

**ON THE
ERIE**

OUR 54TH YEAR OF PUBLICATION

JANUARY 1959

• The President's Page

WE have just completed a year that ended on a more optimistic note than when it started. At this time last year, the business recession had already set in, and all economic predictions were on the downward side. Belt tightening was necessary not only for the railroads but for other industries as well.

Fortunately, the recession seems to have run its course. While we are not "out of the woods" yet, there are definite signs that our economy is headed for a come-back in 1959. It now appears that business in general, and particularly the heavy goods industries such as steel and automobiles, on which the Erie relies for much of its tonnage, will show a gradual improvement in the months ahead.

The year 1958 was a difficult one, and I realize full well that under these challenging conditions our people assumed many additional and unusual responsibilities. To all of you I extend sincere thanks for your efforts.

With this spirit of cooperation and the improved business prospects, we can now look forward to a more encouraging and rewarding year.

A handwritten signature in dark ink, reading "H. W. Van Weller". The signature is written in a cursive style with a small dot above the "i" in "Weller".



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

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OUR OBJECTIVE

Primarily the Erie Railroad Magazine is published for Erie employes and their families, secondarily for Erie shippers, suppliers, shareholders and others interested in the railroad. The editors try to tell objectively and completely about the progress of the Erie by discussing management's policies, day-by-day practices, problems and plans for the future. Just as important is the human side of the news. Emphasizing 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.

January, 1959

Volume 54, No. 11

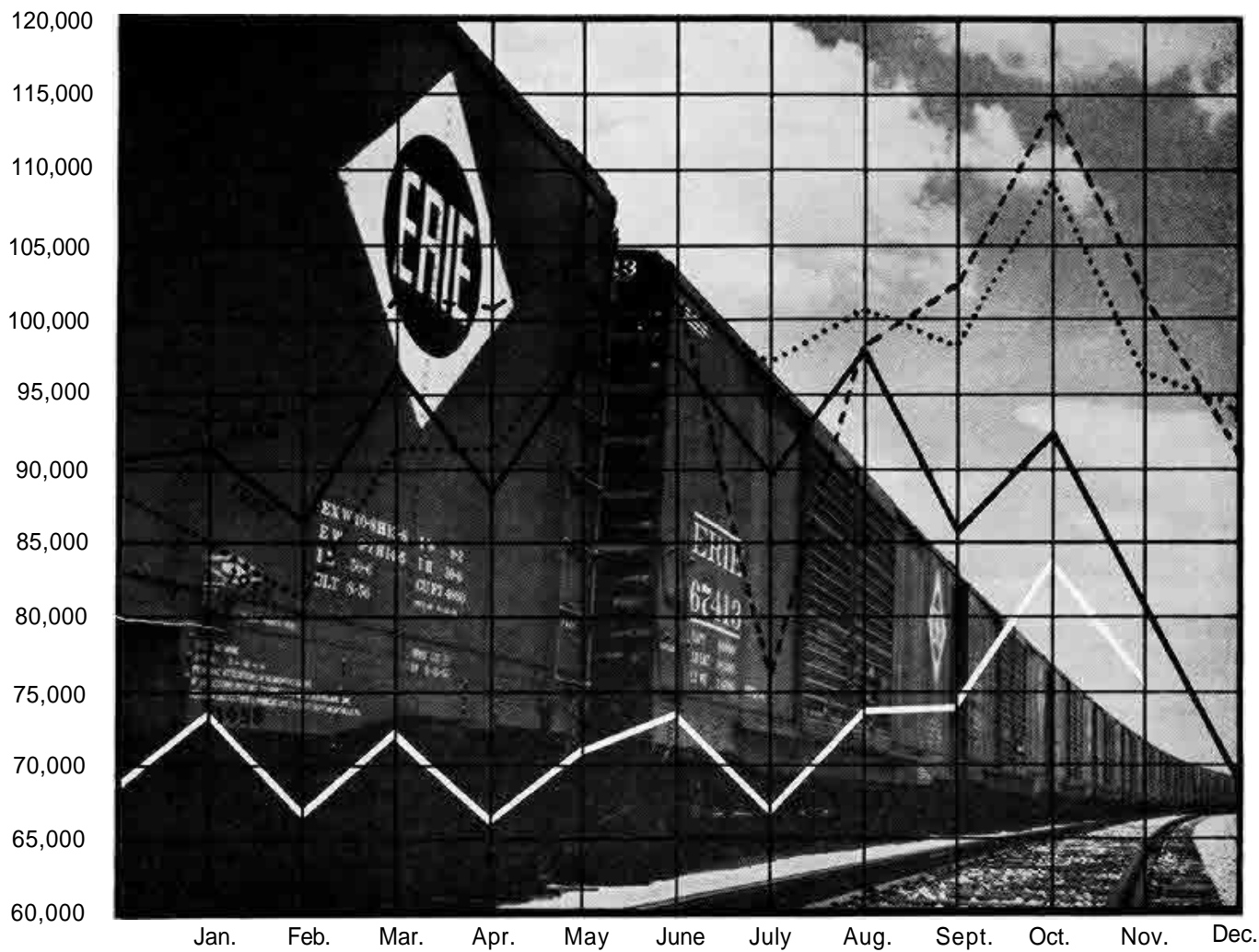
THE COVER:

For many the arrival of winter is not a pleasant prospect, but skiers delight in snow. And where is better skiing to be found than in New York's Allegany State Park? The winter sport fans on the cover are enjoying the weather beside the Erie near Salamanca, the gateway to the park.

George C. Frank Asst. to President
Talbot Harding Associate Editor
William S. Gamble 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 the editorial and business offices, 1327 Midland Building, Cleveland 15, Ohio.

Business Indicator



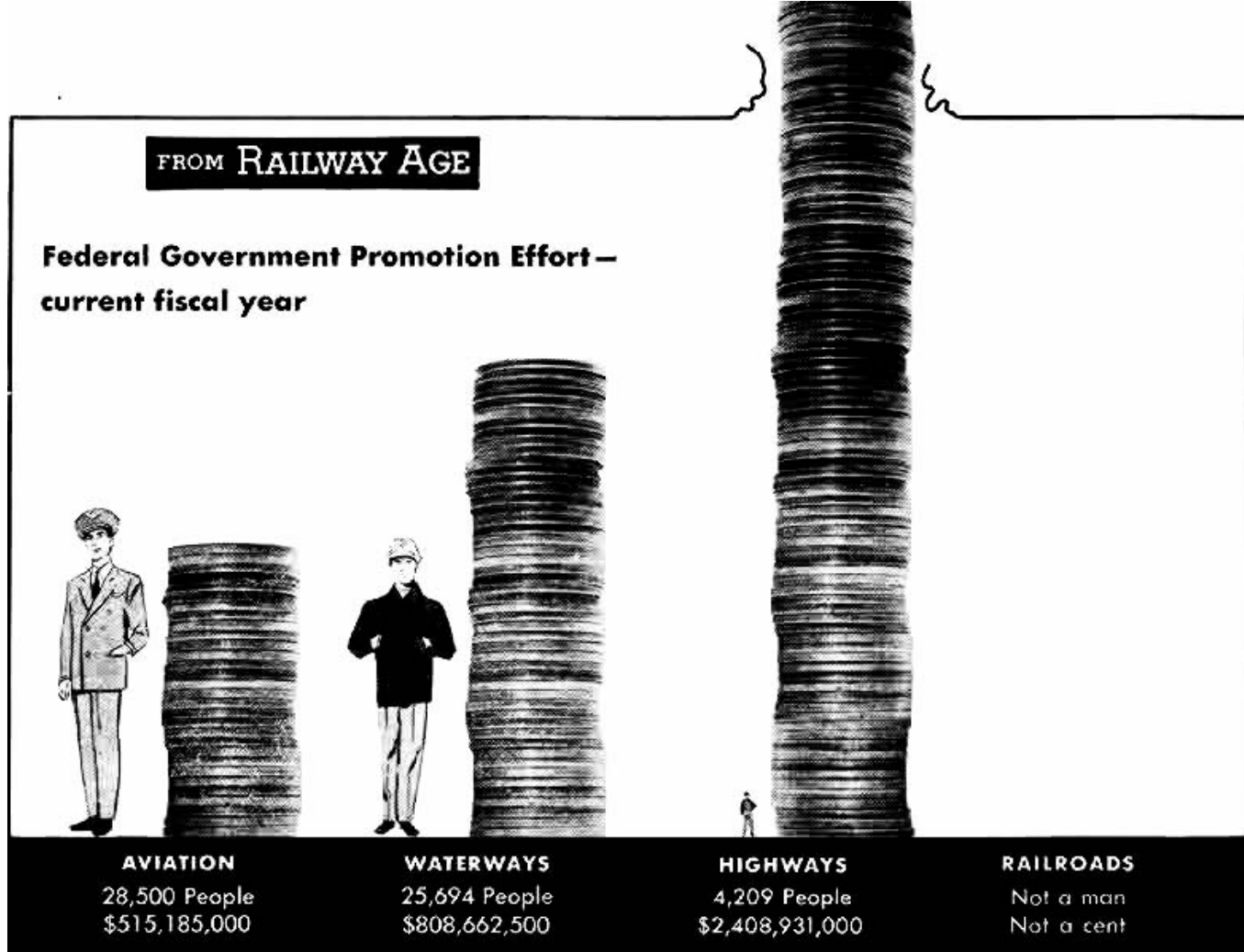
Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or <i>Loss</i>)
Month of November:			
1958	\$ 12,890,379	\$ 12,689,655	\$ 200,724
1957	14,247,036	13,608,261	638,775
First 11 Months:			
1958	140,788,184	144,817,401	(\$4,029,217*)
1957	160,939,181	156,952,176	3,987,005
(*Losses in italics)			

FROM RAILWAY AGE

Federal Government Promotion Effort— current fiscal year



Loading the Dice with Men and Money

THE diagram above portrays the basic cause of the railroads' competitive difficulties. It also points to the obvious means for correcting them. The federal government is engaged in large-scale promotional activities in behalf of air, inland waterway and highway transportation. Over a period of years, this federal promotional effort has been spectacularly successful in increasing the size and prosperity of the three kinds of transportation thus assisted. State and local governments have, likewise, engaged in promoting them.

At no level of government--federal, state or local--is anything whatever being done to promote the development, improvement and growth of railroad service. This is the principal reason why other forms of transportation are thriving and growing, while most railroads are not.

The figures shown for the average number of employees on the

federal payroll--and current appropriations, to promote and develop air, waterway and highway transportation--are estimates by Dr. Burton Behling--AAR economist, who is as well informed on comparative transportation performance as anyone in the country. The federal employees shown in the waterways category include those engaged in flood control, as well as waterways. The figures do not, however, include employees of contractors who are doing federal work on transportation facilities. Hence the totals greatly understate, rather than overstate, the number of people the federal government is employing to advance the interests of inland transportation, other than that by rail.

