



**DINING CARS
WIN AWARD**

OUR 56TH YEAR OF PUBLICATION

JUNE 1960

• The President's Page

THE Erie Scholarship Program is now entering its eighth year. In this period 35 sons and daughters of Erie employes have had the benefit of financial assistance to continue their education in the colleges of their choice. Five more will be added this year.

A few weeks ago at the annual scholarship luncheon, I had the pleasure of meeting the five winners of this year's awards and their proud parents.

It is always a thrilling experience to chat with these outstanding students about their aims, ambitions and outlook on life. Talking with these young people produces a sense of assurance that the future of our country is in good hands. I am convinced the youth of today fully recognize the opportunities and challenges that lie ahead of them.

What is equally inspiring is to see the obvious admiration of the parents for the achievements of their children on receiving the awards. They have good reason to be proud. As members of the Erie family, we share this pride with them.

I am delighted that the Erie Railroad can offer this encouragement to the youngsters of Erie employes to advance their education. They have prepared themselves well by making impressive records in their school work. We wish them the greatest of success as they move along to the college level.

A handwritten signature in dark ink, reading "H. W. Van Weller". The signature is written in a cursive style with a large, stylized "H" and "W".



Oldest Employee Magazine in Railroad Industry . . . Our 56th 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.

June, 1960

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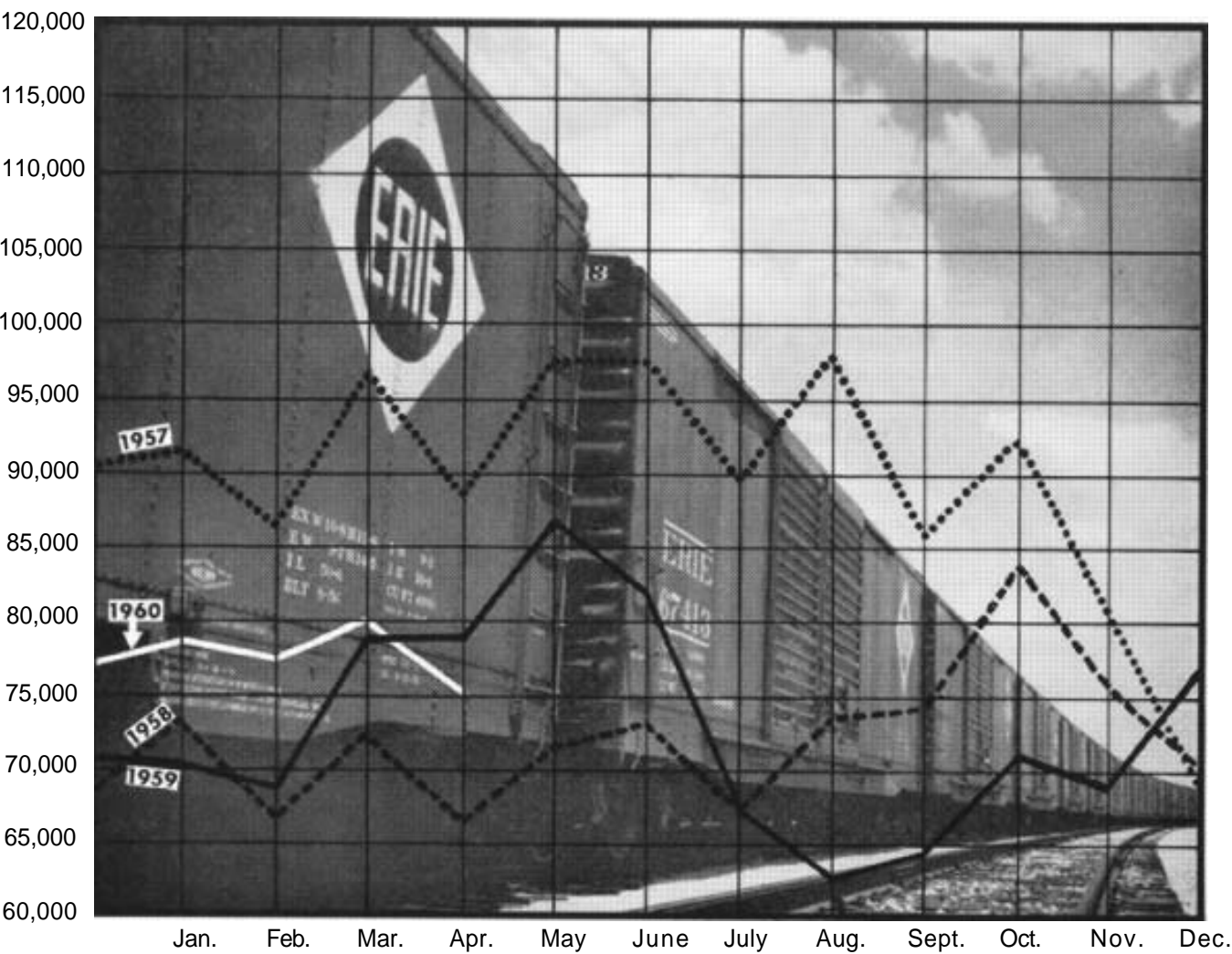
THE COVER:

Public Health Service award achieved for the third consecutive year by the Erie Railroad is shown to Erie Chef Presley Woods by Ensign Nancy Jean James, dietician for the United States Public Health Service, after the presentation ceremony. See Page 5 for story.

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

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Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

		Amounts Received	Amounts Spent	Net Income (or Loss)
Month of April:				
	1960	\$13,078,365	\$13,494,831	\$(416,466)
	1959	13,701,878	13,354,417	347,461
Four Months ended April 30:				
	1960	\$54,447,103	\$54,551,389	\$(104,286)
	1959	52,604,989	53,202,151	(597,162)

() Denotes Loss

Erie Diners to Carry USPHS Certificate for Fourth Year

Car Construction, Food Service Both Count

THE ERIE RAILROAD'S dining cars have won the highest sanitary award of the United States Public Health Service for the fourth time and the third successive year.

Formal presentation of the certificate, which includes all items surrounding food preparation and service from the construction of the car to the health of the food handlers, from how the knives are made to the temperature of the dishwater, was made on May 2 to Garret C. White, vice president, operations, at a luncheon in New York.

In accepting the certificate Mr. White paid tribute to all the employees involved in the highly complex business of buying, preparing and serving food aboard diners, cars that are the most complicated of all passenger rolling stock in their mechanical demands.

Tribute to J. M. Collins

He paid special tribute to the memory of the late John M. Collins, under whose guidance the Erie's dining car department was first in the nation to win the A award in 1957 in accordance with new, higher standards set up by the Public Health Service.

Presentation of the award was made by the regional inspector of the Public Health Service at New York, Sylvan Martin, a sanitary engineer. The certificate was signed by Dr. Leroy E. Burney, surgeon-general of the United States.

In the inspection check list are more than 120 items. In the pursuit of proper food preparation cleanliness is naturally important. So among some of the items are standards of lighting in work areas, design of storage compartments for



CERTIFICATE OF EXCELLENCE that will be worn by Erie diners is admired by officials of the United States Public Health Service and the Erie Railroad. Ensign Nancy Jean James, USPHS shows the document to Sylvan Martin (seated, left), regional inspector, USPHS, and Garret C. White, vice president, operations, Erie Railroad while three Erie men look on: J. Ray Meredith, superintendent, dining car department, Jersey City; David H. Decker, supervisor of car repairs, Susquehanna, Pa.; Michael Fedorka, general car foreman, Jersey City.

easy and sure cleaning, and the means taken to-sterilize dishes after washing.

Design of utensils is important too, lest they be made with crevices where impurities might lurk.

Health and general habits of dining car employees is checked into.

And the car mechanical department comes in for plenty of credit in the winning of the award. Emphasized are such items as good galley design, proper installation of fittings, and major matters such as proper ventilation and tightness of openings.

Lackawanna Award

Much emphasis is laid on temperatures in the storage areas, and the car department not only installs the different kinds of electric refrigerators--for meat, fruits, shellfish, etc.--but the controls that keep them at the proper temperatures as well. Too, automatic controls and direct-reading gauges must be installed to keep the dis'a-

water and its rinses at proper temperatures.

All diners must reach the same standard to qualify a road to receive and display the certificate.

At the same affair, a similar certificate was awarded to the Lackawanna Railroad's diners, which like the Erie's are now under the direction of J. Ray Meredith, superintendent of dining car service, a long-time Erie employe and right-hand man to the late John M. Collins.

Importance to Health

Of the award Dr. William E. Mischler, Erie's chief surgeon, said: "This award assures everyone of good food properly prepared and served under conditions precluding disease and its transmission to passengers. The Erie Railroad and its employees can be proud and its passengers can be grateful that the maximum care in this important field is observed and is justly rec-

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Five Boys Wear Broad Grins at Erie Scholarship Luncheon



PRESIDENT HARRY W. VON WILLER presented every one of the winners with formal notification of appointment to an Erie scholarship. Here John Andrew Fisher of Hornell receives his papers while his parents, Mr. and Mrs. George L. Fisher look on. George Fisher is a yard conductor.



THESE FIVE BROAD GRINS would make a good toothpaste ad, but they were the result of good news for the five who wear them. These are the five winners: Donald Arthur Kolp, John Andrew Fisher, John David Blehar, Harry Richard Phelan and James David Ricciardi.

College Next Stop for Erie Family Members

FIVE BOYS, all equipped with broad grins, and all of them children of Erie Railroad Co. employees, attended a lunch in Cleveland last month to learn that they had won college scholarship awards offered by the railroad to children of its employees.

They brought to 40 the number of Erie Railroad family children helped toward a college degree by the railroad since the beginning of the program, which offers five awards every year, and every award is worth \$4,000 to the recipient.

Among their causes for wide grins was the fact that this was the first time boys had managed to shut out girls from the awards.

However, whatever the boys thought, it proves nothing about the superiority of their sex.

Just More Boys

"There just seem to be more boys of college-entering age this year," Dr. Paul Sharp, president of Hiram College commented earlier when he learned the selection committee on which he served had picked five boys. "Colleges everywhere report more boys than girls are applying for entrance to college, a reversal of the usual pattern."

Dr. Sharp's committee, on which no one connected with the Erie Railroad served, made the selection on the basis of academic excellence, personality traits and leadership as revealed in questionnaires sent to the applicant's teachers, school principals, employers, neighbors and friends.

Serving with Dr. Sharp on the committee were Dr. Robert S. Brown, superintendent of schools, Marion, O., and Robert H. Colla-



HAPPY FAMILY ATMOSPHERE marked the Erie Scholarship Awards luncheon. Seated, left of nearer table: M. C. Smith, jr., general counsel; Mark F., Richard and Mrs. Phelan; Mrs. Peter W. Kolp; at far table: David R. Thompson, vice president, traffic; Milton G. McInnes, executive vice president; Raymond J. Wean, director and chairman of the scholarship committee; Harry W. Von Wilier, president; Paul W. Johnston, chairman of the board. At right of nearer table: Paul J. Kindler, assistant to president; John S. Parsons, chief engineer; Mrs. Rocco

H. Jentoft, assistant chief engineer.

D. Ricciardi, Rocco D. and James D. Ricciardi. Standing: Ernest E. Seise, director of personnel and training; Donald D. Purdy, supervisor, wage bureau; Garret C. White, vice president, operations, George C. Frank, assistant to president; Mr. and Mrs. John Blehar and John D. Blehar; Donald A. and Peter W. Kolp; George W. Oakley, comptroller; John A. Fisher, Mr. and Mrs. George L. Fisher; Thomas J. Sanok, assistant to vice president; Jasper Van Hook, treasurer; Dr. William E. Mishler, chief surgeon; Robert H. Hann, corporate secretary and Lawrence

cott, director of public relations, Standard Oil Co. of Ohio.

The committee did not know the names of the 142 applicants whose papers they studied, as at that time every entrant was known only by a number. And the winning five turned out to be numbers 17, 187, 50, 120 and 80.

When they arrived at the hotel where the luncheon was held, none of the five had been told of the good fortune his hard work in high school had won him. But, being intelligent, every one of them guessed when they saw four other teenagers present, and only four.

The four come from a cross section of Erie families. The father of one is a track supervisor; of another, a chief clerk; of a third, a laborer; of a fourth, a yard conductor, and of the fifth, a conductor.

They were accompanied by their parents, and since most of the Erie officials were present, the affair

was truly an Erie family gathering.

Before the luncheon was served, Raymond J. Wean, president of the Wean Engineering Co., Warren, O.,

and an Erie director, in his capacity as chairman of the Erie Railroad Scholarship Award Committee, spoke briefly, giving the five

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THIS PANEL OF EXPERTS selected the Erie scholarship award winners on a basis of performance and leadership. Left to right: Dr. Robert S. Brown, superintendent of schools, Marion, O.; Robert H. Collacott, director of public relations, Standard Oil Co. of Ohio; Dr. Paul Sharp, president of Hiram College.

New Erie Scholars Competed in Field of 142 Applicants

Flat-Top Haircuts, Joy in Life, Are Hallmarks of Five

THE FIVE Erie family children who won the eighth annual Erie Railroad Scholarship Awards in a field of entrants that included 91 boys and 51 girls are boys of whom anyone could be proud.

But they are very much like the boys next door--they tend to flat-top hair cuts, wide smiles, and a general joy in life. Aside from getting straight A's in school, proven leadership and activity in extra-curricular activities, they are much like their counterparts everywhere.. Except, of course, that they are children of Erie Railroad employees.

