorsie Orvin
*Butler, Raymond Michael
*Cole, Jesse Alvis
*Cole, Melvin Smith
*Collier, Jesse
*Coulton, Andrew
*Cowperthwait, David Steven
*Crawford, Raymond Edward
*DiMuro, Gennaro
*Eberling, Ruth Leona
*Edwards, George Henry
*Flannigan, John Thomas
*Foster, Deane Adelbert
*Gaffney, James Francis
*Gordon, Harry Knapp
*Harwood, William Smith
*Hunter, John Ackley
*Inman, Leonard Oral
*Lawhorn, Eyriss Silas
*Laws, Ernest Joseph
*Leonghane, Cornelius Joseph
*Land, Stanley Carl
*Lawler, Lawrence John
*MacDonald, Allen Ellsworth
*Matesa, Tom
*McCarty, Michael Joseph
*McIntyre, Erma Ruth
*Metzger, Floyd Russell
*Mumaw, Floyd
*Murphy, Marion Chalmer
*Newell, Floyd Edward
*Newell, Floyd Edward
*O’Brien, Peter
*Plummer, Charles Frederick
*Raleigh, Thomas James
*Reis, Thomas Arthur
*Romano, Antonio
*Rouse, Francis
*Shaw, Frank William
*Shelters, Anthony Michael
*Tower, Harold Percy
*Vareck, Michael
*Witkowsi, John Stanley
*Yant, Guy Henry
*Younger, James Frederick

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. McNees, executive vice-president of the Erie, as master of ceremonies.

Carl S. Kinback, superintendent at Hornell, and Mayor Frank Wolflanger 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 wheelchairs were re-installed: Leslie H. Arolf, general office, financial secretary; Rex P. Reebel, 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 meeting, the business 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)

Bert Burgess Retires; Served 43 Years

Bert C. Burgess, chief clerk in the office of vice president, retired at Cleveland, 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, add-
ing that the baggage car would
have been locked or sealed except
for the presence of the baggage-
man on the car to meet the re-
quirements of the New York law.

The witness asserted that the
baggageman boarded the train at
Buffalo, a crew-changing termi-
nal 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 To-
ledo without a baggageman.

Summary of Findings

In summing up its conclusions,
the commission restated its find-
ings thus:

"1. There is no reasonable need
from the viewpoint of the safety
of railroad operations, the em-
ployees engaged therein, and the
public for continuing in existence
the statutory enactments mandat-
ing the minimum crew require-
ments which are the subject mat-
ter of this study and investigation.

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

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

"4. The repeal of such laws will
not jeopardize the safety of rail-
road operations, the employees en-
gaged therein, and the public since
this commission, upon the event of
such repeal, will be free to exer-
cise the broad powers conferred
by subdivision 2 of Section 49 of
the Public Service Law and pre-
scribe 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 in-
tend to apply for the Erie Scholar-
ship Awards have raised the ques-
tion of how long their parents must
have been employed by the Erie
Railroad, Paul J. Kindler, assist-
ant 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 in-
formation to the contrary is er-
roneous."

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

All applicants who have com-
pleted papers will have advance
notice of the time and place of ex-
aminations, 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.
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.
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.

Erie Railroad
Dependable Service For The Heart Of Industrial America

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