For almost a decade a proposal that the federal government should establish a department of transportation, headed by a member of the President's cabinet, has been under discussion. The department

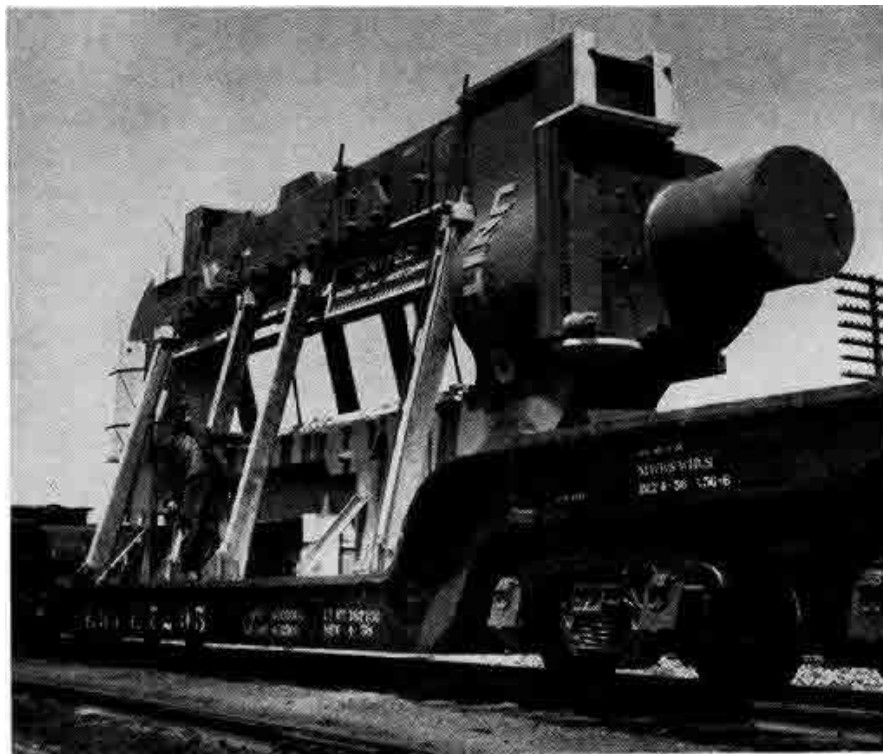
would assess all forms of transportation from the standpoint of the national interest, and not promote one or more forms in disregard of the others. Such a department is surely needed--to correct the lop-sided and anti-railroad shape of current transportation development in the United States.

If such a department of transportation is not speedily established, then, at the very least, there should be formed a railroad bureau in the Department of Commerce--manned by people who are just as enthusiastic for railroad progress, as the Army Engineers are for waterways and the Bureau of Public Roads is for highways.

The federal government, as things are now, is not even concerning itself with protecting its own minimal requirements for railroad transportation in the event of a defense emergency. The Defense Department has "stockpiled" some

(Please turn to page 29)

Special Cars Answer Some- Modern Transport Problems



BIG LOADS ARE MEAT for the Erie, and when need arises, super-heavy duty depressed center flats like this one are called into service by the high and wide route.,



A TRAILER IS LOADED aboard a king-size Erie piggy-back flat built for this service.

Needs of Shipper Require Careful Studies

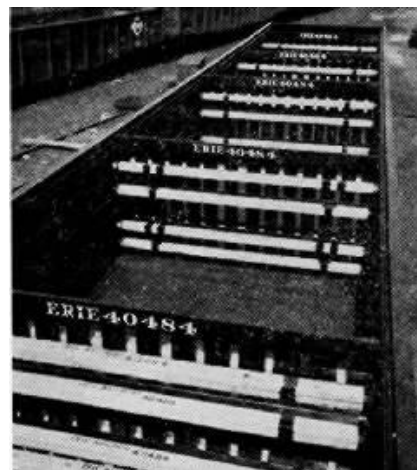
THE MOST IMPORTANT person to any successful business is the customer--he is a king! Like the proverbial "better mouse trap," give him a better service and he will beat a path to your door. That means more money in the cash drawer.

Smart management is always on the lookout for ways and means of improving products and services, all with the intention of attracting customers, and, of course, more business. That is why the trend in railroading today is more and more toward specialized types of freight cars to meet the needs of shippers.

In all cases the construction cost of these special cars is higher than the standard types of box, hoppers, gondolas, flats, etc. Most of it is expensive---some of it unbelievably so--but when they pay their way, the initial investment is justified because they make it possible for an industry to keep its business on the rails at a profit to the railroad.

Occasionally there are cases where the railroads must forego

THIS HIGHLY specialized car carries electrodes.





STEEL IN COILS or packages is carried in cars like these.

the business because the cost of providing equipment and the expense of trying to specialize on a "one-way" car is not attractive because these costs far outweigh the value of the traffic they can create.

The railroads have been buying such cars as rapidly as financial conditions permit, but the demand from shippers still continues. The transportation departments of the various railroads are constantly keeping track of them in transit to see that they get the fullest utilization out of them.

For the shipper who needs such cars, the Erie furnishes them in great variety, often to designs developed by Erie men in cooperation with the shippers and receivers in the trade concerned.

Many Types

Among the special types of equipment which the Erie can furnish are "king-size" piggy-back cars both standard and Clejan for truck trailers; depressed-center flats and heavy-duty flats for transformers and other over-size shipments; air-slide cars for bulk flour; D-F (damage-free) cars for a variety of commodities; flatcars with bulkhead ends for large package items; special loading device cars for the automobile and appliance industries; gondola cars with removable covers for protecting coil steel shipments; and covered hoppers for about 140 commodities, including salt, sugar, feed, cement and chemicals. The list of

(Please turn to page 26)



THESE AUTOMOBILE DOORS will have a safe and secure ride, without any dunnage, over the Erie when this car is completely filled. This is a DF car.



COVERED HOPPERS are used for upward of 145 commodities.



THIS FLAT-ROOF STEEL COIL CAR is the latest model for shipping coiled strip and sheet.

Annual Erie Railroad Bowling Tourney Grows Every Year

Entry Lists Make Clerical Job Complicated

ENTRY BLANKS for one of the most popular sporting events open to Erie men, the 14th annual systemwide bowling tournament, must be returned by Jan. 31, Vernon F. Green, treasurer of the tournament committee, warns.

This year's tournament, to be held at Gran Lanes in Youngstown, Saturday and Sunday March 21 and 22, like the earlier ones, will have the sanction of the American Bowling Congress.

And the clerical work connected with the certificate of sanction is one of the reasons the entries have to be in early, Green points out.

A natural growth among the Erie Railroad's bowlers, the annual tournament is run by a committee composed of Green, Harold

("Bud") Fowle, and James W. Mullaney, general foreman at Ferona. And the committee is remarkable for the fact that it has no chairman.

Nevertheless, it functions smoothly. According to Green it has never had a chairman.

"The tournament was founded when the late Theodore W. Gabler, division car foreman at Youngstown, Bud Fowle, now retired, and I had the idea that it would be a wonderful thing for Erie men to meet and bowl together," Green says.

Woodruff Trophy

"Somehow, we never got around to appointing a chairman. However, Bud is secretary, and always has been, and I'm treasurer. Jim Mullaney is the member, I guess, but he has plenty to do."

The first tournament was entered into somewhat hesitantly, but Robert E. Woodruff, then pres-

ident of the Erie, donated a trophy, and the affair was well launched.

"That first year 40 five-man teams bowled," Green recalls, "and every year since interest has increased. Our biggest year saw 74 teams on the alleys. That was in 1957. The 1958 tournament, held earlier than usual, attracted 64 teams, but that falling off was not due to a lack of interest, but in temporary lack of eligibility of some of our keenest bowlers."

Mighty Often Slip

The Woodruff trophy, which goes to the top scoring team in the tournament, has never been won twice by the same team. Money prizes are many, and the committee says that its top prize of \$100 is more than is offered in a similar citywide tournament in Youngstown.

Too, the committee prides itself on the handicapping system, which seems to work as smoothly as any handicap system can in any sport.

In fact, combined with the well-known fact that bowlers do have "hot" days and "off" days, no bowler should hesitate to sign up for the tournament. One Erie bowler, after winning a \$10,000 grand prize, plus a number of other smaller prizes in a tournament in Chicago, came to Youngstown to bowl with his fellow members of the Erie family.

Typographical Error

"He finished in the money all right," Green comments, "but he was well down among those whose bowling is average. It just wasn't his day."

Figuring of the handicaps is an important part of the clerical work that must go on before the tournament opens, a job that falls to Bud Fowle. This year, the committee says, there's a typographical error on the entry blank.

"Where the blank reads Dec. 15, 1957, it should read Dec. 15, 1958," (Please turn to page 30)



WHETHER THEY GO TO LOOK or whether they go to bowl, Erie men flock to the annual bowling tournaments. The 1959 affair will be the 14th annual event of its kind.

Railroading Dog's Memory

Still Green after 50 Years

A DOG'S LIFE being what it is, a few dogs are long remembered, and dogs about whom people talk for more than 50 years after his death are far and few indeed.

One such dog, who owed his fame to the warm-heartedness of railroad men and railway postal employees was Owney, whose memorial stands today in the Smithsonian in Washington.

Long a favorite subject of feature story writers, Owney was the best-known canine of his day--yet he was a dog of unknown origins and of no known history before he began his travels.

Those travels took him around the world, all over the United States, and even gained him an audience with the Emperor of Japan.

Nothing whatever is known about Owney before the day in 1888 when he timidly poked his nose into the open doorway of the United States Post Office in Albany, New York. Then, sensing no danger, he quietly walked in and looked up with pleading eyes to one of the postal clerks. The forlorn look in the eyes of the shaggy little tail-wagging pooch was greeted by a friendly pat on the head and a call for lunch pail left-overs. Before long Owney had worked his way into the hearts of the mailmen, and his eyes twinkled with appreciation and affection.

But if Owney had settled down to live quietly in the Albany Post Office, we would probably never have heard of him. On several occasions the mailmen took him in the wagon to the railway station to deliver and receive mail.

Owney took a great liking to trains. The locomotives, the cars and the crews on the mail cars had a strong fascination for him, and one day--just how it occurred, no one seems to know--Owney found himself aboard a railway



THIS AMERICAN DOG was beloved by a generation of railroad men around the world, and even met the then nearly inaccessible Emperor of Japan.

mail car and the train was leaving Albany behind. Thus, Owney was launched upon a career which was to win him fame and an amazing collection of tags and medals. He became the most traveled dog in the world.

Postal clerks at Albany had attached a collar on which was inscribed, "Owney, Albany Post Office, Albany, New York." As Owney continued his travels, all sorts of souvenirs, brass checks, metals, inscriptions, phrases and postmarks were attached to his collar. In Mexico, someone contributed a silver peso to his collection.

Medal from Emperor

But Owney's wanderings were not confined to the North American continent. In 1895, his adventurous spirit caused him to ascend the gangplank of the Northern Pacific Co.'s steamship "Victoria" just as it was about

to sail from Tacoma. Whether he had planned it that way or not, Owney was bound for Japan!

He became the most celebrated dog in Japan. At Kobe, the Emperor bestowed a medal upon him, and his fame spread anew.

Around the World

From Kobe, Owney sailed to Shanghai and Foochow, China. There, more medals were bestowed upon him. Returning to Kobe, he soon found himself aboard a ship bound for Singapore. From that point he sailed to Port Said and made his return trip to America by way of the Suez Canal and the Azores.

After his death, Owney's body was given to a taxidermist, and today he stands in the Smithsonian Institute in Washington, wearing a coat covered with the medals and tokens he received. Officials of the museum say that he is one of the most popular exhibits.

Wise Words-a Thought for the New Year

A RAILROAD OFFICER'S basic responsibility is to create an atmosphere in which his department will work harmoniously, intelligently, imaginatively and happily, not only among themselves but with the organization as a whole.

He will create some kind of a spirit, some kind of a way of life for his organization because he cannot help it. Whether he is aware of it or not, or whether he tries to or not, he creates it because of his position and power.

His job, of course, is to set a tone that will release the full capacities of his men and through them, the capacities and heart and imagination of all subordinates.