These are the five that will represent the Erie Railroad on the nation's campuses for the next four years :

John David Blehar

The elder of two sons, John Blehar plans to study physics, probably at St. Bonaventure University. He, his younger brother Thomas,



John D. Blehar

and his parents, Mr. and Mrs. John Blehar live at 71 East Street, Salamanca. His father is a laborer at the Salamanca freight house.

His teachers expect him to be among the top three of his class when he is graduated from Salamanca City Central High School this month.

He is president of the National

Honor Society, a representative to the Student Council and captain of the bowling team. He has been active in the biology and photography clubs, and during the summers of his high school years has earned spending money by mowing lawns and selling tickets at a swimming pool.

John A. Fisher

Youngest of three sons, John Fisher is 18. He plans to attend Williams College. His elder brothers are both ceramics engineers, but he plans to take a liberal arts



John A. Fisher

course, looking forward to study beyond his bachelor's degree.

He and his parents live at 17 Wells Street, Hornell, and his fa-

ther is a yard conductor.

In his school he won five letters for participation in track, swimming and soccer. He is president of the National Honor Society, and won commendation for his standing in the National Merit Scholarship examinations. He was president of the junior class, a representative to the Student Council, and co-editor of the high school year book.

He is an Eagle Scout, a Sunday School teacher, and has participated in the Berg Science Seminar, Boy's State and the Albany Youth Conference.

He has earned money clerking in a grocery store, as a telegrapher for Western Union, mowing lawns, and as a camp counselor.

Donald A. Kolp

A co-captain of Fairview High School football team, Donald A. Kolp is 17. He is the fifth of six sons of Mr. and Mrs. Peter W. Kolp, 5424 West 220th Street, Parkview, a suburb of Cleveland. One of his elder brothers was killed in Korea; one is a civil engineer, and two others are tool designers.

Donald plans to be a civil engi-



Donald A. Kolp

neer like his eldest brother, and will enroll in Case Institute of Technology.

Besides playing football, Donald has had an active time in high school. He is on the track team, is president of the Student Council, student bandmaster and star clarinetist.

He is a member of the yearbook staff, the National Honor Society, and plays in the school orchestra as well as the band.

Outside school he has been president of a youth group and vocal soloist in church. Last summer he worked as an office boy for the Erie. Prior to that he earned spending money by delivering newspapers, mowing lawns and working in a supermarket.

Richard Phelan

Eldest of three children, Richard Phelan is 17. His father is Mark F. Phelan, conductor on the Meadville division, and Mr. and Mrs. Phelan, their two sons and daughter live on Route 2, Meadville, and Richard is a senior at Saegertown Area High School.

He plans to study civil engineering at Pennsylvania State University.



Harry R. Phelan

He is an outstanding member of his high school's marching and concert bands, in which he plays first cornet. During the last two years he has occupied the first chair in the all-state band, and been its cornet soloist.

In other school activities he has been vice president of the Student Council, representative to the Pep Club, president of the French Club, a member of Hi-Y, advanced science club and the National Honor Society.

He has been commended for his performance in the National Merit Scholarship examinations.

He has been master of the Juvenile Grange, and is a Star Scout.

James David Ricciardi

One of the few of his generation who actually knows how to milk a cow by hand, James Ricciardi is 17, and the son of Mr. and Mrs. Rocco Ricciardi, 60 Piaget Avenue, Clifton, N. J. His father is a track supervisor, and James' sister, Barbara, 19, is a pre-medical student at Cornell.

At the beginning of his senior year he ranked eighth in a class of 877 seniors in his high school,



James D. Ricciardi

where he is an honor student in chemistry and trigonometry. He plans to study pharmacy at Fordham University.

He is a member of the National Honor Society, the Latin Club and has been an officer of the History Club and of his class. He has won two prizes for his paintings at a county fair.

His other activities have included 4-H Club work and participation in the Catholic Youth Organization. He has worked as a greenhouse assistant.

John M. Collins Memorialized by Scholarship

The memory of the late John M. Collins, manager of the Erie dining car department and that of the Delaware, Lackawanna and Western, has been honored by a scholarship established at Cornell University's school of hotel administration.

Financed by his fellow dining car officers, the scholarship, known as the Eastern All-Aboard Club Memorial Scholarship, pays \$400 a year. The club is composed of dining car officers and purveyors of goods and services to dining cars, and is the social organization of the Association of American Railroad Dining Car Officers.

All-Aboard Clubs are located in Chicago, St. Louis, and New York. The Eastern All-Aboard Club maintains its headquarters in the New York Athletic Club, and meets monthly throughout the year.

Mr. Collins, in addition to being a past president of the Association of American Railroad Dining Car Officers, was a member of the executive committee of the Eastern All-Aboard Club.

Other members of the executive committee are Abram H. Smith, manager of dining and sleeping car service, New York Central; Sidney N. Phelps, manager of dining car service, Pennsylvania Railroad; Clyde Douglass, general superintendent of dining cars, Seaboard Air Line Railroad; John F. Brogan, promotion manager, J. P. Stevens Co.; Ray R. Herrmann, sr., manager, transportation department, National Distillers Corp.; and the secretary-treasurer of the club, Col. Jack B. Dunn, sales manager of S. Gumpert Co.

Collins' Standards Praised

Smith, in announcing the establishment of this scholarship, said: "The school of hotel administration at Cornell University is internationally known for its high standard of training for those students preparing themselves for careers in the food industry.

"For this reason, we selected

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Lackawanna Moves to Block Doubling of Airline Subsidy

Mohawk, Road's Competitor, Asks Tax Money to Get Out of Red

IN WHAT IS BELIEVED TO BE THE FIRST ACTION of its kind, the Lackawanna Railroad has petitioned the Civil Aeronautics Board for permission to intervene in a proceeding in connection with the recent request by Mohawk Airlines for an increase in the air carrier's mail subsidy.

The airline, which already has a subsidy of \$2,080,390 a year, is asking that the amount be raised by more than 100% to \$4,277,176.

In its objection the Lackawanna emphasized that the increase in mail subsidy request by Mohawk includes nearly \$900,000 which will be credited as net income for the airline.

The Lackawanna and Mohawk Airlines serve many common points, especially in upstate New York. The railroad contends that granting such a large increase in mail pay subsidy will have an adverse effect upon the competitive position of the unsubsidized Lackawanna, with respect to both its passenger and mail service.

The Lackawanna pointed out that it paid taxes to various communities and school districts in New York state last year amounting to more than \$2,300,000.

Accident Losses

In its petition for the increase, Mohawk cited losses incurred during a recent strike, losses from additional routes now being served, and losses of traffic as a result of recent airline accidents.

The Lackawanna maintains that Mohawk is not necessarily entitled to be reimbursed for strike losses.

Secondly, the railroad insists that if the new routes are not economically feasible, they should not be operated. The portion of the public which chooses to use the airline should be required to pay for increased costs as it would for any other product.

Time to Reduce Subsidies

Passenger transportation is highly competitive, the Lackawanna asserted, and a mail pay subsidy should not be granted to Mohawk

that will allow it to maintain a price differential below competing forms of transportation that are not subsidized.

Concerning the third reason, the Lackawanna stated that accidents in any industry are unfortunate but the public should not be required to foot the bill for such conditions.

If there is justification for subsidizing local carriers such as Mohawk, the Lackawanna said, there must be a time when the subsidies have to be reduced. The railroad does not concede any economic, national commerce or national defense justification for such subsidies.

Thiel College Confers Degree on Von Wilier

An honorary doctorate of law degree was conferred on Harry W. Von Willer, president of the Erie Railroad, at the commencement exercises of Thiel College, Greenville, Pa., on May 29, when Mr. Von Willer delivered the commencement address.

He spoke on the topic "Be Not Afraid" to the graduating class at exercises presided over by Dr. Frederick B. Irvin, president of Thiel.

This is Mr. Von Willer's second honorary doctorate. The first was conferred upon him by Alfred University in 1958.

Vets Outing Set for July 16 at Conneaut Lake

THE 34th annual outing of the Erie Railroad Veterans Association will be held on July 16 at Conneaut Lake Park, Harry C. Travis, president of the association, has announced.

However, final details have yet to be worked out. At the time Travis was working on committee appointments, and detailed schedules of the day, the grass needed cutting.

He took time out to cut his lawn, using a power mower. As he pushed it up a slight hill in his Hornell, N. Y., yard, the handle came off, and the mower rolled back, passing over one foot before he could jump clear.

He suffered several broken bones and severe deep cuts from the whirling blade of the machine. At press time he was resting at home after a series of operations intended to restore his toes and foot to normal.

HVW to Speak

As in former years, special trains will run to the park from various points on the Erie system, with Pullman accommodation from the more distant points.

President Harry W. Von Willer will address the group at the meeting; officers for 1961, who will be installed in January, will be introduced and awards will be made to the youngest and oldest veterans present.

The afternoon will be devoted to picnic, games and reunions. Members are urged to bring their children and grandchildren with them--there are plenty of rides in the park to keep the children amused--and to register when they arrive. The registration desk on the hotel lawn will open at 8 a.m.

If all of the freight cars owned by the railroads of the United States were made up into a single train, the train would be approximately 14,000 miles long.

Erie, DL&W File Petition to Speed Merger Action

Since the report of the ICC examiner on the proposed Erie-Lackawanna merger (Erie Magazine for May) the following developments have taken place:

- The Erie and Lackawanna have filed a petition to dispense with proceedings before Division 4 of the Interstate Commerce Commission. If granted, this would speed the proceedings, and the full commission would proceed to consider the case.

- Exceptions to the report have been filed by the New York Central, the Nickel Plate, the Grand Trunk, the Cohocton Valley Committee, a small group of alleged Lackawanna shareowners, and the Railway Labor Executives Association.

- No exceptions to the order were filed by either the Wabash or the Lehigh Valley, both of which intervened in the first hearings.

It is expected that the ICC will rule soon on the petition to dispense with Division 4 hearings, and that a ruling will be made to set the date of oral arguments.

J. Ray Meredith Succeeds Collins

J. Ray Meredith has been promoted to superintendent of the dining car department of the Erie Railroad, G. C. White, vice president for operations, announced. He succeeds John M. Collins, deceased.

Meredith started with the Erie as a camp clerk in the dining car department with headquarters here in 1929. Remaining in the same department, he subsequently advanced to storekeeper, 1940; commissary inspector, 1942; and commissary supervisor in 1946.

Meredith was promoted to assistant superintendent of the dining car department in 1949.

In Colorado there is a stretch of continuous welded rail over 6 miles long.

June, 1960



OVERWHELMED BUT HAPPY. The Erie-Lackawanna Emblem and Slogan Contest produced more than 2,400 entries from employees of the Erie and the Lackawanna. Martin P. Nelson, assistant to president, Lackawanna, left and George C. Frank, assistant to president, Erie Railroad, are shown preparing the stacks of entries for the selection committee who will make recommendations to the presidents of both railroads for final decision.



Praise Earned by Erie Men, Women at Work

Sir:

I had the pleasure of serving on the trip committee for the Branford Electric Railway Association Railroad Enthusiast excursion to Honesdale, Pennsylvania.

As in previous dealings with the Erie, I found the Erie men most cooperative and agreeable to work with. Your men were most courteous to the public who are your customers, both passenger and freight. Some of the men, the names of whom I recall, were Mr. James, Mr. Flannery of the Delaware division; Mr. Doyle, dining car steward and Mr. Krom.

I also wish to express my appreciation for the education materials and Erie Railroad Magazine which I have received and have used in my teaching school.

Let me wish you the greatest success in your merger plans with the Lackawanna.

George Felter
328 Cross St.
Fort Lee, New Jersey

Sir:

Recently, I had the pleasure of riding your line from Salamanca to Chicago. I think you should know some of the nice things that happened to me.

When I picked up my ticket, the agent, Mr. Wagner, introduced himself, and from then on I was your "guest".

He told me that because of a long head-end, we would have a long walk to the sleeping cars, so I should walk only to the coaches, walk through them and the porter would get my bags. He did.

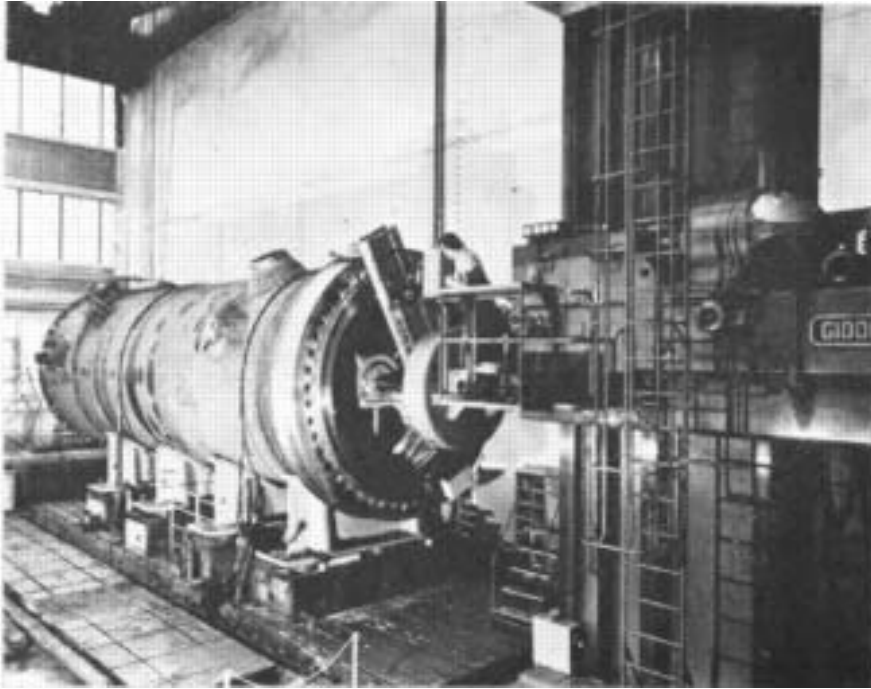
When the conductor took my ticket, he was pleasant too, and wished me a nice trip.