Whether he is going to be able to do this will depend to a significant extent on one factor. It will depend on their belief, respect and faith in him as an individual--in his judgment, purpose and character. Only then can his leadership be effective and successful.

Golden Spike Award Open to All Comers

For the eighth straight year the Association of Railroad Advertising Managers is sponsoring a "Golden Spike Award."

The contest is open to any business, industry or organization -- other than railroads--whose advertising or promotion of their own products or services contributes to a better understanding and appreciation of the railroads.

Advertisements appearing from January 1, 1958, to December 31,

1958, are eligible---and newspaper or magazine advertising, direct mail, bill boards, radio programs or announcements, television programs or spots, motion pictures, point of purchase displays, and promotion novelty items may be entered.

How to Enter

Proofs of advertisements or other material appearing or used during the year 1958 should be submitted not later than December 31, 1958, to A. W. Eckstein, Chairman, A.R.A.M. Advertising Awards Committee, Illinois Central Railroad, 135 East Eleventh Place, Chicago 5, Illinois.



ERIE TRAIN NUMBER FIVE rolls through Leavittsburg on first sub-division trackage. A moment after this was taken the train was on the second sub-division and on its way to Chicago.



Steers Are Pets on Retired Erie Man's 40 Acres

WHAT do retired Erie employees do?

Well, Charles H. Splitstone, who retired as assistant chief engineer in 1946, after 40 years of service on the Erie, is raising steers on his 40-acre place at Villamont, just outside Roanoke, Va.

The three white-faced, red-jacketed beasts were originally bought as calves, with the idea that they would be slaughtered. But somewhere along the line they acquired names--Horace, Homer and Troubadour--and then they acquired personalities. Now it looks as if they'll land on the pension rolls instead of the table.

Charley probably isn't the only Erie employee who finds himself doing things in retirement that neither he nor anyone else would have dreamed probable.

Our readers will be interested in knowing more about the activities of our retired employees. Why not write in and let your former associates know how you're keeping busy. Or perhaps you know of some other Erie employee who is doing unusual things. The Magazine will be glad to run such articles. If you have a picture, so much the better; send that along, too. The address is 1327 Midland Bldg., Cleveland 15, Ohio.

Erie Men Meet Challenge of Heaviest Mail

IN THE Christmas season Erie men met the challenge of what the United States Post Office calls the heaviest mail movement in history, and won the battle against increasingly heavy loads of mail.

The post office calculates that the mail load in the holidays amounted to ten pounds for every man, woman and child in the United States. And the Erie serves the heavily populated east-ern area.

When the flow of mail was at its height, the problem was solved by the use of two trains that rarely appear on the road: No. 11 and No. 12. These two trains run between Marion and Youngstown, No. 11 westbound, and No. 12 east-bound.

When the head-end load on No. 1 becomes so heavy that the train is in danger of being delayed by the time spent working the mail, No. 11 is called into being. It takes over the bulk of the mail cars from No. 1, and runs behind No. 1 from Youngstown to Marion. The same thing happens with No. 8 between Marion and Youngstown, but its companion train is No. 12.

Second Sections

On some days this was not enough; then No. 1 ran in two sections from Susquehanna to Youngstown, with one section made up of cars to be worked at the stations along the way, and No. 2 ran from Youngstown to Hoboken as two sections, with one a "working" section.

A peculiarity of this year's Christmas mail, so far as the Erie was concerned, is that the movement eastward was heavier than the movement toward the west--the first time in recent memory that this has occurred.

Thanks to the spirit of Erie employees, which is always to find a way of doing the impossible, Christmas mails throughout the Erie area reached their destinations in good order and on time. And all this was done without upsetting regularly scheduled trains.

Springfield Suburban Files Petition to End Its Operation

THE SPRINGFIELD SUBURBAN Railroad Co., of which the Erie Railroad Co. owns a half interest, has applied to the Interstate Commerce Commission for permission to discontinue its entire operation. G. C. White, Erie's operating vice president, is president of the Springfield Suburban.

The Springfield, a 3.3 mile-long road that connects with the Dayton Branch of the Erie at Maitland, has lost money heavily since Collier's Magazine, formerly printed at Springfield, ceased publication in 1957.

The Erie's investment in the Springfield is \$100,000; if the Springfield continues to operate, not only will the principal be lost, but the Erie will be forced to make cash advances to keep the railroad running.

Losses Mount

Before Collier's ceased publication, traffic on the line amounted to more than 4,500 cars a year. In 1957, only 864 cars were handled, and in the first 10 months of 1958, a mere 320 cars.

Losses have grown in proportion. In 1957 they were \$20,898; in the first 10 months of 1958, \$29,300. Should they continue at that rate, the Erie would soon find itself forced to contribute \$2,000 a month or more to subsidize the operation.

For many years the line's chief reason for being was the Collier plant, now vacant even of machinery. The Suburban's other owner, the Detroit, Toledo & Ironton Rail-

road, has agreed to purchase the physical assets of the Suburban if the ICC approves discontinuance of operation.

Shippers to Be Served

All industries formerly served by the Springfield Suburban will be served by the DT&I. There will be no disturbance of existing shipping arrangements.

The switching line was built as part of an electric interurban railway, the Springfield, Troy and Piqua, in 1903. That road was abandoned and sold as scrap about 1922. Its franchises, rights and property were acquired by a group that incorporated them as the Springfield Suburban Railroad Co. on Feb. 8, 1923.

On May 5, 1925, the company was reorganized. The common stock was increased to 5,100 shares of no par value. In 1930, ownership of all shares was obtained by the Pennroad Corp., which sold the entire capital stock of the Springfield Suburban to the Erie Railroad and the Pennsylvania Railroad in 1950. Subsequently, the Pennsylvania's interest was acquired by the DT&I in 1951.

○

Hot Box Department

In last month's magazine cut lines intended for another picture appeared under one on page 14. In the attempt to take the bad order card off that magazine, the correct picture is being run this month, with, we hope, the correct lines.

The lines set for the picture, and that did not run, read: "An east-bound Erie freight train speeds toward Youngstown and the east from Warren."

○

For each dollar's worth of fuel expended, trains move nearly twice as much weight as boats and barges on the inland waterways, nearly nine times as much as trucks and nearly one thousand times as much as airplanes.

Earlier Deadline for Copy

Changes in the printing schedule of the Erie Magazine have forced alterations in all departments of the magazine. Correspondents are asked to submit their copy in time for it to reach the magazine office on the first instead of the fifth of the month. Compliance with the request will make it possible for the editorial staff to run "all the news that's fit to print."

WHO SHOULD PAY?

Publicly Provided Facilities Used for Private Profit

WHO SHOULD PAY for public transportation facilities used for private profit? The logical answer seems obvious. Those who profit from the use of a transportation plant paid for by the taxpayers should pay a user charge for the privilege.

But that is not the way it works out in this stronghold of individual enterprise.

America's transportation policy, even with the changes made by this year's Congressional legislation, remains a mis-match of two completely opposing ideas.

Railroads provide, maintain and pay substantial property taxes on their rights of way.

Highway, waterway and air carriers (who compete with railroads not only for traffic but for investment capital for improvements) enjoy the use of billions of dollars' worth of publicly-provided rights of way, terminals and traffic control systems.

They do not build, maintain or pay taxes on these publicly-owned tools they use to make a profit.

Railroads Pay Own Way

To put it bluntly and briefly: railroads pay all their own costs of doing business; most other carriers have at least part of their costs of operation paid for them by the taxpayers.

This places railroads in a difficult competitive situation. Only one thing keeps it from being an impossible situation--the inherent dependability and economy of rail transportation.

Railroaders are not alone in considering this double standard of treatment for competing carriers as one of the important problems facing the new Congress that convenes in January.

In the last session of Congress, the United States Senate approved plans for a study of national transportation policy by its Interstate and Foreign Commerce Committee.



TRACK, SIGNALS, RAIL, DESIGN, construction and maintenance, all costs borne by the privately-owned, taxpaying Erie Railroad, make a wide contrast with the facilities furnished barge lines and air lines by tax-supported governmental agencies.

Among the matters to be considered by the Committee is "the area of Federal policy dealing with government assistance provided the various forms of transportation and the desirability of a system of user charges to be assessed against those using the facilities."

On other occasions in recent years, Congress has shown its views on the principle of user charges. In the Highway Act of 1956, Congress not only declared that the new multi-billion-dollar highway program should be financed out of user charges, but also imposed an extra, though nominal, charge on heavy trucks. It thereby recognized the inade-

quacy of the gasoline tax and registration fees alone to compensate for the use which heavy trucks make of the highways--and for the extra costs of highway construction and maintenance that they make necessary.

At the same time, Congress provided for a highway cost and use study to be made by the Bureau of Public Roads. One purpose of the study is to determine cost and use characteristics of various types of vehicles as a basis for a more equitable scale of user charges in the future. The study is under way in Illinois.

In approving United States participation in the St. Lawrence Sea-

way" project, Congress made it a condition that the entire cost--including construction, operation, maintenance, interest on investment and an allowance in lieu of taxes--should be paid by Seaway users over a period of 50 years.

In his most recent budget message, President Eisenhower said: "When the Government provides a service conferring a special quasi-commercial benefit on identifiable individuals or groups above and beyond the benefit to the public generally, I believe it should charge the beneficiaries for the special service, rather than place the full burden of cost on the general taxpayer . . ."

Eight years ago, then-President Harry S. Truman put it this way in a budget message to Congress: "The long term interests of the general taxpayer, as well as the users of transportation, will be best served by the development of a balanced transportation system, substantially independent of government support . . ."

Just this June, the Commission on Organization of the Executive Branch included in its report this recommendation: "This Commission considers the most important of the task-force recommendations as to navigation is that a 'user charge' be imposed upon shippers over inland waterways . . ."

Free Waterways

"At present the Government maintains these waterways free of charges at great annual expense . . .

"There is no distinguishing fact, theory or principle to support user charges for the Panama Canal and on the St. Lawrence Seaway, which does not equally support user charges for inland waterways...

Also this year Chairman Howard Freas of the Interstate Commerce Commission took this stand on subsidy: "We subscribe to the principle that this country's several forms of transportation should be treated equitably and that no one form should be preferred. That there are some public expenditures which operate to the rail lines' disadvantage seems clear..."

January, 1959



STATIONS LIKE THIS built and maintained by the railroads pay taxes in the communities in which they are located. This is not the case with passenger facilities at most airports, which are built and maintained by cities or counties.

Railway Age, a weekly magazine covering the railroad field, proposed in a recent editorial a way to end the country's contradictory attitudes toward transportation. The ideal solution, it said, would be for the government "to treat highways, waterway and air transport plants as the public utilities that they are. With traffic growing the way it is in the air, and on the waterways and highways--it is quite obvious that these facilities could be fully supported

(including property taxation) by payments collected from users.

"Transportation plant provided by government initiative should be put on a capitalistic basis (as a public utility without tax money or government credit to support it). Then all transportation would be on an equal level with railroads in seeking investment capital. Investment funds would be parceled out between railroads and other forms of transportation exactly in (Please turn to page 27)



THIS RAILROAD YARD does more than merely serve the city in which it is located. Taxes on it help pay for education in the city and the county; fire, police and other public payrolls are also met by the taxes on this railroad-owned facility. Public funds were used to build this city's airport, funds that came from taxes.

Praise Earned by Erie Men, Women at Work

Sir:

It has been our experience that most people are extremely quick to complain but very slow to praise. We must admit that we come under that group.

However, when someone receives extremely efficient and satisfying service one must take time out from the pressing everyday duties to give a note of praise.