Then I had a real treat which is worth telling in some detail. Knowing that the diner was a combination club-diner, I visualized cheese and sardine sandwiches. Instead, I had royal service.

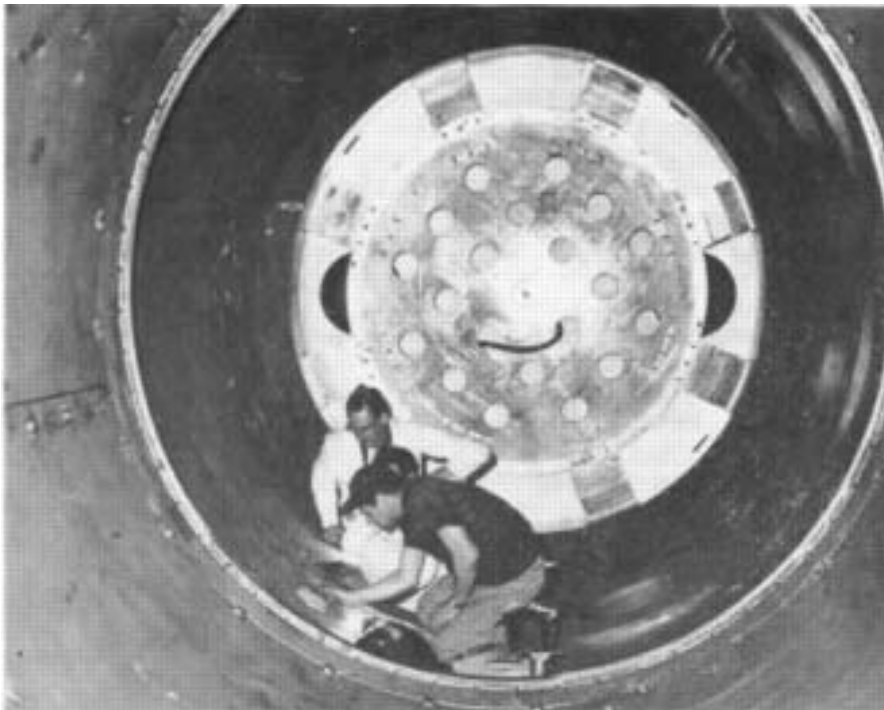
Gerald Hinch greeted me pleasantly and served my drink just as

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High, Wide, Precious Load for Atom Age Goes by Erie



MACHINING THE HUGE VESSEL to close tolerances was done on out-size machine tools like this one in the Barberton plant of Babcock & Wilcox.



WORKMEN REMOVED MICROSCOPIC scratches on the inside of the reactor's seven inch thick walls before it left the Babcock & Wilcox plant. For more than 30 feet the inside of the reactor had to be accurate to within seven one-thousandths of an inch.

Babcock & Wilcox Reactor Has Fast Trip

THE Erie Railroad's reputation for moving high and wide -- and precious- loads with speed, safety, and a minimum of fuss, gained new luster with the movement of a 255-ton nuclear reactor from the Babcock & Wilcox plant at Barberton, Ohio, to Jersey City for the trip up the Hudson to the Indian Point generating station of Consolidated Edison.

Experienced as the Erie is in doing the impossible at a moment's notice, the shipment of the reactor did have some new twists. First of all, there was the question of the time of shipment. Originally scheduled for the week-end of April 30-May 1, the date was moved up to April 24-25 on April 22, giving little time for considering the clearance and weight problems involved.

First reactor authorized to be built wholly with private funds, it will supply power to customers of Con Edison in the New York City-Westchester area beginning in 1961. Naturally, extensive tests and adjustments have to be made with such a device, and Babcock & Wilcox, when asked to make early delivery if possible, managed to do so, with the help of the Erie.

9,500 Inspections

The huge cylinder that forms the main part of the reactor was loaded aboard a heavy-duty flat car in the B&W plant on the Friday before the move.

During its construction over 9,500 quality control inspections and tests had been made, but after it was loaded, another test was carried out. The tightly sealed vessel was filled with nitrogen under pressure to check for possible leaks. The nitrogen was left in to protect the reactor from the oxygen in the



REACTOR VESSEL, and its head on a separate car, are checked over at Barberton yard.

air, and to make certain that no leaks developed in shipment.

Extreme width of the vessel as loaded was 13 feet 7 inches between 11 feet 2 inches and 12 feet 10 inches above top of rail, and it weighed 572,000 pounds. On another flat car was the head of the vessel--a cap weighing 36 tons, and the huge nuts, bolts and washers to join the two parts together.

Move Begins

The bolts are no playthings--each weighs 454 pounds, and is six feet long, and five and a half inches thick, silver-plated to prevent corrosion. The nuts are eight inches high and weigh 51 pounds each; and the washers weigh 10 pounds each.

Special studies of the center of gravity of the load were made before it began its movement, as well as the usual checks and rechecks of all clearances and weights permitted throughout the length of its move on the railroad.

Early on Monday morning the shipment moved from the B&W plant to Barberton yard, where it arrived at 8:15 a.m. of the 25th. Thence it went eastward over the railroad, under constant observation by rail and B&W officials who rode in a special caboose just ahead of the loaded car.

At 5:40 p.m. the next day the load was at Jersey City; the next afternoon it was lifted from the

car at Pier 1 of the Erie's Jersey City marine yard, and placed aboard the heavy capacity derrick barge Catskill for the trip up the Hudson.

The lift was made by the Merritt-Chapman & Scott Corp.'s floating derrick Monarch, said to be the world's largest floating crane.

The Catskill carried the vessel up-river 24 miles to Indian Point, where the Monarch lifted the vessel off and placed it aboard a special rubber-tired vehicle for movement to the spot near the river's

edge where the reactor will be erected.

For the Erie the movement was not distinguished so much by its size--as for its weight and value. The railroad has moved larger objects--even though its size made it very much an Erie-sized package.

When the Indian Point station goes into operation next year it will have a total output of 275,000 kilowatts, of which 163,000 will be provided by the atomic system, and

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AT THE ERIE'S MARINE YARD in Jersey City the reactor was loaded aboard a barge for the trip up-river to Indian Point.

Son of Erie Man Becomes Board Member at Thirteen



WAYNE, ERIE'S REPRESENTATIVE on the Lionel Railroad board, is third from the left in this picture.



WAYNE SHOWS TWO OF HIS FELLOW directors the fine points of a Diesel cab's controls on a visit to a railroad yard.

Young Rail Tycoon Leads Fight on Girls

WAYNE B. WAGNER, son of William B. Wagner, agent-yardmaster for the Erie Railroad at Mahwah, N. J., has realized an ambition that comes to few grown men, let alone a boy in his teens.

Although he is only 13, Wayne is the director of a railroad--the Lionel Rail Road Co. and is the owner of one share of stock in the company. So far he has attended but one meeting of the company's junior board, but at that meeting he was made vice president of operations, for the road as well.

This might seem to be a step down, for at home in Fair Lawn,

A LAYOUT TO MAKE any boy's heart beat faster is inspected by Wayne at the Lionel showrooms in New York.



Wayne is president, chairman of the board, switchman, dispatcher, and everything else, including sole owner, of his own railroad, which occupies a space five feet by ten feet in the family basement at 350 Owen Avenue.

Erie Family

Every railroad serving New York City was invited to nominate one board member to the newly created miniature company. In view of Wayne's interest in railroads both large and small, and the fact that he comes from a family of "dyed in the wool" Erie railroaders, he was designated as the Erie's representative.

Wayne's father has railroad experience, his mother worked for the Erie in the office of the auditor of freight accounts. The boy's two uncles also have been employed by the Erie. One was a signal engineer and the other supervisor of communications and signals. In addition, Wayne's grandfather was a maintainer of our New York division for about 20 years.

Wayne assumed his duties to the larger company seriously. When he attended the first board meeting at the company offices, 15 East 26th Street, New York, he played an important role.

Early Retirement

There Wayne led the opposition on the question of whether girls should be directors. His faction carried their point. There won't be any girls on the board. But directors must retire, they decided, at age 16.

The board also approved plans to issue stock in the fictional company to youngsters under 16. No charge will be made for the stock, however, all stockholders do receive certain privileges.

Among these are the right of voting their stock, receiving the company's annual report and voting rights on what rolling stock the Lionel Corp. itself should build.

Design Contest

But perhaps the most important feature is that every stockholder will be eligible to compete in a design contest for new Lionel equipment. First prize in the contest will be a four-year full-tuition university scholarship to be pro-



AN ALL-ERIE FAMILY, the Wagners were this pleased when Wayne was appointed. Mrs. Wagner was once in the office of the auditor of freight accounts; his grandfather and two uncles worked for the Erie, too.

vided by the Lionel Corp., parent company of the Lionel Rail Road Co.

Other matters that came before the board at its first meeting were

(Please turn to page 27)



AT HOME IN FAIRLAWN, Wayne and his father, William B. Wagner, agent-yardmaster for the Erie at Mahwah, practice railroading on Wayne's own road.



ADOLPH GUTMAN
Captain

PEOPLE YOU KNOW



All Working for the Erie Aboard New York Tugs



ERNEST J. CRANE
Deckhand



PATRICK T. GOODE
Engineer



JOHN F. MURNANE
Captain



LAWRENCE G. McDERMOTT
Oiler



STEPHEN DUL
Deckhand



JACOBUS NUVELSTYN
Deckhand



GEORGE RUSSELL
First Mate



JOHN LIBITZ
Deckhand



JOHN VOORDECKERS
Oiler



FREDERICK KOHBERG
Captain



CHARLES SENN
Deckhand



WILLIAM C. McMAHON
First Mate



WALTER L. LASTER
Deckhand

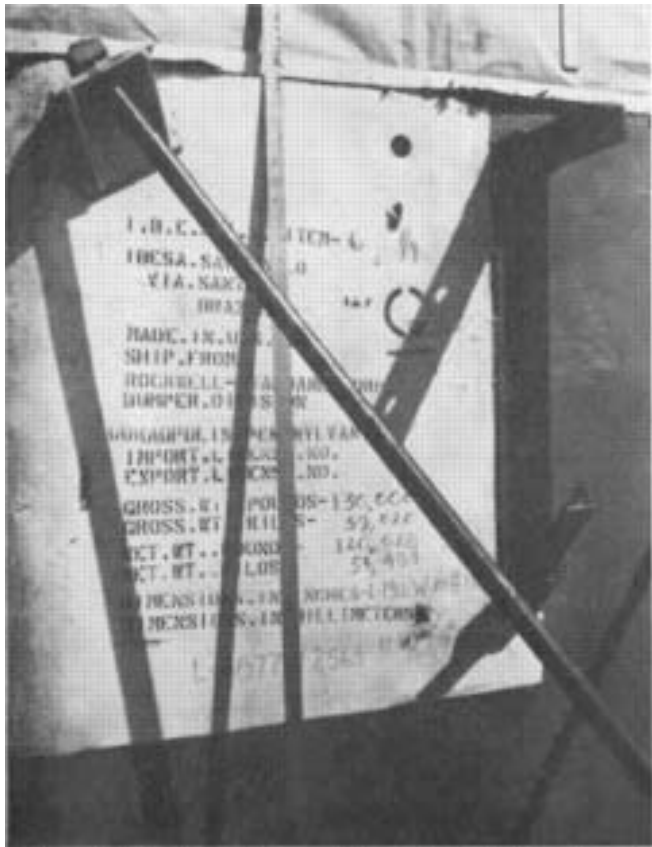


WALLACE E. TYLICK
Engineer

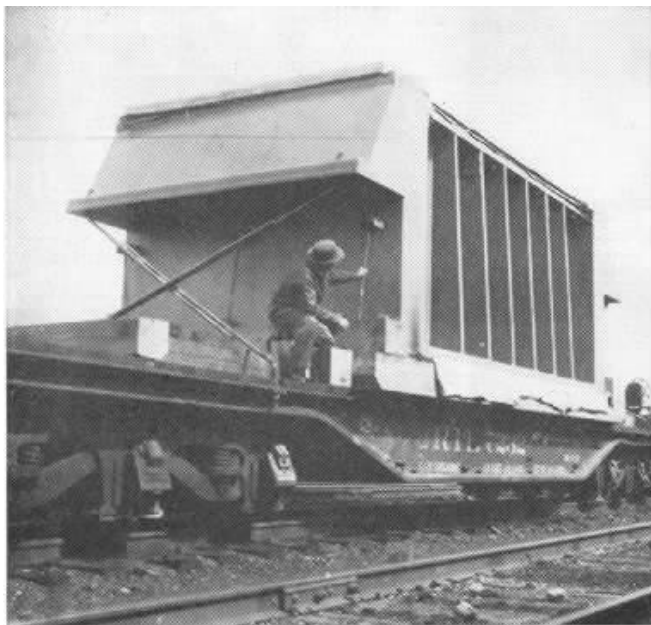


MICHAEL ROCHE
Mate

Rockwell-Standard Picks Erie for Quick, Heavy, Move East



AMONG THE REQUIRED information on the huge pieces bound for Brazil was size data in millimeters--and there are more than 25 millimeters to an inch!