We have been shipping grain, canned goods, hops, infusorial earth and malt from almost every corner of the U. S. to New York for export and have always received good service. Recently we have been put into a position where we control the routing of large quantities from the West Coast to New York and have asked the assistance and cooperation of your department.

We have not only received the service we asked for but 100,000% more.

I would like to mention a few names with whom we come into personal contact and from whom we have received this type of service. Naturally there are many others which certainly also help but whose names we do not know. The names we do know are primarily:

Mr. Robert Mounce, jr., commercial agent

Mr. John Sheptock, carload tracing eastbound

Mr. Harry Mondello and his staff at the boat desk

Mr. Jim Kelly, eastbound light-erage clerk

All the men at the dock and in the yard and many more.

We feel confident that we can continue to count on their invaluable assistance without which we could not perform our tasks half as well. We just would like you to know that the many hours of tedious work is very much appreciated and that we shall continue to favor your company whenever possible.

Harry P. Stern, Vice Pres.
Amersped, Inc.
New York, N. Y.

Sir:

I am writing you concerning a matter I ought to have written months ago.

Late in August, a year ago, I entrained at Olean, N. Y., on your Number One for Cincinnati.

I had to change cars. I was nearly 93 and dazed with sleep.

Your conductor left his big train, and, half supporting me, led my tottering feet to my transfer bus.

Sir, it is things like that, on the part of your employes, "going the second mile" in courtesy and kindness beyond the bounds of duty, that make the traveling public love the good old Erie.

E. L. Tiffany, M. D.
Dixon Mills, Ala.

○

Sir:

We wish to thank representatives of the Erie Railroad Company who recently co-operated with us in an emergency.

In particular we wish to express our thanks to Messrs. Hermance and Hagan of the Clifton station, and to Mr. Corbett, trainmaster. These gentlemen rendered services to us beyond the call of duty merely because they knew they were co-operating. Over the years we have had many instances of co-operation, especially from Mr. Hermance.

John J. Kenneally, Comptroller
Takamine Laboratory
Clifton, N. J.



"I'd better call for a new engine.
I keep hearing a hissing noise and
a kind of rattling sound."

Sir:

I should like very much to commend one of your men. I don't know his name, but he answered my 'phone call to the Suffern station at 5:03 p.m. yesterday, April 22, and was extremely pleasant and helpful.

[The men who helped were D. J. Werner at Suffern and J. H. Riley at Ridgewood, both relief telegraph operators.--Ed]

I had boarded the 4:05 Erie local out of Hoboken for Ho-Ho-Kus, where I reside, and left my raincoat on the train. Immediately upon arriving home I 'phoned your Suffern station (at the suggestion, incidentally, of one of your men in the Ridgewood station, who was also very nice about it) and was immediately impressed by the manner of your agent there who said he would (1) board the train and look for the coat, (2) 'phone me back to report if he found it or not and, if he did, (3) would drop it off at my home, since he would be driving by. That's service "above and beyond the call of duty."

He found the coat, but didn't have to deliver it because by coincidence my daughter, who attends school in Suffern, 'phoned from the station a few minutes later that she had missed her regular train, so she brought it home. I regret not having asked her to learn the name of this most helpful Erie employe.

In any case, I hope this report can stand to his credit in your personnel records. It is really a heart-warming experience to encounter people like this.

Stuart Gorrell
Ho-Ho-Kus, N. J.

○

Sir:

On July 3, 1958 I was a passenger on train #2 from Wellsville, N. Y. to Hoboken and would like to commend the coach porter, Charles Bland. At all times he was pleasant and considerate of his passengers' comfort. His car was picked up and clean. And the ladies room immaculate, even as we were arriving in Hoboken....

Helen C. Haddon
Roselle, N. J.

Sir:

We, as well as the people at Arner Company, are most appreciative of the service you have given us in regard to following the car shipped from Reading, March 13, 1958. I might add that the car shipped March 21 was also received in Buffalo in excellent time.

Since the length of time taken to deliver cars has been reduced greatly, it has been the customer's decision to make a permanent change in routing to Reading-Erie and Louisiana team track.

Thanking you again for your cooperation in this matter, we remain,

D. J. Johnson
Fiber Drum Division
Continental Can Company, Inc.
Tonawanda, New York

o

Sir:

We refer to [a] shipment which recently cleared on the steamer Exceller and which we were able to clear in time to meet the April 30th deadline of the covering letter of credit. In this regard, we would like to call your attention to the unusually excellent cooperation which we received from the Erie Railroad.

The car arrived [at Weehawken] on the evening of April 29th, but the railroad had it alongside the steamer by 1:00 p.m. on April 30th. Mr. Robert S. Mounce, jr. of the Erie foreign freight dept. was especially helpful in expediting this unusually rapid lighter delivery.

Alex Oshinsky, Manager
Ray C. Fischer Co., Inc.
Foreign Freight Forwarding
New York, N. Y.

o

Sir:

In May we wrote to you concerning box car requirements for our county elevators to move the 1958 wheat crop. Now that the harvest is complete, we want to express our appreciation for the manner in which the Erie Railroad met these requirements.

Again, let me say that we appreciate your cooperation in moving the Ohio wheat crop.

Mark L. Keith
Manager Traffic Services
The Farm Bureau Cooperative Assn.
Columbus, Ohio

Sir:

Most news pertaining to business today is usually not too good--so I thought you might want to hear a few words that will not bring dollars into the till of the Erie Railroad but do indicate that some of your passengers are very pleased with the service and treatment.

A short time ago a party of six took the Erie to New York to catch a boat for a little pleasure trip. Your local agent, Pete O'Grady, went to considerable trouble to make extra arrangements for us. Even the conductor on the train stored considerable extra baggage. Upon arrival in Hoboken, Mr. Lightholder met us and personally saw to it that the arrangements were made for us to get our baggage properly handled, also advised us to be sure and contact his office upon our return so they could once again assist us.

Because it was a freighter and the timing of our return was somewhat uncertain, we could not contact Mr. Lightholder's office and had thought we would necessarily have to shift for ourselves. Lo and behold, our ship had no sooner docked than Mr. Monzel was aboard, made out all necessary baggage checks, conducted us through Customs, dropped our entire party off at the hotel and then took our baggage to the Erie station.

Carl J. Heltzel
Heltzel Steel Form & Iron Co.
Warren, Ohio

o



"But are you sure there's a market for hand-painted ties?"

Sir:

I thought you might be interested in an incident that happened yesterday that reflects great credit on your agent at Port Jervis, Mr. Nelson Quick.

I was on the 4014 out of Hoboken, enroute to Ridgewood. I carelessly left on the train an envelope containing some securities. I alerted Mr. Quick at Port Jervis, and when the train arrived, he found the envelope which he has returned to me.

The fact that he did this for me is praiseworthy, but his friendly and courteous attitude was so refreshing as to be almost unique.

The head of a great corporation must get plenty of beefs. I hope my commendation is a pleasant variation.

Carl A. Kersting
Kersting, Brown & Co.
New York, N. Y.

o

Sir:

May I express my appreciation for the excellent job that was done by everyone on the Erie Railroad in expediting a special heavy duty flat car, D&H-16155, that was needed in Schenectady for loading. This includes your people in Marion, O.; Meadville, Pa.; Hornell, N. Y.; and Albany, N. Y.

This car arrived in Schenectady at 8:00 a.m. today and will be loaded and shipped to Jersey City via D&H-Erie.

Thank you again for the fine work.

F. D. Lathwood,
Schenectady, N. Y.
Clearance Specialist
General Electric Co.

o

Sir:

Over the past few years I have had several occasions to travel to and from New York City via your railroad. While my trips have always been pleasant, they have been made especially so by Tom Whalen, your Rockefeller Center agent.

Mr. Whalen's courteous and friendly service is unusual in New York. I asked him for your name because as an employer myself, I like to hear of a job well done. No doubt you will, too.

Randall Chadwick, Sec'y-Treas.
W. I. Blystone Mattress Co., Inc.
Jamestown, N. Y.



DAVID F. SCOTT
General Foreman
Maintenance of Way

PEOPLE YOU KNOW



All Working for the Erie in and Around Meadville

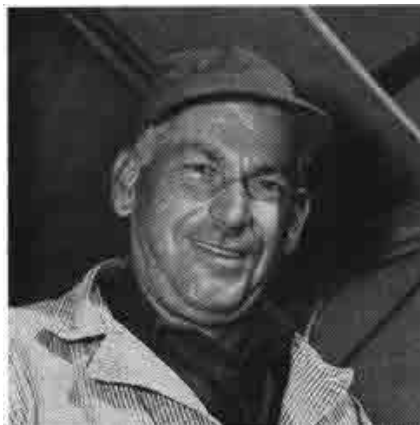


GEORGE NOBLIT
Engineer
Meadville Division

CARLO FURNO
Shop Hostler



WILLIAM F. COLLINS
General Foreman
Mechanical Department



HOWARD MARTIN
Crane Engineer

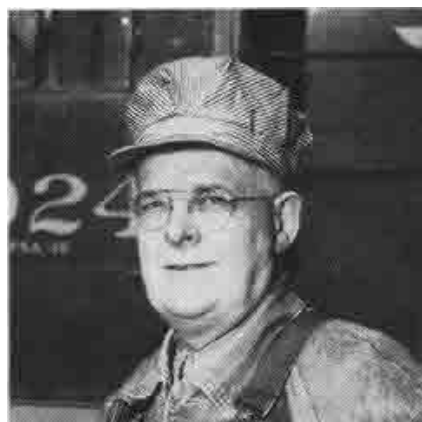
CHARLES ALSDORF
Equipment Operator



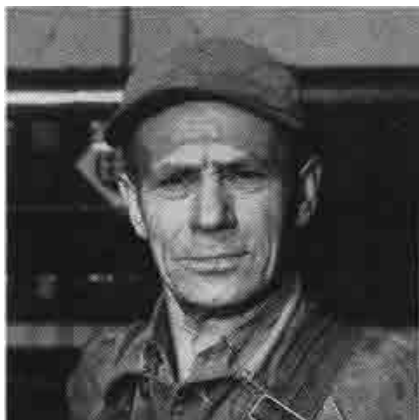
JOSEPH L. DeJOHN
Clerk
Diesel Shop



OTTO TEASDALE
Engineer
Meadville Division



I. GEORGE HIRT
Machinist
Diesel Shop



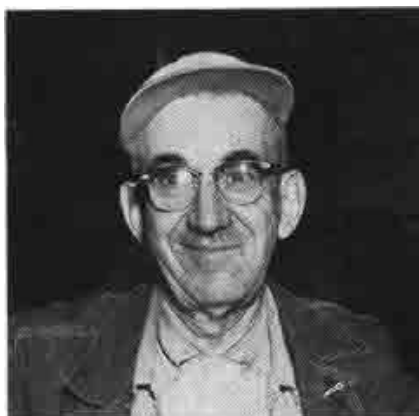
FRANK VOLPETTO
Laborer



FRED SIVERLING
Conductor
Mahoning Division



MISS VIOLA SOOK
Stenographer-Clerk



GEORGE E. NAGEOTTE
Engineer
Mahoning Division



ROBERT L. WHITMAN
Brakeman
Meadville Division



RUSSELL HENRICH
Fireman
Meadville Division

A JOKE IS SHARED at the winter meeting of the General Office chapter of the Veterans Association. Left to right: Edward J. Whelan, 1959 chairman; Amerigo (Ross) Roscelli, trustee; William H. McGrath, it., vice chairman; and Charles J. R. Taylor, outgoing chairman.



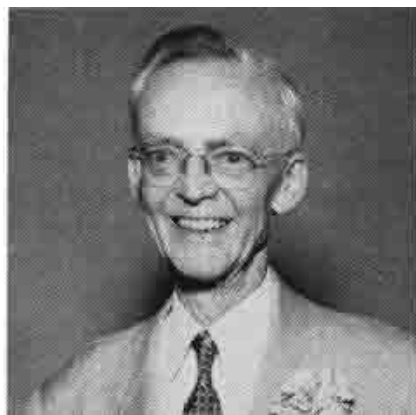
Erie Family Album



JACK DURHAM, dispatcher at Marion, has been chosen worshipful master of Oliver Lodge, F&AM, at Caledonia, O.



KATHLEEN LONG, member of a well-known Erie family, entertained Erie vets at Cleveland.



CHEATS FLORIDA. William Walker Hawley, who retired from the comptroller's office in Cleveland after 52 years of service with the Erie has found his "ideal" home. He and Mrs. Hawley are living at 44 Hill Street, Morristown, N. J.



ERIE RAILROAD EMPLOYEES took communion together and then breakfasted at St. Ann's Roman Catholic Church, Hoboken, and 145 Erie men and women attended. William J. Flusk, agent at Jersey City, sang the hymns for the Mass. Left to right above: John Ball and John J. Callahan, clerks at Croxton Yard, and John F. Hazzard, chief clerk, bureau of employment, Jersey City. Seated: Rev. John S. McBride, S. J., and the Rev. Father Thomas, O. F. Cap.

Erie Veterans News

General Office

For the first time in its history the general office chapter asked members to bring their wives and husbands with them to the Christmas meeting, held in the rooms of the City Club of Cleveland on Vincent Avenue. This departure, despite the bitterest December weather on record, attracted a large attendance.

Two items of business were on the formal agenda: admittance of new members, and election of officers.

Edward J. Whelan was elected chairman to succeed **Charles J. R. Taylor**; **William H. McGrath, jr.**, was chosen vice-chairman; **Nelson R. Case**, secretary, and **Joseph M. Pfeifer** was re-elected treasurer. **John J. Straut**, **Amerigo C. Roscelli**, **Dean H. Marsden** and **Joseph F. Schnell** were chosen trustees.

Four new members were admitted to bring the roll of members in the chapter to 512. They were **Robert H. Hann**, **Charles Johnson**, **Charles L. Lamoureux**, and **Harry Wilson**.

Entertainment was furnished by **Noreen Londregan** and a class of her pupils from the Londregan School of Dance (Noreen is the daughter of Joseph Londregan) and by a troupe from the Bobby Court-right school of baton-twirling. A film on Alaska was shown, as well.

Youngstown

By S. D. Bean

Monday evening, Dec. 1st., Youngstown chapter, with the loyal cooperation of the ladies auxiliary, held a dinner party at the Golden Drumstick restaurant, in honor of system President **L. E. Rodgers** and **Mrs. Rodgers**.

In spite of bad weather we had a very good turnout. **R. P. Reebel** as toastmaster introduced visiting Erie officials and chapter officers.

Mr. Rodgers gave us one of his inimitable talks, after which there were cards and a general get-together.

We welcome new member **Ralph Charles**, retired Yardmaster, and hope when he is not in Florida he will be at our meetings often.

Matt and Mary Kenney are home after a very pleasant trip to California.

The **Raymond J. Pierces** are showing friends some interesting pictures taken on their recent trip to Florida.

At our regular meeting Dec. 3rd., the following officers were elected: chairman, **James Y. Robinson**; social chairman, **Leo J. Driscoll**;

trustees, **R. P. Reebel**, **E. J. McKernan** and **J. A. Kaden**.

A vote of appreciation for the past year's work was tendered retiring Chairman **J. W. Bowser** and Social Chairman **E. J. McKernan**. After the meeting there were cards and refreshments.

It is an encouraging sign that two younger veterans are willing to assume office in our chapter, for we older men can't keep on indefinitely; and, as in all organizations, younger leaders must begin taking over.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Donald W. Amy	Carman Helper	Hornell, N.Y.	10-29-58	38
Bernard Baglione	Trackman	Olean, N. Y.	9-11-58	23
Fred T. Ballard	Yard Brakeman	Salamanca, N.Y.	11-5-58	51
Victor E. Bartlett	Locomotive Engineer	Hornell, N. Y.	9-15-58	43
Frank Blatnick	Yard Brakeman	Cleveland, O.	11-5-58	38
Homer T. Britton	Yardmaster	Buffalo, N.Y.	9-22-58	81
Joseph B. Brooks	Car Inspector	Port Jervis, N.Y.	11-24-58	39
Joseph Colomarinio	Boilermaker	Hornell, N. Y.	12-5-58	42
Ervin S. Copple	Road Conductor	Hoboken, N. J.	11-3-58	47
Sherman L. Dean	Chief Clerk	Meadville, Pa.	11-20-58	39
Leslie M. Deshner	Locomotive Engineer	Meadville, Pa.	11-13-58	48
Ruth L. Eberling	Telephone Operator	Port Jervis, N.Y.	3-31-58	41
Louis J. Ellis	Locomotive Engineer	Gang Mills: N.Y.	10-31-58	48
John Engelhardt	Yard Conductor	Weehawken, N. J.	11-15-58	34
Margery M. Frampton	Joint Clerk	Youngstown, Ohio	10-31-58	42
Clarence Granlee	Turntable Operator	Marion, Ohio	11-19-58	34
Charles F. Grist	Car Inspector	Huntington, Ind.	10-31-58	42
Ralph J. Grogg	Yardmaster	Marion, Ohio	11-21-58	41
Floyd A. Groves	Cash Balancer	Cleveland, Ohio	12-31-58	50
Edward Guthrie	Shop Hostler	Jersey City, N.J.	11-5-58	40
Herbert Hammond	Watchman	Pier 19, N.Y.	11-17-58	27
Edward G. Hunt	Trackman	Hawley, Pa.	11-12-58	28
Harry V. Jones	Trackman	Dunmore, Pa.	10-17-58	31
Clarence F. Keeler	Yard Brakeman	Hornell, N. Y.	11-21-58	29
Murat A. Keith	Grain Door Loader	Akron, Ohio	11-10-58	22
Carroll T. Kline	Carman Helper	Avoca, Pa.	11-18-58	33
Samuel Librera	Asst. Track Foreman	Croton, N.J.	12-31-58	30
Herman H. Limskey	Lieutenant of Police	New York, N.Y.	12-31-58	48
Joseph A. Marcelonis	Engineer	Avoca, Pa.	11-17-58	42
Charles J. Marling	Trackman	Hawley, Pa.	10-13-58	29
Matthew R. McDonough	Agent	Goshen, N.Y.	11-30-58	47
Ralph B. McFetridge	Passenger Conductor	Meadville, Pa.	11-25-58	38
George H. McHugh	Car Clerk	Cleveland, O.	10-27-58	38
Carl Meese	Trackman	Bolivar, Ind.	11-29-58	43
Margaret K. Michel	Clerk	Meadville, Pa.	11-30-58	40
Howard W. Oberg	Agent	Johnsburg, Pa.	12-31-58	32
Frank Obuch	Car Inspector	Cleveland, Ohio	11-10-58	34
Vito A. Pennella	Carman	Hornell, N. Y.	11-3-58	43
Samuel W. Poley	Engineer	Port Jervis, N.Y.	10-21-58	43
George D. Poole	Supt. of Communications	Cleveland, Ohio	11-30-58	24
Boleslaw Pruskowsky	Car Inspector	Meadville, Pa.	11-30-58	41
Henry D. Reiken	Trackman	Bolivar, Ind.	11-29-58	32
Thomas A. Reis	Carpenter	Paterson, N.J.	11-20-58	20
Mortimer Russell	Trackman	Hornell, N.Y.	11-7-58	29
Mamie M. Shultz	Stenographer	Akron, O.	11-12-58	32
Frank E. Slate	Trackman	Owego, N.Y.	10-21-58	22
Archib E. Stewart	Electrician	Jersey City, N.J.	11-21-58	29
Hugh E. Straw	Cook	Floating Gang	10-31-58	38
George W. Stringer	Carpenter Helper	Susquehanna, Pa.	10-8-58	35
Frank Z. Switala	Passenger Carman	Susquehanna, Pa.	11-12-58	34
Lillian Tarencz	Coach Cleaner	Jersey City, N.J.	12-3-58	33
Sigwal B. Thorsen, Jr.	General Yardmaster	Chicago, Ill.	12-2-58	34
Jay H. Tyler	Commercial Agent	Peoria, Ill.	11-30-58	29
Elsie A. Vogler	Local & Interline Clerk	Cleveland, Ohio	11-18-58	27
Marcella Wisniewski	Coach Clerk	Jersey City, N.J.	11-10-58	44
Leo Wujastyk	Car Inspector	Salamanca, N.Y.	11-21-58	45

Susquehanna

By H. Harold Perry

The following officers for 1959 were installed at the regular December meeting by **H. Harold Perry** acting as installing officer: **William Iwinski**, chairman; **Edward Waddy**, vice chairman; **Arnold McIntosh**, secretary; **Oscar Holmberg**, treasurer; and **Paul Plutino**, **H. Harold Perry** and **Fred Wolf**, trustees.

Refreshments were served following the installation.

Susquehanna chapter now has 104 paid-up members and is growing all the time.

Raymond Knor hunted for bear and other big game in Pike County.

Michael Dribnack and his wife celebrated their 50th wedding anniversary Nov. 21. During a high Mass at St. John's Catholic Church, celebrated by the Right Reverend Msgr. O'Hara, they renewed their marriage vows.

A reception was held at their home with an open house the following Sunday, and they received many visitors, gifts and cards.

The officers and members of Susquehanna chapter extend their warm congratulations and best wishes for their continued happy life together.

The officers of Susquehanna chapter wish every member and his family a New Year filled with joy.

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Marion

The regular monthly meeting of Veterans of Marion chapter and ladies auxiliary was held Thursday, November 20th, attended by approximately 50 members who enjoyed a delicious pot-luck supper.

Conductor **W. L. Price** was presented his 50-year pin at this meeting.

Conductor **Price** entered the service October 11th, 1908, and runs on trains 5 and 6 between Marion and Meadville.

Report of the nominating committee was made and consideration given to the slate of officers for the year 1959.

The annual Christmas dinner was held Thursday, December 18th.

Jersey City

By E. Mastriani

At the annual election of officers held at our December meeting, the members elected **William Brazel**, chairman; **David Tide**, vice chairman; **Ernest Mastriani**, secretary; **Frank Reichardt**, treasurer, and **William Fisher**, trustee.

Brother **Brazel** then appointed: **Charles Dorman**, sergeant at arms; **George Sisco**, chairman of house committee; **J. F. Hazzard**, chairman of membership committee.

Our director of social activities, **Frank Belling**, then installed the officers.

The ladies auxiliary also elected their officers for 1959: **Mrs. David Tice**, president; **Mrs. Ernest Mastriani**, vice-president; **Mrs. George Sisco**, secretary; **Mrs. Frank Belling**, treasurer; **Mrs. George Kalle**, **Mrs. Burton Reed** and **Mrs. John Callahan**, trustees; **Mrs. Jack Reape**, chaplain, and **Mrs. Frank Reichardt**, Sunshine Lady.

Brother **Frank Belling** installed the ladies.

After the regular meeting the members enjoyed the usual Christmas festivities with refreshments and community singing as well as several solos and quartet numbers by members of the chapter and auxiliary.