THERE ARE SKIDS AND SKIDS and those under this load are big skids indeed.

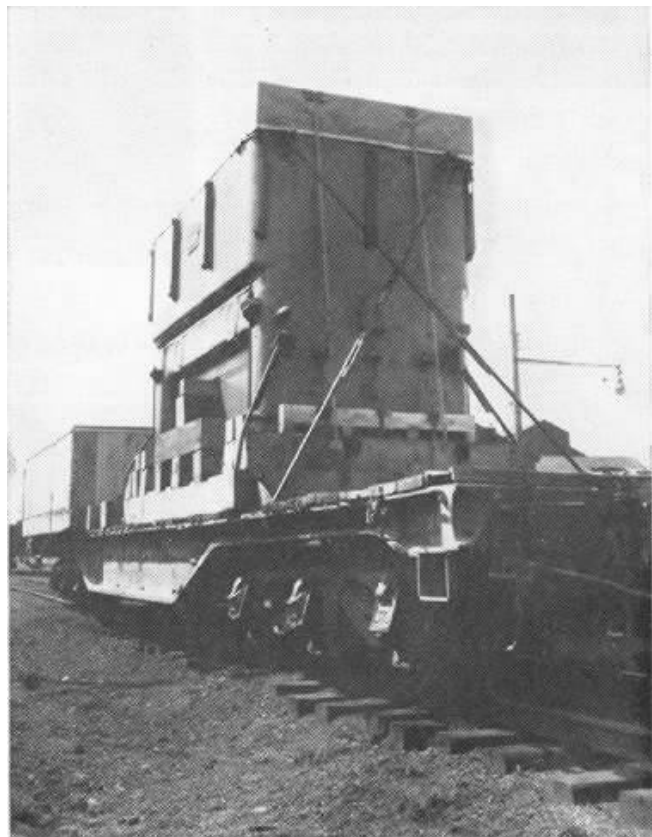
Whole Factory Travels Aboard Special Train

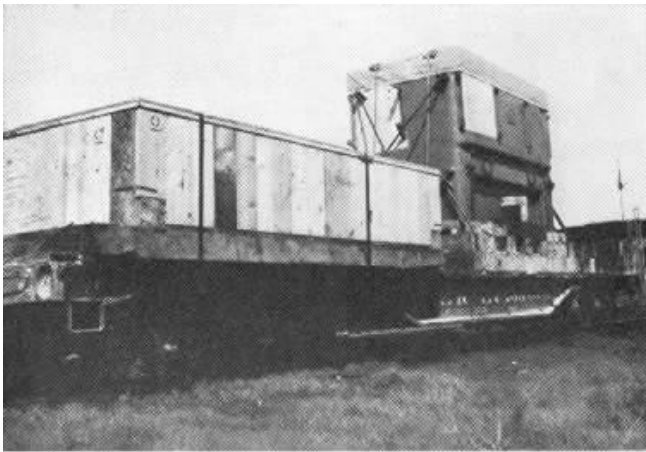
It isn't often that machinery to equip a whole factory moves in one train--but that's what happened on the Erie when the Rockwell-Standard Corp. was granted permission to set up an automobile bumper factory at Sao Paulo, Brazil, by the Brazilian government.

That permission was granted on March 29. Rockwell-Standard had to move fast, and have helpers who could move fast and accurately--for under the terms of the import license granted by the Brazilian government, the shipment had to be landed in Brazil by June 6.

Fortunately, Rockwell-Standard had the equipment, stored at New Castle, Pa., a point served by the Erie. Although the storage building was served by three other railroads, Rockwell-Standard made arrangements to have the whole of the shipment proceed to the east coast Erie all the way.

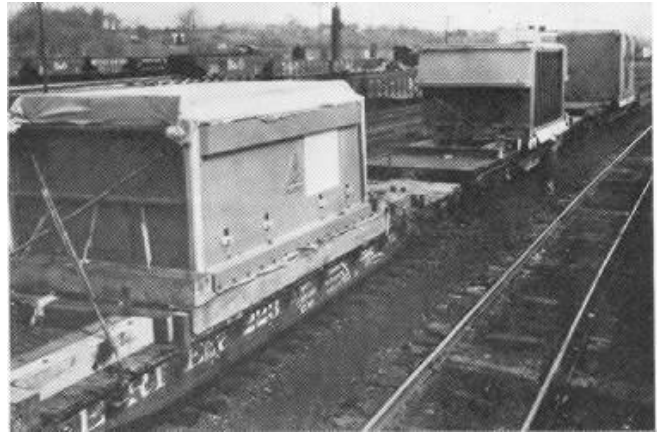
ODD SHAPES AND HEAVY rode this Erie car from New Castle to the Port of New York.





TWO LOADS, one wide, the other high, shared a car on the high and wide road.

SOME TYPICAL LOADS near the New Castle warehouse where they had been stored.



By April 1 riggers and packers were engaged in crating the machinery--some pieces so big that 12 by 12's had to be used in framing the boxes, and cars of all kinds, including heavy duty Erie 7200's flat ears were under way for the plant.

And by April 28th, 26 ears of the shipment, some of them high and wide shipments, the heaviest single lading weighing 213,336 pounds, were moving in a special train to the port of New York via Erie.

There the entire factory equipment was loaded aboard a chartered steamer for Santos, port city for Sao Paulo.



ONLY ONE OF MANY such, this load looks like a Juggernaut.



A WHOLE FACTORY moves east along the Erie. Final destination: Brazil.

Erie Veterans News

Fellow Veterans,

The time grows short for us to see who wins that bond for the 5000th member. Lets all of us go and get some more new members to make sure that some chapter will win that bond. As you all know, we have to reach that 5000th member or no one will win, so let's all get busy and show the officers of the association that we can do it.

The time also draws near for our picnic at Conneaut Lake, I hope all of you can find time to come out to the lake and meet your old friends and lots of new ones.

I would especially like to extend to all of our new members a special invitation to be at Conneaut Lake on July 16th. You and your wife will have one of the best outings you ever had.

Lets all look and see if we have mailed our ballots, if not, do it now so your vote may be counted. Exercise your right to vote.

Fraternally yours,
Harry C. Travis
President

The outing committee consisting of the system officers of our association met with W. J. Tart, general manager, at Conneaut Lake Park and completed the final arrangements for our 1960 outing which will be held on Saturday, July 16.

After the meeting, Mr. Tarr conducted the group on a tour of inspection of the park, and we were pleased to see the many improvements and new facilities available this season, which included the "Fascinating Fairyland Forest."

"Fascinating Fairyland Forest" is a story book scene of All Baba, Pied Piper, Red Riding Hood, Humpty-Dumpty, Noah's Ark and many others.

The outing program consists of a concert by the Erie Huntington Band followed by the annual soft



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Irving J. Arington	Assistant Chief Clerk	Croxtton, N. J.	4-20-60	43
Edgar O. Balizet	Machinist	Meadville, Pa.	4- 8-60	41
Adolphus B. Baptiste	Patrolman	New York, N. Y.	5-31-60	37
Lawrence G. Baumgarten	Shop Hostler	Hornell, N. Y.	4-21-60	45
Leon L. Bean	Conductor	Salamanca, N. Y.	4-13-60	44
Arthur L. Beatty	General Foreman	Buffalo, N. Y.	5-31-60	32
George M. Beatty	Trackman	Akron, Ohio	2-20-60	21
John T. Birchenough	Road Conductor	Hoboken, N. J.	4-14-60	47
Lawrence C. Blauvelt	File Clerk	Cleveland, Ohio	5-31-60	38
John L. Bleasdale	Crew Caller	Meadville, Pa.	4-23-60	22
Edward A. Brown	Car Inspector	East Buffalo, N. Y.	4- 8-60	40
Willard J. Brownell	Freight House Foreman	Salamanca, N. Y.	5- 3-60	46
William M. Burlingame	Machinist	Hornell, N. Y.	4- 4-60	39
Howard T. Cahill	Clerk-Operator	Little Falls, N. J.	3-31-60	34
Guglielmo Canini	Carman	Susquehanna, Pa.	4-13-60	39
Charles R. Chapman	Machinist	Hornell, N. Y.	4-11-60	44
Samuel M. Cirullo	Leading Plumber	Jersey City, N. J.	4-12-60	32
Joseph M. Collins	Local & Interline Clerk	Cleveland, Ohio	5-31-60	40
Patrick J. Dean	Pipefitter	Susquehanna, Pa.	4-15-60	43
Alfred C. Debohen	Locomotive Engineer	Buffalo, N. Y.	4-25-60	48
John M. DiSpirito	Track Foreman	Jersey City, N. J.	4- 5-60	27
Gerald A. Gahagen	Yard Conductor	Cleveland, Ohio	3-31-60	37
Joseph T. Garrido	Marine Fireman	Jersey City, N. J.	4-22-60	33
Dominick A. Giuricich	Blacksmith	Jersey City, N. J.	4- 7-60	23
George Greiner	Road Conductor	Port Jervis, N. Y.	4-29-60	47
Elizabeth L. Horning	General Clerk	Buffalo, N. Y.	4- 9-60	34
Elmer Howe	Engineer	Hornell, N. Y.	4-19-60	40
Robert A. Kane	Yard Clerk	Susquehanna, Pa.	4-26-60	47
John W. Kline	Yard Conductor	Akron, Ohio	4-18-60	32
Harry Laurie	Statistician	Cleveland, Ohio	4-30-60	43
Robert W. Lockwood	Pipefitter	Hornell, N. Y.	4-28-60	52
Rosario Luppino	Engine Wiper	Secaucus, N. J.	4-30-60	31
Wayne W. McCurdy	Yard Clerk	Marion, Ohio	1-20-60	40
Verda I. McKinley	Passenger Trainman	Meadville, Pa.	4-25-60	44
Harry Melvin	Stower	Weehawken, N. J.	3-20-60	21
Stanley C. Miller	Burner & Generator Plant Attendant	Meadville, Pa.	4-18-60	35
Charles J. Mone	Signalman	Paterson, N. J.	3-31-60	43
Walter Mrozik	Rec. & Dely. Clerk	New York, N. Y.	3-31-60	25
Frank H. Niles	Road Conductor	Port Jervis, N. Y.	4-30-60	47
Walter Pletruszka	Car Inspector	Jersey City, N. J.	3-31-60	33
Arthur J. Redding	Road Conductor	Elmira, N. Y.	4-27-60	44
Claudious G. Rodenberger	Trackman	Foraker, Ohio	4-30-60	45
Anthony F. Rojek	Yard Conductor	Salamanca, N. Y.	4-27-60	42
John G. Ross	Conductor	Huntington, Ind.	4-19-60	43
Henry J. Schuneman	Yard Conductor	Jersey City, N. J.	4-27-60	33
Lawrence F. Sherwood	Train Dispatcher	Dunmore, Pa.	4-19-60	41
Harold M. Simons	Car Inspector	Jersey City, N. J.	4-18-60	35
Otto C. Thoresen	Telegraph Manager	Cleveland, Ohio	4-15-60	38
George Tomea	Yard Brakeman and Extra Yard Conductor	Jersey City, N. J.	4-30-60	40
Harry C. Travis	Laborer-Stockkeeper	Hornell, N. Y.	4-22-60	30
Mark Valentine	Yard Brakeman	Hornell, N. Y.	4-27-60	40
Paul W. Vincent	Switchtender	Croxtton, N. J.	4-23-60	38
Harry J. Wecheider	Engineer M. of W.	Youngstown, Ohio	5-31-60	44
John W. Wells	Track Supervisor's Clerk	Goshen, N. Y.	4-30-60	45
Stanley J. Wozniak	Road Conductor	Port Jervis, N. Y.	4- 8-60	37

ball game for the Erie's Veterans cup, the noon day dinner in the main dining room of the hotel, and at 2 p.m. you are all invited to attend assemblage in the Crystal Ballroom where Harry W. Von Wilier, president of the Erie Rail-

road, will talk to us about the future of our railroad.

Mr. Von Willer will present a gold watch to the youngest veteran and two gold medals to the oldest veterans in terms of years of age and service.

At 4 p.m. you will enjoy an outdoor stage attraction which will be followed by other outdoor events.

Contact your chapter secretary for train reservations.

Special trains will depart from Hoboken, Dunmore, Buffalo, Cleveland, and Chicago.

Huntington

By A. C. Smith

The Huntington Chapter officers are **E. B. Wygant**, chairman; **W. R. Jamison**, vice chairman; **A. C. Smith**, secretary-treasurer; **G. F. Sands**, chaplain, and trustees, **J. F. Tallman**, **E. H. Rahn** and **L. A. Kramer**.

During the meeting, **H. A. Kelly** and **J. E. Travers** gave talks in the interest of the local chapter. The secretary reported 32 new members have been signed up so far this year.

Youngstown

By L. J. Driscoll

Our membership campaign has increased our chapter about 50 members, and we are still working. It's a pleasure to see new faces at the meetings.

John Beilby from Pompano Beach, Florida was a visitor.

The Auxiliary and vets had an eatin festival at Pioneer Pavilion in Mill Creek Park engineered by **Mrs. R. J. Pierce** and her girls.

The **Ralph Fero's** have set off for the Dakota territory for a visit with **Mrs. Fero's** people.

Your correspondent was honored to be nominated for the office of second vice president at the system meeting held in Hornell last January.

Marion

By Lucile Osmun

The regular meeting of the Marion Chapter of the Erie veterans was attended by approximately 45 members.

During the business meeting, all were reminded to make early reservations for the Conneaut Lake outing.

More than one thousand railroaders are expected to converge on Buffalo the weekend of October 7th for the annual installation meeting and banquet of the United



FOUR HUNDRED OF HIS FRIENDS said good-bye to **Charles F. Schwartz**, who retired as general master mechanic at Jersey City after a career that spanned fifty years with the Erie. Here he receives his retirement certificate from **Chester K. James** (right), superintendent of motive power. On the left, **Mrs. William G. Carlson**, and **William G. Carlson**, assistant superintendent of motive power is at the far right. Schwartz started as a machinist apprentice at Hornell in June, 1910.

Association of Railroad Veterans, which will be held in the Statler-Hilton Hotel.

More than half the nation is served by the twenty some different railroad systems represented by the group, the total membership of which surpasses 50,000.

The Buffalo-Rochester chapter of the Erie Railroad Veterans will be host and has designated **Robert E. Symington** as general chairman and **Henry J. Schultz** vice chairman.

Erie's **Michael A. Redding** is the current president of the association.

Jersey City

By G. C. Kalle

Mr. and Mrs. J. J. Callahan are enjoying their annual sojourn to the Sunshine State.

Mr. and Mrs. William Brazel have returned from Florida, where they met a number of old friends and veterans.

George Thompson received his life membership card and fifty year pin.

William Brazel received his life membership card.

F. M. Klitz, **Frank A. Lynch** and **James H. Hann** received their fifty year pins.

Frank P. Belling, director of social activities, presided at the presentations.

Our April meeting was held in our new quarters, the V.F.W. Hall, 272 Ellison St., Paterson, N. J.

The meetings are held the first Thursday of each month at 8:30 p.m.D.S.T.

Our chapter is rapidly growing and extends to all its members a cordial invitation to attend our meetings and bring your wife with you. The Auxiliary will be pleased to greet her.

The membership committee under the guidance of our second vice president, **J. F. (Jack) Hazard**, reports many new and reinstated members signing up.

Since our annual meeting at Hornell in January we have received 122 applications for membership and 7 applications for reinstatement.

A number of ladies of the Auxiliary recently spent a day in New York, sightseeing, shopping, and taking in the show at Radio City Music Hall. Other trips are being planned by the Auxiliary. Why not join up ladies and be a part of a lively group.

The Auxiliary meets on the same night and at the same location as the veterans and you may be sure of an enjoyable evening.

Don't forget the date, July 16th, our annual picnic at Conneaut

(Please turn the page)

Lake. Get your application blanks, fill them in and return them to your secretary or collector. Promptness will insure your reservation.

Frank P. Belling always keeps us posted on matters of interest to Veterans and employes. If you want first hand notice of pending legislation, come out to the meetings and listen to Mr. Belling's report.

Are your dues paid? If not, won't you take care of this small matter at your earliest possible convenience?

Buffalo-Rochester

By Jan Bender

The **Eddie E. Shiptons** are showing off their Florida suntans.

Clarence Smith chief clerk at Tonawanda, visited his parents in Orlando, Florida. His father, "**Tonawanda**" **Smith**, was one of our first retirees to "pull up roots" and transplant in Florida.

Wayne A. Barber former leading signalman, visited here from St. Petersburg.

We welcome new members: **Morris R. Fleckenstein**, **M. F. Gacek**, **J. Zaleski**, **W. F. "Smitty" Pitraszewski** and **Edward F. Ahlers**, locomotive engineer, who transferred from Salamanca.

The Auxiliary members have been busy raising funds in behalf of the forthcoming installation and meeting of the United Association of Railroad Veterans which will be held in Buffalo the weekend of October 7th.

The following ladies opened their homes to the board members, and served delicious luncheons and provided lovely prizes, then turned over the substantial proceeds to the "60 Fund":

Mrs. George Adams, **Mrs. Fred Kern**, **Mrs. Michael Redding**, **Mrs. Henry Brundt** with co-hostess, **Mrs. Charles Lanza**, **Mrs. Adelbert W. Bender** with co-hostess, **Mrs. John W. Fagan**, **Mrs. Henry Schultz** with co-hostess, **Mrs. William R. Stretton**.

The ladies engineering the larger demonstration luncheons, relying on the entire Auxiliary membership for support include:

Mrs. Henry Matthies, **Mrs. Leo**

Overs, **Mrs. Henry Schultz** and **Mrs. Ernest V. Jimenez**.

Mrs. George Cunion sent her donation all the way from Clearwater, Florida.

Susquehanna

By H. Harold Perry

The regular meeting of the local chapter was held in the main office of the Erie shops with good attendance.

Paul Plutino president, presided.

Plans are being made for the coming Erie vets outing at Conneaut Lake in July.

Since January, President **Plutino** and aides have added over 40 new

KEEPING RURAL AMERICA ON THE MAIN LINE



members for a total of one hundred forty-seven members in the local chapter.

A smoker was planned for June for the local chapter, held in the Erie hose room.

Happy birthday to **Stanford Reed**.

Andy Lawrence's son has bought a car for his dad.

Your scribe, **Harold Perry** was associate producer, director and M.C. of a 20 act vaudeville show for the benefit of the American Legion Honor Guard.

Your scribe was also the toastmaster and humorist for big Tri Boro Women's Bowling League banquet.

Charlie Saam is again wearing a Los Angeles Dodger tie clasp and stays up to listen to "Radio of Games" from out in California.

Charlie is sporting a new car.

Latest Chatter About All the Erie Family

Marion Division

TRANSPORTATION DEPT.

AND

M. OF W. DEPT.

Best wishes for happy retirement to **John G. Ross**, passenger conductor.

Vincent Abrams, former commercial agent, visited the local division freight office. He and his family have returned to North Webster, Ind. after spending the winter vacationing in Florida.

Mr. and Mrs. J. C. McCauley vacationed in Arkansas where they visited relatives and renewed old acquaintances.

HAMMOND CONSOLIDATED OFFICE

By Grace Connole

Congratulations to **Andrew L. Putman**, conductor, on his recent marriage to **Mayme Poindexter** at East Chicago, Ind.

Andy and his bride traveled to Old Hickory, Tenn. and other points of interest in the south and are now residing in nearby Calumet City, Ill.

Robert E. Johnson relief clerk, and wife became the parents of their first child, **Robert Anthony**.

C. P. Dillon, general foreman, traveled to Jersey City to attend the retirement dinner for **C. W. Schwartz**, general master mechanic.

F. J. (Hap) Mulligan retired superintendent, and wife went to their new summer home at Hackensack, Minn.

14th STREET, CHICAGO

By Chris Hardt

Francis Aldendorf check clerk, a member of the city council of North Lake, Ill. made preparations for a long trip to California for a visit and vacation with his grandson.

Edward C. Wise, O.S.&D. department and the secretary of Erie Railroad Chicago-Hammond Veterans Association with his committee made the preparations for the chapter's annual Spring Party held at Vogels' Restaurant, Whiting, Ind.

CHICAGO GENERAL OFFICE

By Bernie Klein

Beverly O'Bel enjoyed an exciting week of sightseeing in New York City. She and her mother appeared on a quiz program.

Jack Hopkins is still trying to master the cha cha cha.

Nedra Troll is planning a vacation jaunt to the West Coast.

Bob Stevens bowled a 279 game at 51st and Halsted.

Farewell and good luck to **Bill O'Dea** and **Tom Carlton**

Louise LeVeille and husband took a little trip to Detroit and Milwaukee.

Helen Griffin's granddaughter has coffee with her in the morning.

Bill Deist's penny collection is doing very well.

It's a boy, **Jeffrey Allan** for **Nancy** and **Roger Kirtland**

L. E. Newman has returned from a Florida vacation all tanned and rested.

Evelyn Coakley was installed as corresponding secretary of the International Division of Railway Business Women's Association.

Ray Gillick has become the proud owner of a new car.

Harold Keeler celebrated his birthday by accompanying his daughter, **Carol**, to a dad and daughter dance.

Welcome to **John Wisnewski**, our new steno clerk.

Lighterage

NEW YORK CITY By Regina F. Frey

We are happy to announce the engagements of two of our member's children; **Patricia** daughter of **Charles McGowan** retired boat dispatcher and **Jack** son of **O. A. Frauson**, superintendent.

Jack Lewis retired demurrage clerk, visited us. He spent the winter in Florida, and is spending the summer in Stratford, Conn.

Bob Frauson son of **O. A. Frauson**, participated in the rescue of two mountain climbers who were lost in the Rockies near Denver. He is a forest ranger stationed near there.

Happy Birthdays to **O. A. Frauson**, **Bill Gannon** and **Bertha Trefrey**.



ERIE ROMANCE. Announcement has been made of the engagement of **Miss Shirley J. Obermeyer** and **Thomas M. Gilbert**, both of the freight traffic department. **Miss Obermeyer**, daughter of **Louis G. Obermeyer**, manager, **NYSTAB**, Jersey City, is a stenographer clerk at 50 Church Street; **Gilbert** is commercial agent at Elmira. Sept. 3 has been picked as the wedding date.



Accounting

HORNELL ACCOUNTING BUREAU

By Eleanor Trowbridge

Congratulations to the new fathers: **Fran Crook**, **Ray Clark** and **Ronnie Benson**.

A roller skating party was held and we never realized how many graceful people we have in the office. There is talk of having a repeat performance.

Anthony V. Ziarnowski retired after 42 years of service. All his fellow employees wish him the best of luck and a long, happy retirement.

Mr. and Mrs. J. C. Heyberger vacationed in Florida.

Welcome to new employees: **Bill Farrell**, **Sandra Lou Harwood**, **Lloyd Parks** and **Aurora Montgomery**.

Happy birthdays to **Mary Pollinger**, **Dorothy Marks**, **Charlotte Geary**, **Harold Stephens**, **Ed Lefterink**, **Mary Rhodes**, **Dick Miller**, **Don Crowley**, **Jean Crook**, **Elmer Hallett**, **Carolyn Richardson** and **Sharon Powers**.

AUDITOR OF REVENUES

By Dick Bruyere

Congratulations to **Al** and **Jan Fitch** on the birth of their second child, a boy, **Carl Allen**

Jack Trefney's 1919 car was displayed with other antique and sport cars at an exhibition at Shaker Square on Easter Sunday.

Jack is a member of Cleveland's Antique Car Club.

George Pfeifer is the proud owner of a new car.

Kay Nolan and **Therese Babington** attended the Catholic War Veteran's convention held at Cleveland's Manger Hotel.

Frank Buck's younger brother, **Jack**, was chosen to narrate NBC TV's game of the week.

Jack won't be broadcasting to Cleveland because the "Game of the Week" is only carried by cities which do not have a major league ball club.

Eddie Austin, whose son, **Allen Austin**, started working in the auditor of disbursement's office, has the honor of being the 16th father presently working in the auditor of

(Please turn the page)



PEOPLE TO PEOPLE. In Mantua, O., President Eisenhower's People-to-People program is under the direction of William F. Schmidt, chief file clerk in the Erie purchases and stores department, Cleveland. Here Schmidt directs a radio program for re-broadcast in Mantua, Italy. Left to right: Schmidt, Dr. Francesco Mezzalama, Italian consul, Cleveland; Mayor Louis W. Adams of Mantua; Congressman Robert Cook, 11th District of Ohio.

revenues office, who has a son or daughter employed with the Erie.

A lot of bowling news as most leagues finish for the summer.

Janet Loehner rolled a 214 game for a 491 series.

Genevieve Bell received a trophy in the "I Beat the Champion" contest. Her 678 handicap series (537 actual) was the highest in her 'league.

Marty Marcellino hit a lifetime high series of 662 with games of 246, 195.

Dick Bruyere slammed the maples for a lifetime low series of 411 with games of 179, 095 and 137.

The Columbia Building was well represented in the Erie Bowling League as the final standings were posted.

The Research team in first place was followed by our own Interline, Columbian and Agency teams. Revision came in at the head of the second division in sixth place.

The Columbians were high for a single game with 1043 and the Interlines were high for three games with 3025.

Jim Petonic had high series of 664 and also led the league with a 182 average.

Paul Jurcisin finished the season with a 143 triple.

Practice began again for the Erie softball team as the rains faded.

Manager **Ray Stevens** has high hopes this year although the transfer of the team from the Lakewood League to Parma will bring better opposition.

Both teams greatly appreciate the assistance of **E. E. Seise**, director of personnel and training, who gave his untiring efforts to the cause, and the many Erie employees who gave their aid in the yearly raffle so that the teams might take the field.

AUDITOR OF MACHINE ACCOUNTING By Bernice Batcha & Dennie Kish

Mr. and Mrs. Jack Flaningam have purchased a new home in South Euclid. Ella also reports that her sister and niece from Suffern, N. Y. spent a few days with her.

Connie Carter spent the Easter holiday in Elmira, West Virginia.