A number of members enjoyed a trip to Coming with members of the auxiliary and are now planning a visit to Flemmington. All members contemplating the trip to

Huntington, Ind. should make their reservations at the January meeting.

Your secretary has distributed the 1959 dues cards to the various collectors or by U. S. Mail and sincerely requests that prompt returns be made so that he can make proper credit to your account and also make his task easier. If you have not paid your 1958 dues why not send in \$4.00 to cover 1958 and 1959. Your secretary will forward your paid up card to you.

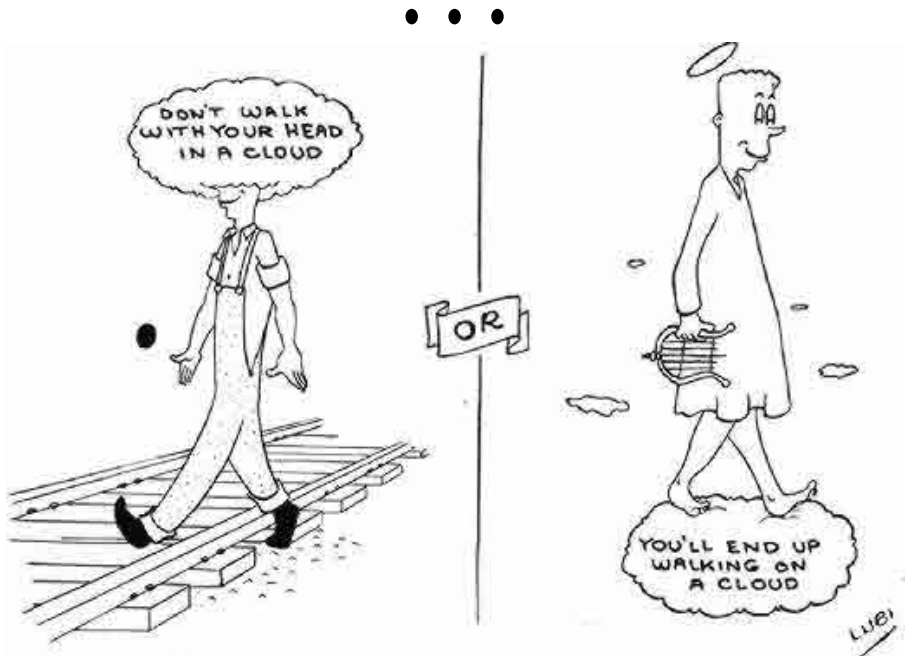
Many employees will complete twenty years consecutive or aggregate service in 1959 and will therefore be eligible to join our association. Check with these potential candidates and send their application in to the chairman of the membership committee, **Jack Hazzard**.

We are planning a number of good times and visits during 1959 and you too can enjoy them with us.

Among the most prominent will be the annual picnic at Conneaut Lake in July and the United Veterans convention at Roanoke, Va. in October. Then there is always the social hour after each regular meeting when old friends meet and talk over old times.

Just in case you have forgotten, we meet the first Wednesday of each month, at 8:30 p.m., at 320 Market Street, Paterson, N. J., (Odd Fellows Hall).

Why not plan to pay us a visit?



Latest Chatter About All the Erie Family

Allegany-Meadville

GENERAL FOREMAN & WRECKMASTER, SALAMANCA

Ken Miller, retired general foreman, now residing in Florida, was a recent visitor at the shops and office.

Not many deer were reported killed during the hunting season. **Joseph Cemane** reported getting a four-point buck.

We wish for many long years of happy retirement for **Leo Wujastyk**, car inspector.

Congratulations are extended to **Edgar Sheare**, promoted to assistant to division car foreman. **Bill Schinning** has been transferred to Hammond, Ind.

Mrs. Bart Paoletto and children from Huntington recently visited with friends and relatives in Salamanca.

Bill Novik and family from Marion were recent visitors with friends and relatives here, also.

SALAMANCA

By S. Minneci

Harold Hall, express agent, son **Donald** and uncle **Ben Baxter**, who is 85 years old, formed a hunting party of three on the first day of bear and deer season.

Harold got a black bear and **Donald** got a buck within minutes of each other. A fine morning's work.

Other lucky hunters who got their buck were **William Rettberg**, Bradford division yard brakeman; **Gerald Bushey**, trainman, and **Frank Marshall**, Ally. div. conductor.

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Marion Division

TRANSPORTATION DEPT. AND

M. OF W. DEPT.

By C. R. Swank

Helen Myers, stenographer in superintendent's office, and a girl friend spent a day shopping in Chicago.

We are all glad to see **O. D. Young**, time and material clerk, is back at his desk working after being off with an illness.

We have two football experts

here on the Marion division. We understand Monitor **Waldo Gray** won third prize and Dispatcher **John Bauer** won first prize in a newspaper football prediction contest.

We wish many happy and successful years of retirement to Carpenter **H. E. Straw** and Trackmen **Carl Meese** and **H. D. Reiken**.

M. J. Stonebraker, division clerk, and wife spent their vacation visiting friends and relatives in Florida.

Word has been received by **A. C. Smith**, ass't, chief clerk in division engineer's office, and wife that their son, **Glen E. Smith** of Miami, Florida, who is trust officer of the Miami Beach First National Bank, returned recently from two weeks of intensive training in the trust field at Montclair, N. J.

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14th STREET, CHICAGO

By Chris Hardt

Mary Wise, check clerk at one of our local Jewel Tea Stores, daughter of **Edward C. Wise**, o.s.&d, department, was again listed on the "Tops Honor Roll," expressing the tribute of all Jewel Stores for "thoughtful, obliging, pleasant and sincere service to Jewel Store customers." We congratulate Mary.

Mr. and Mrs. William Kochsel, maintenance of way car inspector, 51st Street Station, visited Orville Rowe, yard brakeman, confined to the hospital in Cleveland for a minor operation.

Lena Savage, rate desk, did a Samaritan trick on Monday, November 17th, when she picked up retired **Yetta Morris**, former clerk-stenographer, and they both visited **Pearl Johnson**, retired biller.

Lena and **Yetta** then stopped off at 14th Street Station on the homeward trip, where **Yetta** chatted with her former office associates.

Oliver Gregory, sealer, visited a relative **Ignacio Contreras**, who is a professor at a normal school at Mexico City.

While touring Mexico, **Oliver** also vacationed for a few days at beautiful Acapulco.

John F. Vlazny, general reclaim clerk, became grand-daddy to his seventh grand-child, **George Tatge**, born to his daughter, **Mrs. Virginia Tatge**, on November 14th, 1958.

Jack can now boast of seven

grand-children, two of whom are the children of his son, **John Vlazny, jr.** Daughter **Virginia** now is the proud mother of five children.

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HAMMOND CONSOLIDATED OFFICE

By Grace Connole

Congratulations to **Bart Paoletto**, relief foreman, who was transferred to Huntington, Indiana, as wreck master.

It is good to see **Edward Furmanski**, burner, car department, back on the job after a leave of absence.

J. G. Moscatello, operator at HY tower, Hammond, and wife motored to the east coast during their recent vacation. Upon entering the State of Connecticut they had completed an itinerary that has carried them to all of the 48 states, Canada and Mexico.

This has been an ambition of **Jim's** and he says it took eight vacations and 25,000 miles of travel to realize it.

Mr. and Mrs. C. P. Dillon, general foreman, had the pleasure of having Mr. Dillon's mother and father with them over the Thanksgiving holiday. The senior Dillons traveled to Hammond from Jersey City to eat turkey with son Charles and family.

In the absence of a regular maintainer at Hammond it was exceptionally nice to have **Lloyd Fischer**, maintainer at Decatur, Ind., formerly of this station, doing his usual efficient job.

The position has now been filled by **Fred J. Gazda**, a resident of Whiting, Indiana, whom we welcome to the Erie force here. We, as well as **H. Kelly**, communications supervisor, hope Mr. Gazda is with us for quite some time.

Another communications employee whom we have missed seeing around lately is **Howard Wolf**, leading communications maintainer at Marion, who, with **Mr. J. E. Titus**, acting asst. communications engineer, is busily engaged in installing a new test panel in the teletype office at Hammond.

An air trip from Tulahoma to Chattanooga, Tenn. and return was the highlight of the vacation trip taken recently by **Mr. and Mrs. Frank M. Vamos**, mail handler.

Susquehanna Division HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

Placidius Monn and wife, Electrician, Hornell Back Shop, are now visiting relatives in Switzerland.

The deer season has closed, but this year the take was very small.

Gang Foreman K. W. Moore, is spending his vacation on the Isle of Trinidad.

The writer and family attended the Ice Capades in Rochester.

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New York Division SUPERINTENDENT'S OFFICE, HOBOKEN

By Mary A. D. Meyer

Mr. and Mrs. Harry Close attended the New Jersey State Teachers convention at Atlantic City recently.

Mr. and Mrs. Harry Coleman entertained at dinner recently at their home in Lyndhurst. Their guests were Alice Shama and Barbara Meisten.

It is good to see Rosemary Van Riper, stenographer; Dick Young, clerk-stenographer; and Walter J. Klink, road foreman of engines, back at work after illnesses.

Recent visitors at the office were Bill Fitzgibbons, retired operator. Jersey City Telegraph office; Bill Southerland, retired main line dispatcher; Joe McGirr; Ralph Riccardi and Hertha Karpinski.

SHORT CUT

to convenience!

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



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,
PRAEKNESS, RINGWOOD, BOROUGH OF TOTOWA
WANAEUE BOROUGH and WEST MILFORD
New Jersey
Member Federal Deposit Insurance Corporation

Pvt. 1st Class Raymond Nalewaiski, son of Mr. and Mrs. Joseph Nalewaiski, arrived home from Germany via plane.

Mr. and Mrs. H. A. Rhoads spent a week at Miami Beach.

Mr. and Mrs. J. R. Ebert vacationed at Daytona Beach.

Tom Decker spent his third vacation week working around his home.

Clifford Beckwith attended the N. J. League of Municipalities convention at Atlantic City.

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PASSAIC, N. J.

By Edward W. Kane

Congratulations to Charlie Bgart on the arrival of a new baby girl.

Charles Dalzell is looking around for new living quarters, expecting to buy a new home.

Marion Kaiser built herself a new summer home at the Jersey shore.

Bob Bashaw has just finished a successful deer-hunting Season, getting his quota.

Charlie Eyth, baggageman, is awaiting a January venison dinner with the visiting firemen of Port Jervis.

Arthur Katz has been visiting Goshen, N. Y. on week-ends.

Fred Keesler has taken wonderful pictures on his recent fishing trip which are now on display and available for any meeting.

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WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

The holiday season seems to be a popular vacation time. Gil Forte manifest clerk, and five companions took advantage of the opening of hunting season. They packed their guns and woolies in the car and headed north to Dutchess County where, despite five rainy days, they had a most enjoyable time.

Needless to say, no venison has been seen in this office but then, there is always next year!

G. C. Kalle, assistant agent, has been vacationing on occasional days---one of which was spent at his favorite hobby, being with his grandson Bruce, who already is an avid railroad enthusiast. The balance of the vacation was spent

with Mrs. Kalle taking in some New York shows and points of interest.

Frank Pizzuta, westbound clerk, had a week to rest up following the wedding of his daughter, Frances, and to enjoy the company of his other daughter, Lucille, just home from Hawaii.

Mr. and Mrs. Harold Gaherin, chief clerk, entertained Mr. and Mrs. Louis Taurozzi and family at the San Carlos in Lyndhurst. The occasion was the engagement of their daughter, Barbara, to Louis Taurozzi.