Kathleen Branch spent her Easter holiday visiting relatives in Parkersburg, West Virginia.

The only statement Captain **Nelson Case** had to make as the bowling season rolled to a close was

"With the talent available, we had a fine season, and furthermore, we didn't finish last." After all, this was the machine accounting's first season in the big time.

Birthday wishes to **Harry Collier** and **Lula Featherston** whose birthdays fell on the same day, and **Gladys Smejsik**.

Congratulations to **Rita and Jim Slimak** on the arrival of a girl, **Maryanna Slimak**. They now have two children, a boy and a girl.

The opera was immensely enjoyed by **Shirley Walker** and **Marge Kutina**.

Sunny or cloudy weather is being enjoyed by **Kathleen Branch** as she relaxes on her new chaise lounge. She received the lounge as a birthday gift.

Mr. and Mrs. Featherston are spending much of their spare time driving leisurely in the new car they purchased.

Understudy to Tito Francona is **Shirley Walker**, whose latest slogan is "play ball".

Shirley plans to join the girls soft ball team, and predicts by next season she will be ready for the big league.

NEW YORK STATION By Joe Barry

Spring is truly in the air judging from the gay bonnets, the proud owners are **Mary Taylor, Mary Skelly, Emilie Peters, Ann Meigh, Charlotte Schall, and Margaret Cull**.

Blue suede shoes for **Fred Zazella** highlighted the Easter parade.

Also lending much to the spring atmosphere was our cover girl on the April issue, it was very pleasing to see **Rosemary** because she was a former employe at this bureau.

Happy service anniversaries to **Carmine Gioiosi**, 44 years service; **John Conway**, 32 years; **John Sullivan**, 32 years; **Eugene McGovern**, 24 years; **Robert Walker**, 18 years and **Lorraine Sadowski** 9 years.

Birthday greetings to **George Keever, John Collins, Mary McCormick, Howard Rosell** and retired co-worker, **Pat Jordan**.

Marge and **John Wilson** were happy vacationers who spent their vacations in Florida.

Isadore Markowitz, our West-bound dispatch clerk, spent the

Passover holiday with his family.

Welcome back to **Lorraine Sadowski**, night Eastbound comptometer operator. Lorraine has been on furlough.

Rate clerks, **Tom Collins**, **Bill Carragher**, **Bill Kearns**, **Hugh McCrane**, **Henry Kaegi**, **Phil O'Brien**, **John Scott**, **Jim Whalen**, **Bob Walker**, **Sal Aielli**, **Bill Massey**, all were very interested in the April issue of the magazine. The progress of "piggy-back" held their interest.

Stores

HORNELL

By **Lois R. Bossard**
& **Dominic Gallicchio**

Best wishes to **Don Lindeman** and his wife on the birth of their daughter.

Sol Falzoi has been busy getting ready to move into his new home.

We are all glad to see **Roy Smith** back with us again.

Lloyd Gay spent a week in Florida.

Phil McEntee and his wife spent a week in Texas.

Birthday greetings to **Phil McEntee** and **M. J. Stelzer**

Mahoning Division

POLICE DEPARTMENT

By **J. O. Sheets**

Patrolman **J. F. Gilson** is busy training his new dog for the fall hunting season.

Patrolman **R. E. Hamilton's** son, **Robert L.**, 14, is playing baseball with Ashland High School J. V. squad as a catcher.

Patrolman **A. Herrick's** son, **Robert A.**, 12, is looking forward to a camping trip this summer.

Patrolman **J. M. Buda** was outvoted and now his children, **John**, 3; **Susan**, 11 and **Barbara**, 12 have a dog named **Rex II**.

Patrolman **E. Matanin** enjoyed a good day's fishing at Lake Milton.

Susquehanna Division

HORNELL BACK SHOP AND DIESEL SHOP

A steak dinner was held by the mechanical department supervision honoring **L. D. Norton**, machine foreman, who retired after 49 years service; **J. A. Richardson**, general foreman, Elmira, with 46 years service and **Elmer C. Kelley**, Diesel gang foreman, Hornell, with 31 years service.



WHEN **WALTER J. HOKE** retired after 55 years of service with the Erie, 49 of those years as an engineer on the Meadville division, **Francis V. Huff** (left) road foreman of engines, Meadville, and **Paul R. Rice**, Meadville division trainmaster, were on hand to wish him luck and happiness in retirement.



H. C. Whitford, Diesel supervisor, acted as toastmaster.

E. Branning general master mechanic, presented Messrs. **Norton Richardson**, and **Kelley** with their retirement certificates.

J. J. Collins presented the men with gifts.

Out-of-town guests were: **R. J. Lares**, chief clerk, superintendent motive power; **S. S. McConnell**, boiler supervisor; **E. D. Hall**, mechanical engineer; and **B. Spanski**, office engineer, mechanical engineer's office, all of Cleveland.

C. F. Schwartz general master mechanic, Jersey City; **R. T. Noblit**, general foreman, Port Jervis; **G. L. Smith**, general foreman, Binghamton; **N. C. Stanton**, foreman, Corning; **C. E. Maahs** master mechanic and **A. L. Beatty**, general foreman, both of Buffalo.

L. F. Cleveland, general foreman, Salamanca, N. Y.; **Paul White** New York Air Brake Company, Marion; and **John Harris**, New York Air Brake Company, Meadville.

The retired foremen present: **L. E. McIntyre** retired machine foreman; **C. N. Recktenwald** retired roundhouse foreman; **W. M.**

Reilly, retired pipe shop foreman; **John Nagy**, retired blacksmith foreman; **W. L. Hamilton** retired Diesel gang foreman.

M. G. Dean, retired special inspector; **J. J. Griffin** retired tank shop foreman; **R. R. Munn**, retired back shop foreman; **George Dewey**, retired airbrake foreman and **E. G. Schwarz**, retired boiler foreman, all of Hornell and **George Busted** retired foreman, Midvale.

Marcus E. Boyce was promoted to gang foreman, Hornell Diesel shop and **Glenn C. Biehl** was promoted to gang foreman.

9 9 9

New York Division

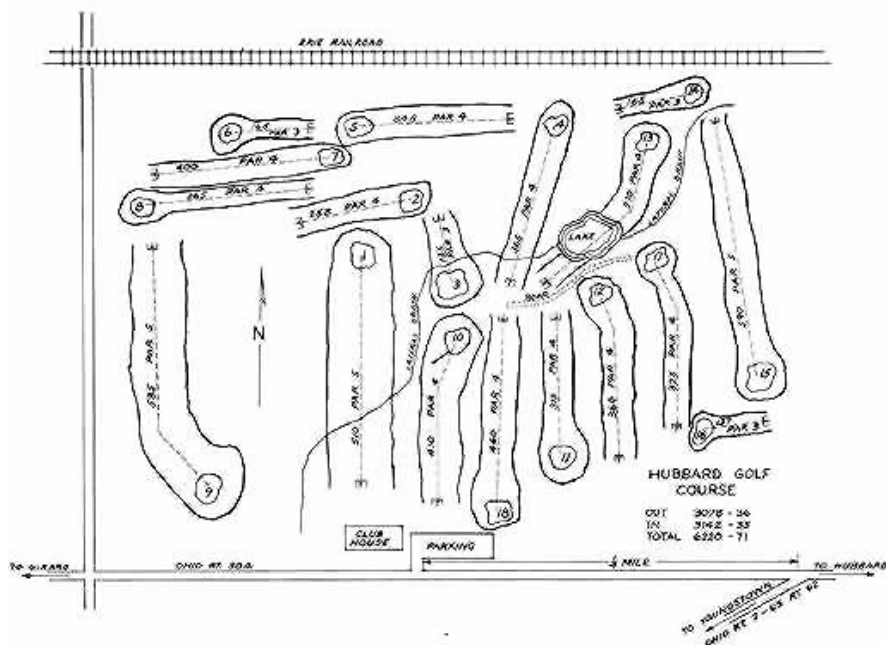
WEEHAWKEN DOCKS AND LOCAL

By **Violet Schmitt**

Barbara Gaherin, daughter of **H. J. Gaherin** chief clerk and wife, was married to **Louis Taurozzi** of Fairview, N. J. A reception followed at the Royal Hawaiian Palms at Lyndhurst after which the couple embarked on a honeymoon trip to Florida.

Joseph Welsh general foreman, spent his vacation week doing the

(Please turn tile page)



TOURNAMENT DATE CHANGED. To avoid conflict with the date of the Erie Veterans Annual Outing the golf tournament will be played on this course at Hubbard, Ohio, on July 30 and 31.

usual Spring gardening at his Paramus, N. J. home.

A. Hennigan checker, has probably got his boat out of dry dock and can already feel the spray of salt air.

E. Ringle, cashier, spent the weekend with his brother Dave. Ed always looks forward to these family get-togethers,

F. L. Pizzuta, westbound clerk, and **Mrs. Pizzuta** observed their 32nd Wedding Anniversary.

I wonder who was more thrilled over the St. Michael High School Senior Prom attended by **James Murphy, Jr.**, **James Sr.** general clerk, seemed to enjoy the preliminary preparations as much as his son.

Those who had pleasure of attending the Welfare Dinner at Casino De Chariz at Totowa were **G. C. Kalle**, assistant agent and wife, **B. S. Reed**, demurrage clerk and wife and **Rose Marotta** telephone operator and her family group.

SUPERINTENDENT'S OFFICE HOBOKEN

By **Mary A. D. Meyer**

Happy wedding anniversaries to **Mr. and Mrs. Fred Dana** and **Mr. and Mrs. Robert Smith**.

Visitors to the office were **Dan Crowley**, **Abe Kleiman**, **Jack DU-**

Ion, **Anne Volski** and **Mr. and Mrs. Harry Coleman**.

Mr. and Mrs. George Ameer and family spent one week's vacation taking local trips while **Mr. and Mrs. Fred Dana** enjoyed a spring vacation motoring through Virginia.

Harry Close spent the Easter holiday at Carbondale, Pa.

Belated birthday greetings to **Cliff Beckwith**, west end dispatcher and **Jack O'Connor**, side line dispatcher.

Congratulations to **Mr. and Mrs. Harold Straut, Jr.** on the arrival of a baby girl, **Susan Bridget Mrs. Straut** worked in this office as a stenographer.

The "Iron Horse" has not lost any of its appeal judging from a report by **Bob Collins**, train dispatcher and **Dick Young**, stenographer, who joined over 900 others on a Reading Railroad steam powered special train to Gettysburg.

Two trips were run on successive days, the first sold out shortly after it was announced, and in addition to those aboard, hundreds of people all along the line came down to see the big steamer pass.

At Hershey a 2-hour stopover allowed time to visit the park and zoo while the engine was coaled and watered. Passing through the apple growing country, the apple

queen and her court boarded the cars and distributed fruit and juice.

At Gettysburg the excursionists were greeted by a huge turnout including a fife and drum corps and militia in Civil War uniform, who fired a welcoming volley after which tours were arranged to visit the many historical points of interest.

Clifford Beckwith, west end dispatcher, first trick, was recently re-elected West Paterson, Democratic chairman for his second turn by unanimous vote.

Mr. and Mrs. J. R. Ebert spent their vacation in Arizona.

PASSAIC, N. J.

Mary M. Molinaro enjoyed her Easter vacation week with her family at Scranton, Pa.

John N. Sees, assistant rate clerk, enjoyed his vacation fishing at Greenwood Lake and was very successful.

Frank A. Ardito, P. H. shop, celebrated his third wedding anniversary by going to a night club in Jersey City.

Fred Keesler, operator clerk, visited the great south shores of Long Island last weekend doing some fishing but with little success.

Bill Lane, car clerk, took his vacation at home, where he did repairing.

Mike Bashaw, foreman, spent several days of vacation at his usual trout haunts.

Kent Division

MARION

Congratulations to **John J. Kegan** and wife on the arrival of a grandson, **John Allen** born to their son and daughter-in-law, **Mr. and Mrs. John C. Kegan**.

Congratulations to **Robert E. Humes**, yard clerk and wife on the arrival of twin boys.

The regular monthly meeting of the National Association of Railway Business Women was held at the home of **Mrs. Verden Martin**.

Mary Margaret O'Donnell and **Lucile Osmun** attended convention of the Daughters of **Isabella** in Toledo. **Mary** is regent of the local circle.

Luncheon

(Story begins on page 6)

candidates unofficial notice of their appointment, and describing the mechanics of the selection process.

Secure then in the knowledge that they had won, the five boys and their families then proceeded to enjoy their lunch thoroughly. After lunch President Harry W. Von Willer gave each successful candidate his official notice of selection, together with his personal congratulations.

Parents Congratulated

Mr. Von Willer explained that the five would receive \$1,000 a year each for four years toward the cost of tuition, books, and living expenses at an accredited college or university of the student's own choice, as long as they maintained the scholarship and conduct standards of the institution.

"I want to point out," he said, "that this may be the last award of Erie Railroad scholarships. Next year it will be the Erie-Lackawanna scholarships."

Milton G. McInnes, executive vice president, extended his congratulations to the parents for the way in which they had succeeded in instilling principles of scholarship and leadership in their sons; George W. Oakley, comptroller, explained the Internal Revenue ruling on the award, insofar as it affected the parents and student's career.

Thomas J. Sanok, assistant to vice president, and Ernest E. Seise, director of personnel and training, also spoke briefly.