Robert Pelletreau, dock laborer, has been named secretary of the Town Social and Athletic Club of West New York and as such, is interested in having his many friends attend their St. Valentine's Dance on February 14th.

Bob is taking this dance seriously-he has made an agreement with some of the girls in the office to teach him the Cha-cha-cha during lunch hour.

It is nice to see John Chrzanowski, branch clerk, back on the old job after his hospitalization.

The Weehawken play boys, Frank Hans, watchman, and Harry Newby, patrolman, recently motored to Lake George for the week-end where they decided to go for a row boat trip on the lake. The heavy weight did the old boat no good and the bottom fell out leaving both gentlemen in six feet of muddy water.

Billy Vollinger, son of General Motors Representative William Vollinger received a letter of commendation from President Eisenhower thanking him for a copy of his song "God and Freedom," which has been registered in the Congressional Library at Washington, D.C.

Marie Hayes, employment clerk, has resumed her duties after a leave of absence, and we at Weehawken welcomed her with open arms.

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JERSEY CITY FREIGHT CAR

By Ruth Trent

Albert Horlacher, car inspector at Croxton, looking hale and hearty, stopped in to sign his retirement papers. Best wishes for a long retirement, Al.

Jimmie Skelenger, laborer, returned from Florida with pictures of his future retirement home---swimming pool and all.

Paul Karycinski, car repairer, spent his vacation at home, re-pairing, re-modeling, re-painting and re-cuperating.

Congratulations to **Frank Ardito**, derrick engineer, on the arrival of an eight-pound baby boy.

• • •

Mahoning Division YOUNGSTOWN

By **Catherine E. Holzbach**

Harry Shay, file clerk, superintendent's office, has replaced **E. T. Mulhall**, time and material clerk in this office.

E. T. Mulhall retired after 42 years of Erie service on November 30. We wish him a very happy retirement.

R. J. Pierce, division engineer, and his wife enjoyed a vacation in Florida.

Virginia Clair, daughter of **E. E. Clair**, leading clerk to supervisor of communications and signals and master carpenter, will be married on February 7--the 32nd wedding anniversary of her parents--to **Dr. P. MacCauley** of Long Beach, California. The couple will make their home there.

Congratulations to the happy couple.

•

POLICE DEPARTMENT

By **J. O. Sheets**

Patrolman **A. Herrick** again took his annual hunting trip near Kane, Pa.

Patrolman **R. E. Hamilton's** son, **Robert L.**, age 13, has gone out for the school basketball team.

We welcome Patrolman **W. L. Dutton** to the police dept. at Cleveland. He recently transferred from the police dept. at Marion.

Lieut. **D. Downie** and wife celebrated their 29th wedding anniversary at Cleveland.

Patrolman **E. Matanin** and wife made a trip to Cleveland recently to see the Flower Show.

Patrolman **D. H. Karr** and family visited in Chicago, recently.

We welcome Patrolman **W. C. Hart** to the police dept. at Meadville. He recently transferred from the police dept. at Buffalo.

• • •

Kent Division

MARION

By **Lucile Osmun**

Congratulations to **Dave McWherter**, formerly employed as ticket clerk-binding operator at Galion, Ohio, who has been appointed chief clerk to the division freight agent at Houston, Tex.

Anita Wise, clerk in the car distributor's office, enjoyed her vacation in Cleveland, Ohio.

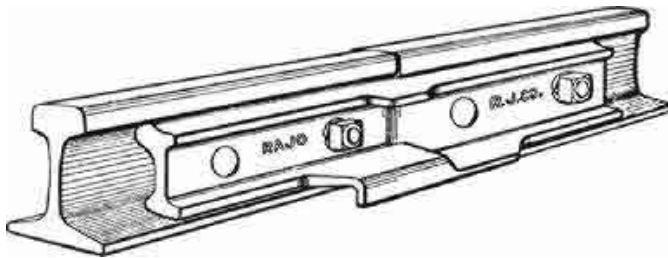
AKRON

By **Besse Westbrook**

Harold Bennett, chief clerk in the traffic dept., was elected director of Akron Traffic Club for 1959. Congratulations, Harold.

Homer Mapp, trucker, and family enjoyed a few days vacation in New York City, visiting relatives.

Esther Martin, general clerk, enjoyed a week vacation on a cruise from New York City to Bermuda.



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MISSOURI

DAYTON

By Hannah E. Conley

Hannah Conley, cashier at Day-
ton, and her two sons, Edward and
William, spent an enjoyable two
weeks in Hermosa Beach, Cali-
fornia.

Mr. L. D. Comer, general fore-
man, has moved into his new home.

POLICE DEPARTMENT

By George Colflesh

R. V. O'Dea, captain, spent his
vacation deer-hunting in Pennsyl-
vania.

Accounting

AUDITOR OF REVENUES

By Ray Stevens

G. E. Allen, assistant auditor of
revenues, retired from active serv-
ice on November 30th, after near-
ly 39 years of loyal and faithful
service. His retirement brought
around the following changes in
personnel.

A. C. Roscelli, from manager of
the machine accounting bureau to
assistant auditor of revenues.

C. W. Walsh, from methods and
procedures analyst to manager of
the machine accounting bureau.

R. D. Chenoweth, from chief
clerk, outbound interline and sta-
tion accounting bureau to methods
and procedures analyst.

P. F. Ried, from special assist-
ant to the auditor of revenues to
chief clerk, outbound interline and
station accounting bureau.

Congratulations to these men
and may they continue to carry
on in the best tradition of the rail-
road.

Don Miskinis returned to the of-
fice staff after a six month tour of
duty with the Army Reserves.

Bill Broestl, Jerry Gribek and
Len Wichert and his son Ronnie
were among those who took in the
bike races at the Arena.

Loretta Menge returned to the
office after a leave of absence dur-
ing which she gave birth to young
Kenneth James on August 6th.

John Prentice and his wife took
a drive to Paterson, New Jersey
in their new '59 roadster.

Nancy Kasson spent a weekend
in Charlottesville, Virginia at the
University of Virginia taking in
the homecoming dance.

Max Payne discovered that work-
ing in his garden has its hazards.
He was mysteriously bitten on his
ankle and it swelled up like a bal-
loon. Speculation was that it was
either a snake or a spider.

Gloria de Carlo on her recent
vacation trip was held up at the
Cleveland Airport for four hours,
because of her plane being
searched in Chicago due to a bomb
scare.

Virginia Martens is enjoying
music much more these days due
to the acquisition of a new stereo
hi-fi console.

Charlie Healy is mighty proud of
son Dennis, who is earning good
grades as a freshman at the Uni-
versity of Dayton.

John Prentice, jr. and a couple
of his friends spent a week in
Miami.

Rose Kovach embarrassed her
policeman brother George, by out-
shooting him on the pistol range.

On November 29th, in a cere-
mony at St. Aloysius Church, Mary
Marrie became the bride of James
Laubenthal. Following the recep-
tion at Reher Hall the couple left
for their honeymoon at the Po-
cohos.

In the wedding party were Ann
Marie Coyne, Kay McGreal and
Judy Oldenburg of this office.

John Peterson departed from the
scene in November to start a new
life in the insurance business.

Baby Kathleen Marie Kelly made
her debut on November 14th. The



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proud parents are **Mary and Don Kelly**.

Two **Mary Lou's**, **Misses Hnatt** and **Raynak** are spending their nights taking dancing lessons.

The opening day of hunting season proved to be a big floperoo for the **Courtright's**, **Eddie, sr.** and **Eddie, jr.** The reasons were too much rain and too much fog.

The **Cleveland Barons** have proved to be a big draw for Erie couples. **Donna and Ed Court-right, jr., Jane and Al Fitch, Donna and George Hruska, Gloria and Bill Lash, Barb and Marty Marcellino and Maureen and Jay Murray**, were among those who helped cheer the team on.

Tom Nicolay returned to the office after serving two years with the Army.

John Latkovich, Ed Mulrooney, Rip Ripepi and John Winter had some lively discussions during the past football season.

The **Pickwick Lodge 885** did themselves proud on November 1st, when they sponsored a dinner-dance at the **Carter Hotel**. Most of the laurels, however, should go to the entertainment committee: **Genevieve Bell, Harold Brown, Mel Merritt, Steve Miko and Tom O'Neill**.

November 23rd found the **Erie Men's Bowling League** in an unusual predicament with four teams tied for first place. The four were **Agency, Revision, Transportation and Auditors**.

At this time some of the leading averages were **Jim Petonic, 178; Chuck Von Duhn, jr., 174; Frank Buck, 174; Bill Lash, 171 and Al Fitch, 170**.

Marty Marcellino besides carrying a 170 average came through with a 257 game on one of his better nights.

Wally Immke surprised his team mates by coming through with a tremendous 198 game but then failed to hit a 400 series. His final two games were 96 and 90.

The **Frame-ups**, one of the **Erie girls teams** entered in the **Standard Oil league**, dropped to second place after a spell in first.

As for individual averages, only three girls were in the top ten as of November 18th. **Irene Haborak, 132; Connie Hagedorn, 125 and**

Gloria Lash, 125.

Oscar Bender and his wife took a weekend trip to New York and while there visited with **Mrs. Bender's** relatives.

Florida proved to be an inviting vacationland for **Erie people** in November. **Madeleine Koleszar** and husband **Bill** spent three weeks in the **Sunshine State**. They included **Ft. Pierce and Key West** on their drive.

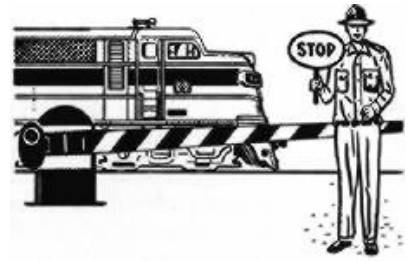
Lou Both and his wife spent ten days in **Daytona Beach**.

Two couples decided to enjoy their vacations together. The **Vic Badaraccos and Nick La Barberas** got their suntans in **Miami Beach**.

This month's tip of the old fedora goes to a great guy who will be greatly missed when he retires from active service in February. **Chris Strauss** is his name, assistant chief clerk of the outbound interline bureau.

February will also bring about the return of the **Bloodmobile**. How about it, **Erieites**? You'll never miss that extra pint, and after all, it will go in the **Erie Blood Bank**.

o



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HORNELL ACCOUNTING BUREAU

Dick Crowley

Goldie Loghry has nothing but praise for her new washing machine.

Harvey Miller is looking for the person or persons who removed hubcaps from his car.

Neil Crandall is proud of his newly purchased home on Cedar Street.

Pat Washburn reported she was not injured seriously when the car

she was riding in was involved in an accident.

Tommie Halloran has been showing off the new watch that he recently acquired.

Bill Pawling, former employee, made one of his frequent visits to the office.

Fellow employees said goodbye to **Dave DeLaney**. Dave left us to join ranks with the Hornell firemen.

A farewell party was held December 11 for **Frank Krider**, assistant district accountant, who retired December 31. Details of the party will follow in the next issue.

The stork left two baby girls last month. He left one at the home of **Eddie Gillette** and the Mrs.; the other one he left for **Jack Meehan** and his wife.

Marlene Neu is happy about the coming of her baby brother.

Bob Young, Bruce Dungan and **Ronnie Ordway** were three reported to have taken deer last year.

Harry Lemon and the Mrs. recently visited in Rochester.

Barbara Sheridan and **Dottie Rixford** did some shopping in Elmira.

Helen Huff and **Ruth Hunt** did their shopping in Rochester.