Next Ten Named

Besides the five chosen, the following whose names are arranged in alphabetical order, rather than in order of standing, were among the finalists:

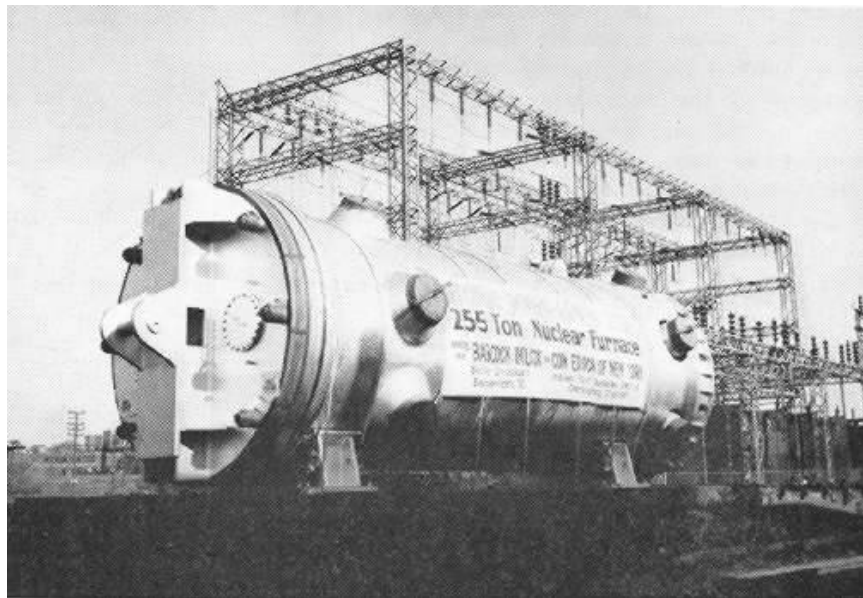
Brent Beyea, son of Robert F. Beyea, freight house checker, Hornell; Edward Bowens, son of Edward Bowens, sr., checker, Jersey City docks; Donald Buffey, son of James W. Buffey, yard clerk, Rutherford, N. J.

Mary Gillick, daughter of John J. Gillick, assistant chief clerk, office of auditor of revenues, Cleveland; Daniel Gillespie, son of Rob-

Atom

(Story begins on page 12)

the balance of 112,000 kilowatts by more conventional oil-fired superheaters.



BEFORE MOVING EAST the reactor vessel posed for a full-length portrait on the Erie.

• • •

ert V. Gillespie, chief teller, treasurer's office, Cleveland; William Jusko, son of Joseph C. Jusko, trainman, Salamanca; Carol Snow, daughter of Calvin Snow, trackman, Steamburg, N. Y.

Mary Steines, daughter of John P. Steines, freight agent, Sharon, Pa., Warren; Michael Tannler, son of Theodore Tannler, supervisor machine operations, Hornell; Jo Ann Thomas, daughter of James E. Thomas, transitman, engineering corps, Marion.

• • •

Today, the railroads and private car lines own approximately 112,000 refrigerator cars which are used to transport fresh meats, sea foods, fresh fruits and vegetables, dairy products, cut flowers and other commodities which require uniform or controlled temperatures.

The phenomenal growth of the market for frozen foods, which require intensive refrigeration in transit, has brought improved refrigerator cars built to standardized dimensions with provisions for easier riding at express train speeds.

Fuel for the reactor will be unusual in that it will be the first American one to make use of thorium as a material to stretch the useful life of the base fuel, uranium 235.

Board Member

(Story begins on page 14)

how to attract more shareowners-- and it was decided to let the Lionel Corp. advertise for them; and whether or not to attend a motion picture in the evening after the day's work was done. This latter action was approved by the entire board without a dissenting vote.

Car Shop Inspection

It was also decided that future meetings of the board will be taken up with ways to acquaint the new stockholders with information on railroads and railroading from the Association of American Railroads; the scholarship contest; and the conduct of a stockholders' meeting.

After the formal board meeting adjourned, the board inspected the car shops of the Long Island Railroad and toured the New York Stock Exchange to learn how big business operates--good education for any youngster.

• • •

Many of the newest railroad passenger cars cost more than \$200,000 each. A modern railroad diner costs nearly \$360,000.

Letters

(Story begins on page 11)

I asked for it. My waiter, Clifton Smith, suggested the roast lamb. It was delicious as were the fluffy mashed potatoes, and served on a hot plate. (What a novelty these days.) I asked him to give my compliments to the chef, who later came in, and said he was glad I enjoyed the meal.

Breakfast next morning was just as pleasant and when I complimented Mr. Hinch on his ear, he seemed truly appreciative.

I hope you will give my compliments to Mr. Hinch and his fine crew.

I am truly grateful for being treated like a welcome guest! And I congratulate you, sir, for inculcating in your organization the idea that it is a privilege to work by the Golden Rule and to serve others well.

Edward W. Butler
Vice President
Speer Carbon Company
St. Marys, Pa.

Sir:

You certainly did a good job in clearing up the difficulties we'd been experiencing in getting coal cars placed at our Ferry Street yard, and I wish to thank you for the excellent service.

It's much improved now, and I compliment you.

James H. Farrell
President
Bettinger Fuel Corp.
Buffalo, N. Y.



"Speak up, Clancy. How did he get loose?"

Sir:

There are times when someone in the employ of the railroad company (especially those people endeavoring to serve the public) brings the railroad to life through their own personal endeavor and loyalty to please the customer.

Mrs. Boint made a trip from Rockford to Akron, Ohio and return via your service. On her return she had a 20-minute connection to be made at Chicago for her trip to Rockford, Illinois.

She advised the conductor and brakeman about this connection and, according to Mrs. Boint, she met two of the finest gentlemen she has had the pleasure of meeting on the rail lines.

They made very careful preparation in order that Mrs. Boint would not miss her connection with the Illinois Central at Chicago even though there was only 20-minutes time. She was so elated over this fact that she is still talking about it to all her friends.

I also, personally, want to thank the Erie Railroad, especially the personnel on the passenger service between Akron and Chicago for the courtesy shown Mrs. Boint.

T. A. Boint
Freight Traffic Manager
National Lock Company
Rockford, Illinois

Sir:

This letter is to thank you and your co-workers for the very fine reception you gave Mrs. Drutt's third grade when they visited your

office and took a train ride to Narrowsburgh.

The children gained a great deal from this field trip, due chiefly to the informative guided tour you gave them.

Thank you again for your fine cooperation.

Vincent M. Lake
Elementary Principal
Hoboken, N. J.

Sir:

On last Sunday four railroad historical organizations sponsored an excursion carrying 610 people over Erie's New York, Delaware, and Wyoming Divisions. On behalf of the four sponsors, I want to thank the Erie for its wonderful co-operation, friendliness, and courtesy, which made the trip a most enjoyable success.

I would like particularly to commend George Krom, assistant general passenger agent at New York, who was most helpful and always patient in negotiating trip arrangements and resolving difficulties. It was a pleasure to work with him.

Special thanks and credit go, too, to Erie people on the excursion train itself, including H. T. James, city passenger agent, who was most cordial and helpful; and William Doyle, in charge of the dining car, who carried out his duties courteously and efficiently, despite very difficult conditions (constant waiting lines and continual passage of people through the car).

Other Erie personnel aboard were courteous and assisted us in every way they could. These included R. L. Downing, N. Y. Division trainmaster; J. L. Craft, N. Y. road foreman of engines; A. I. Winters, Delaware Division trainmaster; and road foreman of engines; Mr. Flannery, Wyoming Division trainmaster; R. Dougher, N. Y. Division conductor and the conductor on the Delaware and Wyoming Divisions.

It has been a pleasure to do business with the Erie, and we're looking forward to sponsoring another excursion next year.

John Stern
Trip Chairman
Bradford Electric Railway Assoc.
Short Beach, Conn.

**Meadville's
Friendly Bank**

*serving
Crawford County
since March 9, 1865*

Merchants
NATIONAL BANK & TRUST CO.

Established 1865 Member F.D.I.C.
Meadville Saegertown
Pennsylvania

Erie Diners

(Story begins on page 5)

ognized by the United States Public Health Service."

Besides Mr. Martin the following persons from the USPHS were present at the luncheon :

Miss Nancy James, dietician, Stapleton; Paul Resnick, sanitation specialist; Theodore Landecker, restaurant inspector and Richard Mack, program director, all of New York.

Erie personnel, besides Mr. White and J. Ray Meredith, were:

A. G. Oldenquist, passenger traffic manager, Cleveland; David H. Decker, supervisor of car repairs, Susquehanna; and Michael Fedorka, general car foreman, Jersey City.

The following persons represented the Lackawanna Railroad:

H. C. Schmidt, vice president-traffic, New York; R. H. Taylor, passenger traffic manager and J. Purcell, general car foreman, Hoboken.

• • •

Collins

(Story begins on page 9)

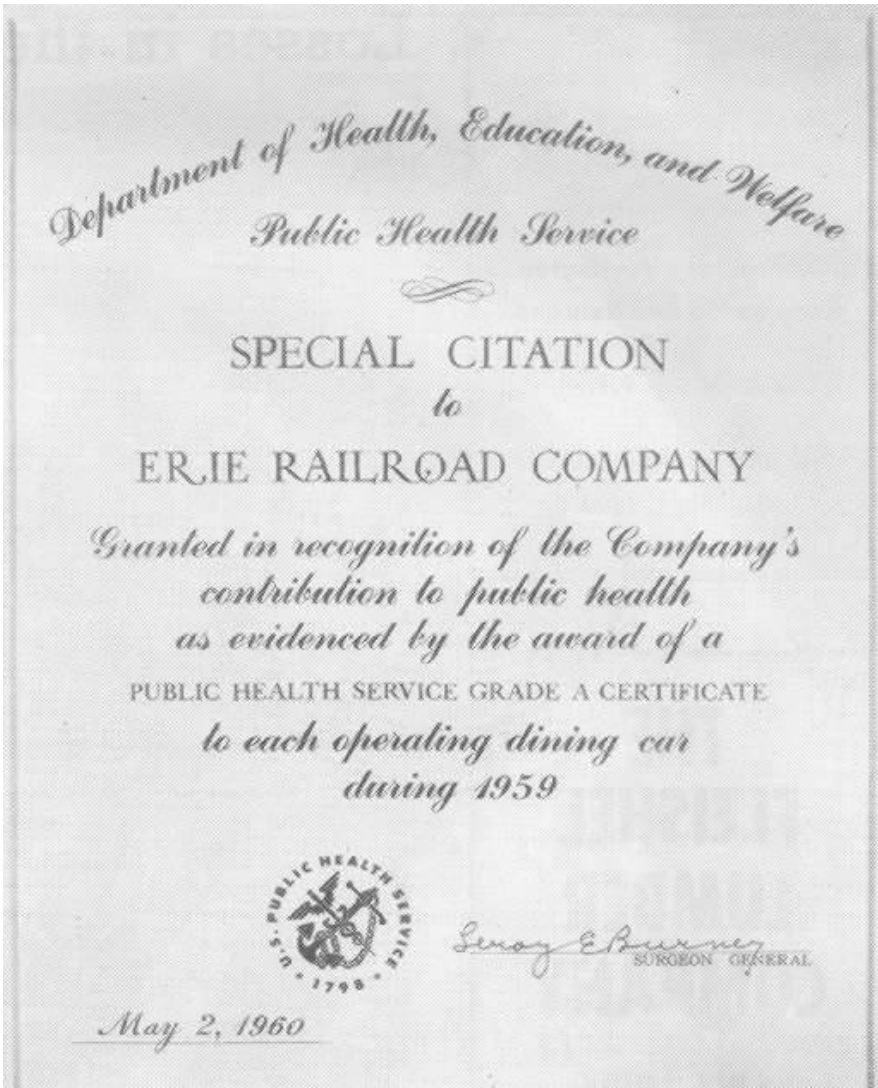
Cornell University to award this scholarship because of the similar high standards established by John Collins for the Erie Railroad.

"Under Mr. Collins' direction, the dining car service of the Erie Railroad was the first to receive the U. S. Public Health Service sanitation award for excellence in dining car operation."

In the award of the new scholarship preference will be given to children of families connected with the railroad industry.

• • •

There were 10,511 cars reported loaded with one or more revenue highway trailers (piggyback) in the week ended April 9, 1960. This was an increase of 2,485 cars or 31.0% above the corresponding week of 1959 and 5,696 cars or 118.3% above the 1958 week. Cumulative piggyback loadings for the first 14 weeks of 1960 totaled 144,983 for an increase of 43,943 cars or 43.5% above the corresponding period of 1959, and 81,163 cars or 127.2% above the corresponding period in 1958.



HIGHEST CLASSIFICATION possible for diners to attain in the field of sanitation, food preparation and construction is attested to by this certificate awarded to the Erie by the United States Public Health Service.

• • •

This Bank is proud to have been for-many years the
Erie Railroad depository in the Youngstown area

THE UNION NATIONAL BANK OF YOUNGSTOWN, O.

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.

Grade "A" Crushed
Stone, properly pre-
pared and screened
clean for all purposes.

Quarry at Huntington,
Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

**THE
FLEISHEL
LUMBER
COMPANY**
SAINT LOUIS,
MISSOURI

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

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



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,
PRAKNESS, RINGWOOD, BOROUGH OF TOTOWA,
WANAQUE BOROUGH AND WEST MILFORD
New Jersey
Member Federal Deposit Insurance Corporation

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ayres, Daniel Joseph	Road Conductor	New York Division	4-20-60
*Bates, Melvin Deloss	Conductor	Buffalo Division	12-15-59
*Bennett, Frank Wilbur	Section Foreman	Jefferson Division	12-13-59
*Bilger, Bomont Franklin	Car Inspector	Marion	4-21-60
*Brink, John Stanfield	Carpenter	New York Division	3-22-60
*Brown, Asa John	Laborer	Marion Shop	4-12-60
*Burton, James Jacob	Car Repairer	Huntington	12-15-59
*Casey, John Austin	Machinist	Kent Shop	2-29-60
*Chapman, Blenis Leroy	Engineer	Kent Division	4-18-60
*Clay, Harrison	Blacksmith	Meadville Roundhouse	4- 7-60
*Conklin, Leonard Ingliss	Yard Conductor	Croton Yards	2- 2-60
*Cotton, James Edward	Crane Operator	Cleveland Loco. Dept.	2-13-60
*Covill, Miles Hawley	Engineer	Allegany Division	11-30-59
*Crum, Frank Marion	Trackman	Marion Division	2- 1-60
*Cull, John Philip	Laborer	Ferrona Shop	4-19-60
*DeMarco, Comezio	Trackman	New York Division	3- 3-60
*DiGennaro, Vincent	Car Repairer	Brier Hill Car Dept.	2- 5-60
Donavon, Paul Joseph	Boilermaker	Hornell Shop	4-14-60
*Evans, William	Brakeman	Wyoming Division	2- 5-60
*Fillian, James Bernard	Yard Brakeman	Niles, O., Mahoning Div.	2-13-60
*Fleck, Agatha Mary	Waybill Abstractor	Aud. of Rev. Dept., Cleveland	3-19-60
*Fulbon, John Christopher	Stockkeeper	Meadville Stores	4-23-60
*Garver, Lloyd Benjamin	Yard Brakeman	Marion	4- 6-60
*Grady, Joseph Thomas	Conductor	Allegany Division	4- 3-60
*Griffith, George Robinson	Engineer	Kent Division	4-10-60
*Hoffman, Albert Francis	Bridgeman	Marine Dept.	4-11-60
*Hunt, Russell Barrett	City Ticket Clerk	N.Y. City	4- 8-60
*Kendall, George Lacey	Commercial Agent	Chicago, Ill.	4-21-60
Knox, Richard Cyril	Loader	Buffalo, N. Y., Buffalo Div.	4- 7-60
*Marring, Frank Nicholas	Trackman	Wyoming Division	2-19-60
*McAllister, Hugh Albert	Asst. to President	Cleveland	3-31-60
*McCarthy, William Joseph	Road Conductor	N. Y. Division	4-22-60
*McHugh, John James	Crossing Watchman	N.Y. Division	3-18-60
*Miesse, Carlton Bear	Estimator	Engr. Dept., Cleveland	3-30-60
*Moran, Peter Joseph	Crossing Watchman	N.Y. Division	10-23-59
*Noblet, Earl	Car Inspector	Marion Car Shop	3-25-60
*Plant, Raymond James	Yard Conductor	Rochester Division	3-19-60
*Post, Fred	Ldg. Signal Maintainer	Susquehanna Division	2-13-60
*Quigley, Andrew Michael	Hostler	Salamanca Shop	2-20-60
*Ramagli, Vincent James	Ferryboat Deckhand	Marine Department	2- 8-60
*Reilly, George Daniel	Conductor	Kent Division	4- 2-60
Shannon, James Joseph	Barge Captain	Marine Department	4-19-60
*Starbird, Donald Judson	Engineer	Delaware Division	3-11-60
Stuart, Ervy Austin	Carpenter	Hornell Diesel Shop	4- 7-60
*Thoman, Charles Gerster	Agent	Silver Springs, N. Y.	4- 1-60
*Transue, Peter Franklin	Section Foreman	Wyoming Division	11-19-59
*Van Akin, John David	Operator	Delaware Division	3-19-60
Walsh, William Thomas	Road Conductor	N.Y. Division	4-17-60
Walter, Dale Edwin	Road Brakeman	Mahoning Division	3-29-60
Wasson, Blaine Howard	Car Inspector	Meadville	4-13-60
*Watrous, Frank Cleveland	Repr. Track Foreman	Kent Car Department	4-24-60
Watson, Thomas Lenden	Trackman	Meadville Division	3-26-60
*Weir, John Leigh	Engineer	NJ & NY Railroad	11-11-59
Wolfe Harry John	Operator	N.Y. Division	4- 6-60

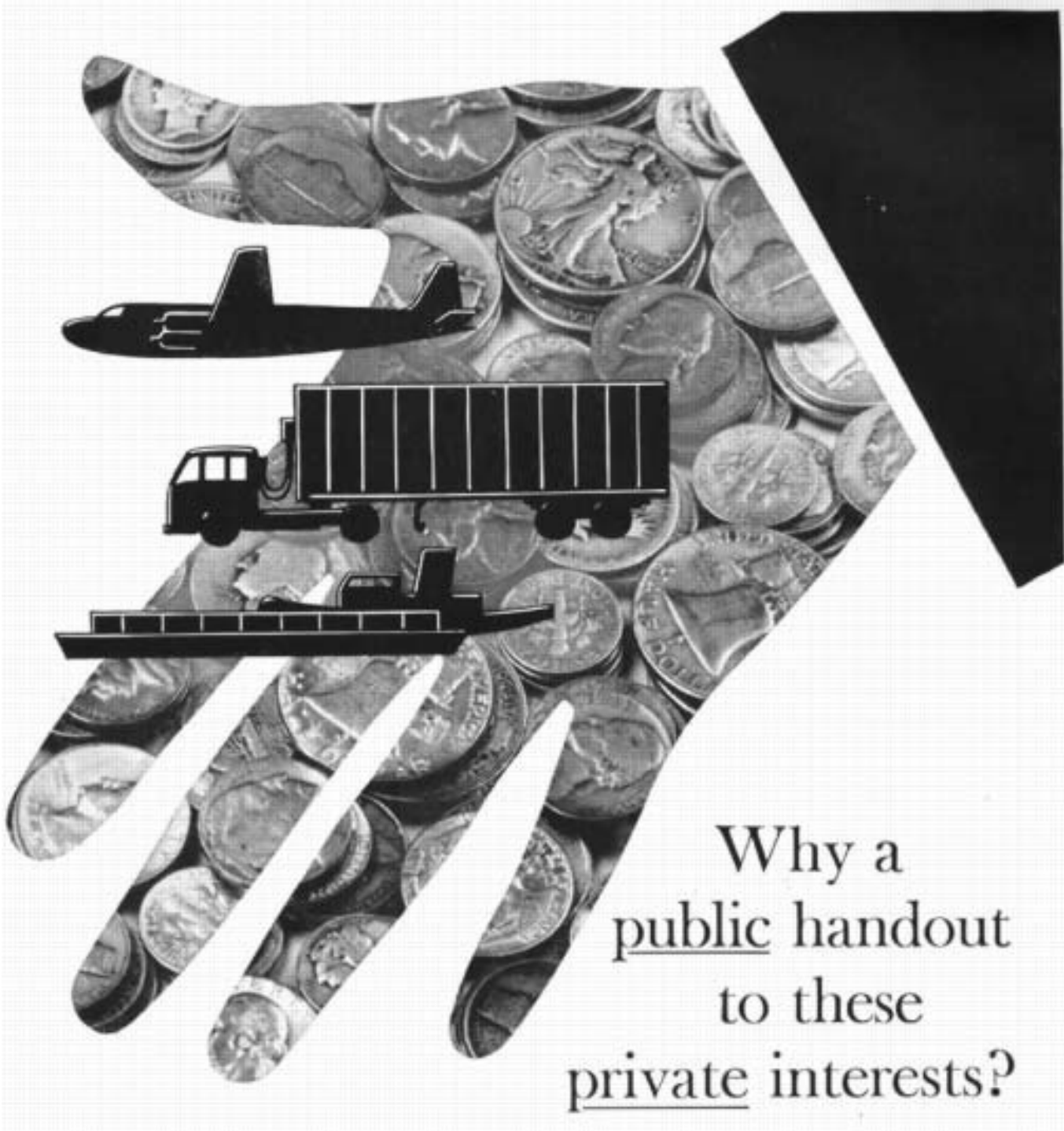
*Retired Employees



**RAILROAD
ACCESSORIES
CORPORATION**
SIGNAL AND TRACK DEVICES
Chrysler Building
NEW YORK 17, N. Y.



THE ERIE DOCK COMPANY
CLEVELAND, OHIO
IRON ORE UNLOADING DOCKS
Unloading Capacity 2,400 Tons per Hour from Vessel



Why a public handout to these private interests?

This country's highways, airports, airways, and inland waterways have already cost over \$150 billion.

Money to pay this huge bill has come substantially from the general taxpayers through the income taxes, property taxes and other *general* taxes they pay.

Yet these publicly-built transportation facilities are used extensively by private, commercial interests. And in many instances these private interests pay none of the costs of construction, maintenance, and operation,

In contrast, the railroads build and maintain their own facilities and pay taxes on them as well. Ironically, some of these taxes help build and maintain the facilities used by the railroads' competitors,

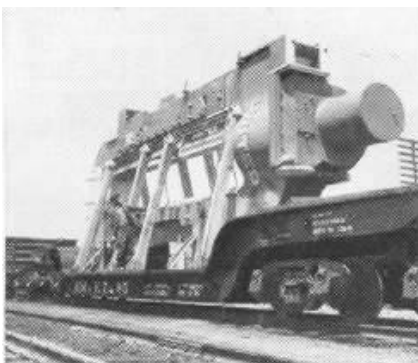
Some people ask, "But weren't the land grants of long ago

a subsidy to the railroads?" No-this was not the ease. In exchange for land grants, the few railroads that received them were required to carry government troops, personnel and property at half-price, and mail at four-fifths the standard rate. This form of repayment remained in effect until 1946, and by that time the government had received from the railroads rate reductions valued at more than a billion dollars-or about 10 times the value of the lands at the time they were received by the pioneer railroads.

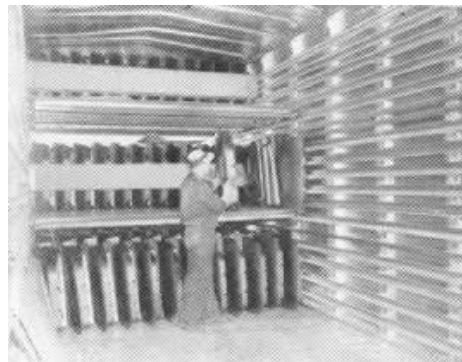
Today billions more in taxes are being earmarked to expand and improve public transportation facilities. Shouldn't a fair share of these costs be paid by the private interests who use these facilities for profit?



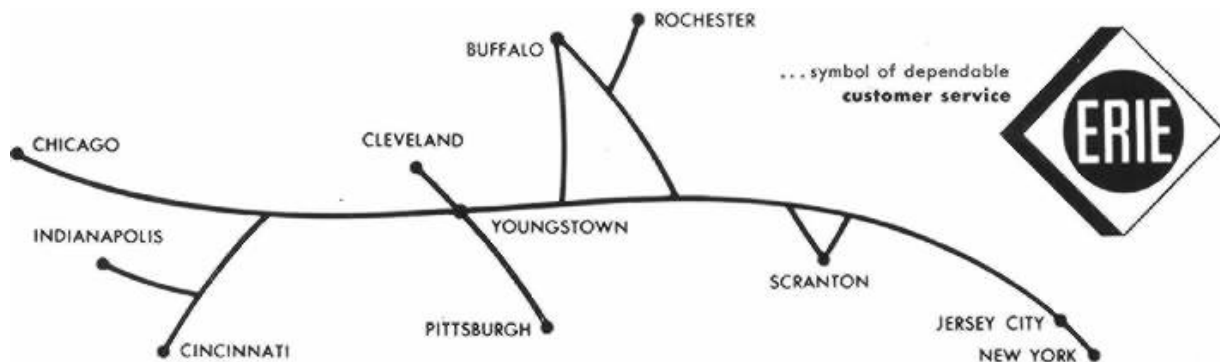
PIGGY-BACK trailers ride special king-sized Erie flats for faster, safer door-to-door service.



DEPRESSED CENTER FLAT CARS take the big loads, add more clearance inches to Erie's famous high and wide route.



DF CARS like this one equipped for automobile parts are available for many purposes.



COVERED HOPPERS carry animal feed, salt, cement, chemicals and numerous other commodities.



ELECTRODES move damage-free in this special car.



FLAT ROOF GONDOLA CAR protects coiled strip, flat sheet and other commodities requiring weather protection.

Fitted to your needs for safer, more efficient transportation

ERIE PRODUCT-DESIGNED EQUIPMENT

An important customer service of your local Erie representative is working with you to analyze your transportation requirements. And if your products can be handled more economically, or shipped more safely, using special equipment such as that shown here, he'll be the first to recommend it.

In fact, the wide variety of special Erie cars includes a number that were designed and developed through the teamwork of Erie men and their customers.

Fitting your shipping needs with more efficient, specially-designed equipment is another example of the kind of complete customer service you can count on when you "Route it Erie". To see customer service in action, call your Erie representative the next time you ship to or from the important industrial area served by the Erie.

Erie Railroad

Dependable Service For The Heart Of Industrial America

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