Marguerite Whiting was in New York City to attend her daughter's wedding.

Bill Sirianni and **Dick Schieder** spent their vacations in Florida. Hope they had a good time down there while we were shoveling snow.

Dick Matthews and wife had a vacation in Atlantic City, N. J. They were accompanied by his wife's brother and sister.

Many of our fellow workers who are originally from out of town went back home to spend Thanksgiving.

Margaret Wood and **Ann Anderson** visited relatives in Youngstown.

Carolyn Walter went to Huntington.

Frank Krider spent the holiday with his daughter in Rochester.

Mary Stitt was in Buffalo for her Thanksgiving.

Harold (Pop) Dory went home to Pompton Lakes, N. J.

Bob Gregory was his brother's guest for the holiday at Nyack.

Special Cars

(Story begins on page 6)

refinements could go on and on.

Still other cars carry automobile body parts, axles, and subassemblies with racks that may be removed from the cars, to facilitate loading and unloading.

Before such specialized cars are decided upon, careful studies must be made to determine whether they will render the best service and return. This fact is sometimes lost sight of by those who think they would be a good thing, for this job or that, just because they are different.

Simple to Complex

Among the advantages specialized cars may offer is safer, surer shipping. Some are primarily designed to protect the load. Oftentimes the elimination or reduction in loss and damage claims is the biggest factor in favor of special cars. Others may offer economies to the customer in loading or unloading, but may, at the same time, require that the receiver buy, maintain and operate specialized unloading equipment.

Some special device cars are so simple that anyone can be trusted to load them with a minimum of instruction.

Others, such as D-F and movable bulkhead cars, require that the men who load and unload them be able to understand the purpose of the car and its equipment, and use that understanding, plus judgment of their own, when placing the load and the bars that will hold it.

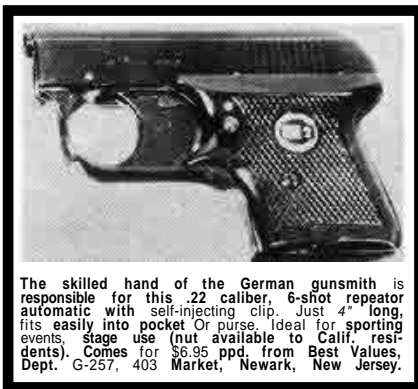
Study Required

So the phrase "best possible service, please," can't be answered off the cuff with "special car needed."

In fact, in the vast majority of cases the specialized car is not desirable or economically warranted.

For those uses in which specialized cars are indicated, there is a wide range of cars. Some are built to carry steel strip in coils, others to haul packaged steel sheet.

Household appliances, too, are examples of shipments that may or may not require special cars--only a study can determine that (Next page, please)



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Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount

matter. If the study shows that this is the economical way for the shipper and the railroad, cars may be specially purchased or rebuilt for the intended service.

One of the items given consideration in the study is the possibility of a return movement.

Theoretically, of course, every piece of railroad equipment should carry freight for the maximum number of miles it travels. This means that no car should ever travel empty. Hence the operating man's preference for general purpose cars, which, after carrying one product eastward, will carry another westward.

Such full utilization, even of general purpose cars, is an ideal that cannot be realized 100% of the time. The very nature of special cars makes such movements either impossible or hard to achieve.

Economics and Time

In some instances, experience has shown that special service cars, even if they can be used for return loads, are best kept in one service (called "assigned" service) if they are to be utilized to their fullest extent. The time spent waiting to obtain a return load, discharging that load, and then moving to the original point of assigned loading results in a longer total period of non-use than if the car is returned empty immediately to the original shipper.

Hence many of the Erie Railroad special purpose cars, despite their initially high cost, are stenciled "When empty return to Erie Railroad at Blanktown."

Too, in order to be economical for shipper and receiver, the cars must be unloaded quickly and returned promptly. At no time may they be used as warehouse space. The old principle that a long haul is desirable and a short haul is likely not to be profitable, is more than ever true when a car costs as much more than a standard car as special cars do.

The railroads are finding that in most cases specialized equipment is working out satisfactorily and making friends. From all indications, developments in this field will be continued so as to hold and attract tonnage to the rails.

Who Should Pay?

(Story begins on page 12)

ratio to the economic merits of each. The highway 'utilities'--and those operating waterways and airports--would get their new money exactly the way railroads have to get it, namely, in proportion to existing and prospective earnings.

"This is the way it ought to be. This is the way it will *have* to be eventually -- unless transportation skids into complete socialization. But meantime the railroads have got the tough job of holding the fort for free enterprise. And they won't do much good for free enterprise if they shrivel up for lack of money for replacements."

Railway Age suggests that until all transportation can be put on some kind of equal footing, Congress should enact temporary remedies such as were considered this past year but not included in the Transportation Act of 1958 as passed. One is the income tax deduction for earnings set aside for improvements; the other an allowance of more rapid depreciation of

railroad property for income tax purposes.

But the eventual solution of our national transportation problem, the one most consistent with our traditional love of fair play, is to place all forms of transportation on an equal basis so far as government treatment is concerned.

This might be done in one of two ways: (1) subsidize the carriers, like the railroads, which now work under a handicap because their competitors are subsidized, or (2) remove the element of subsidy where it now exists.

Railroads do not want subsidies. In this day of concern over Federal spending, Congress and the public do not and should not want to give them.

Reason and fairness recommend the second solution. The logical, and apparently most acceptable, way to remove the element of subsidy is to require the payment of reasonable user charges by those who use public facilities for private profit.

--Ties

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Loaded Dice

(Story begins on page 5)

1,200 sleeping cars for troop movement. In the event of war it would need six times that number for troop movement alone to say nothing of civilian travel needs.

Government is in many ways acting to bring about a reduction in railroad capacity and service. This policy is improvident, and suicidal from a defense standpoint. There's not likely to be a change until people in government axe assigned to the job of changing it.

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Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Alyea, George Harvey	Crossing Bell Inspector	New York Division	10-30-58
*Campbell, Irving	Lampman	New York Division	11-17-58
Conwell, John Arthur	Extra Yard Clerk	Hornell	11- 9-58
Cotter, Terrence James	Engine Dispatcher	Susquehanna Shop	10-28-58
*Dionisio, Nick	ICC Machinist	Brier Hill Shop	11-15-58
*Fitzpatrick, Thomas Earl	Trackman	Delaware Division	9-21-58
Frye, Charles Raymond	Passenger Conductor	Kent Division	11-12-58
*Gillick, Frances Agnes	Investigator L&D	Cleveland, Frt. Claim Dpt.	11-13-58
*Greenalch, Thomas Edward	Trainman	Buffalo	9- 7-58
Hayes, Joseph William	Barge Captain	Marine Department	10-21-58
*Hayes, Martin Joseph	Mail Handler	Elmira	9-18-58
Hoffmeister, Ernst Richard	Loco. Engineer	Rochester Division	10-15-58
Kavanagh, Eugene Cyril	Painter Helper-Dockhand	Marine Department	10-16-58
Krause, Frank Louis	Conductor	Delaware Division	11- 6-58
*Larkin, Frank Henry	Tugboat Captain	Marine Department	11- 6-58
Lippincott, Arthur Greenfield	Crane Engineer	Susquehanna Division	11- 1-58
*Malberti, Joseph	Dock Laborer	Weehawken	11- 6-58
*Matthews, William Bernard	Barge Captain	Marine Department	8- 4-58
Morrow, Raymond William	Conductor	Meadville Division	11- 3-58
*Pingarelli, Clemente	Car Repairer	Susquehanna Car Shop	11- 9-58
*Price, Harry William	Brakeman	Kent Division	11-12-58
Schmitt, Fred William	Clerk	Hornell Accounting Dept.	11-16-58
*Shull, Peter Melvin	Yard Conductor	Dayton	11- 2-58
*Stevens, Paul Armstead	Machinist	Avon	9- 1-58
*Tort, Sidney William	Box Packer	Avoca Car Shop	11-7-58
*Wales, Fred Lewis	Conductor	Allegany Division	11-14-58
*Whalen, William James	Yard Conductor	Kent	11- 3-58
*Yurick, Michael Paul	Watchman	Cleveland, Mahoning Div.	11-14-58

*Retired Employees.

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Erie Bowling

(Story begins on page 8)

Green warns. "We hope everyone will understand, and put down his average as if the blank read 1958."

Once the blanks are returned, Fowle's heavy work begins. Entrants are given a chance to pick times they will be able to bowl. It's up to Bud to fit those times to the alleys, so that upward of 350 bowlers--and more than that are expected this year--may get to

Youngstown, reach the alleys, bowl, and leave.

That would be complicated enough in any case, but in this one there is a special complication. Bud tries to schedule the bowling in such a way that those who come from distance points--and off-line employes are among the bowlers --will be able to make train connections all along the line.

"This may mean that some Cleveland, Meadville and Youngstown bowlers might not get the times they prefer," Fowle says. "But if everyone gets his entry in early, there will be a minimum of such disappointments."

Mullaney is far more than a straw man on the committee. It's his job to round up official scorers for the event--and even though the scorers are paid, it is no easy job to find enough men willing to work all the Saturday and Sunday hours that the Erie balls will be thundering down the alleys.

And he, too, must know how many are going to bowl if he's to find enough scorers. So it will pay to get your entry blank in early.

The \$4.25 fee per man per event pays for the use of the alleys, for the scorers', the administration, the American Bowling Congress certification fees and furnishes the prize money. This last is especially rich as the committee fights to keep administrative expenses down below usual bowling tournament levels.

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ERIE RAILROAD MAGAZINE 1959

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
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FEBRUARY

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MARCH

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JUNE

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JULY

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OCTOBER

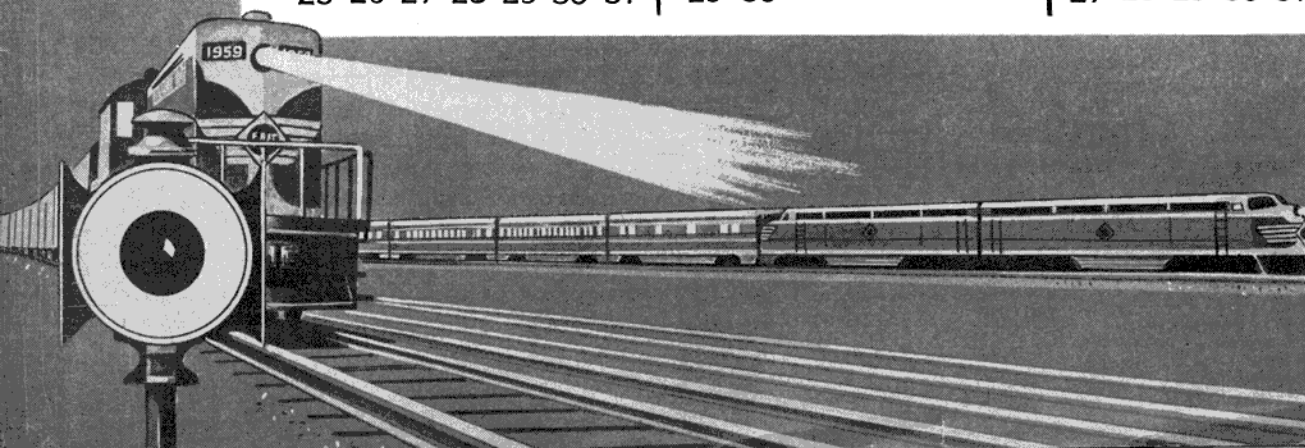
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NOVEMBER

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26	27	28	29	30	31	



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