

**SHORING
UP**

OUR 56TH YEAR OF PUBLICATION

MARCH 1960

• The President's Page

PEOPLE'S ideas about us as individuals and as a railroad organization are determined largely by the little things we do--and equally important by the little things we fail to do. Little things have a way of adding up to big things, whether they are good or bad. The simple fact is it doesn't take any more effort to do things that are pleasing to people than things that are not.

Besides the personal satisfaction a little extra courtesy can bring, a little consideration for the feelings of others goes a long way toward building character, reputation and respect. It doesn't matter whether we are dealing with shippers, passengers, fellow employees, neighbors or just plain people, a little thoughtfulness helps to make our day brighter and our task easier.

A friendly smile, a hearty handshake, a thank-you letter, a warm greeting or a word of praise can do wonders for the other fellow's spirits as well as our own. These are the things that help us gain a reputation as a friendly person or a friendly railroad.

By being enthusiastic and getting a kick out of our jobs, doing these little things pleasantly and sincerely, we need have no fear that people will say anything other than, "We think the Erie people are all right." When people say that to you, I'm sure it makes you pretty proud--it does me.

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 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.

March, 1960

Vol. 56, No. 1

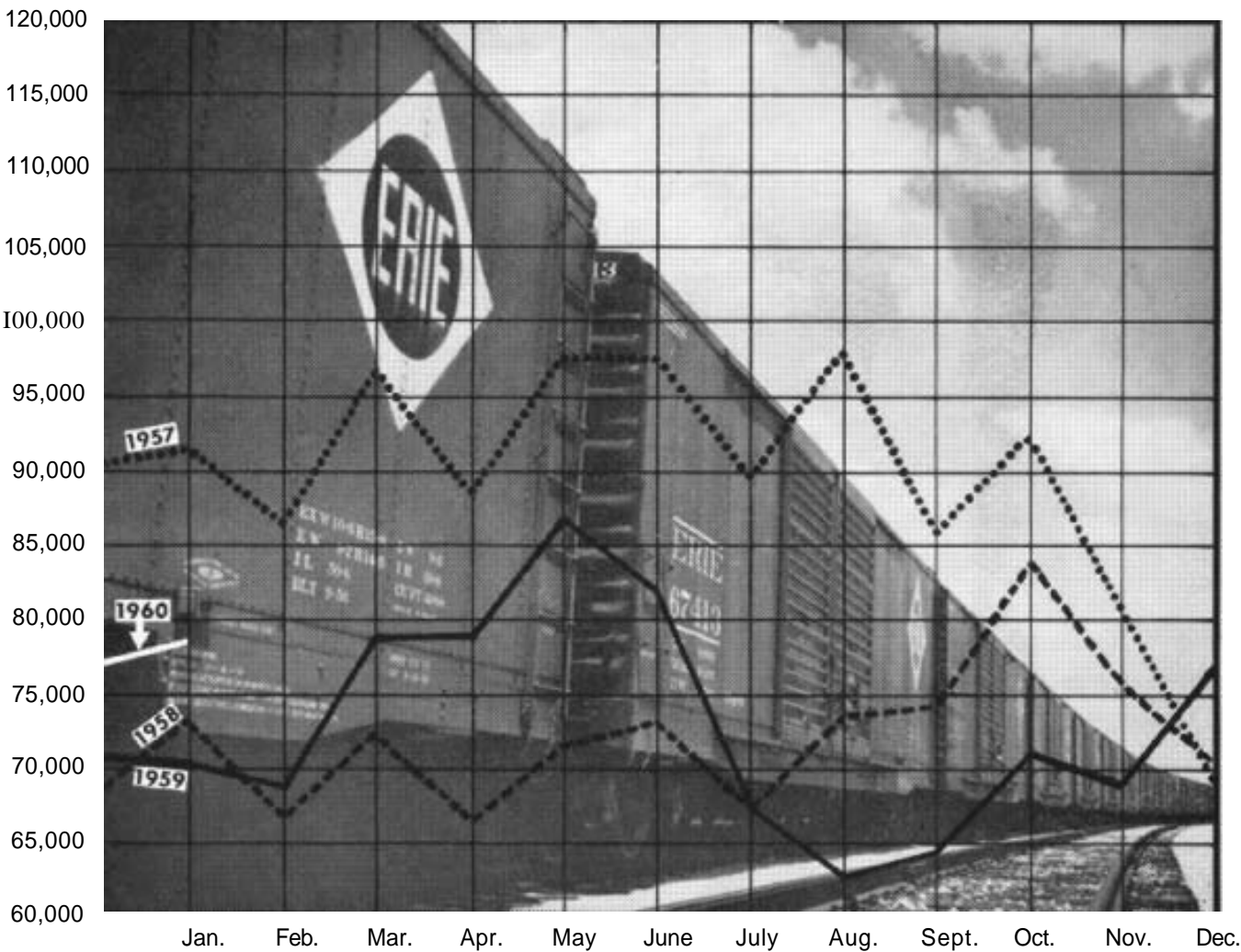
THE COVER:

The crooked Cuyahoga River's slippery banks have a way of trying to find their way to the river bottom. Since the Erie's tracks lie beside the river, this tendency has to be curbed. Close beside the Scranton Road freight house in Cleveland steel piles are being driven to protect the Erie's tracks. In the background is the Terminal Tower, and the Midland Building, Erie's headquarters, can be seen beyond the derrick. See page 12 for details.

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 January:				
	1960	\$13,612,455	\$13,418,719	\$193,736
	1959	12,310,315	13,216,098	(905,783)
() Denotes Loss				

Erie's Treasury Sleuths Find Addresses of the "Missing"

Search Turns Up Many Moving Stories; Happy Endings Frequent

THE SUPPORT AND CONFIDENCE of the Erie's 19,300 shareowners, like the loyalty of Erie employees, is one of the things of which the railroad is proud, and is as much an asset to the company as any physical property.

The shareowners' feeling of being part and parcel of the railroad has a sound basis. The Erie's shareowners know, no matter how economic conditions may be, that the management has their interest in mind at all times. Because of this confidence they back management proposals, such as the merger with the Lackawanna, overwhelmingly.

Part of this feeling is grounded in the experiences of those shareowners whose mail is returned to the company by the post office, with a rubber-stamped notation to the effect that the addressee has moved and left no forwarding address, or is, for some other reason, undeliverable.

Some companies might leave it at that, but that is not the Erie way. Erie shareowners are just as much a part of the Erie family as anyone else, in fact everyone who owns a share of Erie stock is a part owner in the company. The savings they have invested made it possible to provide the tools and jobs with which to operate the railroad.

So naturally, if any are "lost" the company tries to find them.

Hunt Begins

Among those engaged in the hunt--and a very successful one it is--are Jasper Van Hook, Erie's treasurer, David A. McGahan of his staff, and Stanley S. Hajek of the centralized machine bureau.

Their efforts have been so successful that the file of missing persons has been reduced to practically nil--a hard core that may include some that don't want to be found.

First step with returned mail is a simple and effective one. It is based on the premise that Post Office employees, like everyone else in the world, are only human, and being human, err.

No matter what reason is given on the face of the envelope for the mail's return--even if it is "no such address," or "unknown," the practice is to send the mail out again,



SMILES REVEAL that Jasper Van Hook, treasurer of the Erie Railroad and Paymaster David A. McGahan have found another missing person.

in a fresh envelope, to the same address.

The returns from this second mailing are always very small. On the second attempt the mailman does find the addressee in the vast majority of cases.

There remain those that are returned the second time. These are the "missing." Finding them is a

matter of pride with the treasurer's office. No possible stone is left unturned to find out where the shareowner is, and if death has intervened, who is handling the estate.

The hunt turns up all kinds of stories--tragic, romantic, happy--but always very human. Sometimes they are almost incredible.

(Please turn to page 28)

There's Still Time to Enter Your Design in Erie Contest

Search for New Slogan, Trademark Continues; Fame and Prizes Offered



EVOLUTION of the Erie herald over the years. Top, a mark in use in 1869; next an expanded shield design used in 1871. The diamond appears in an 1880 NYL&W trademark; below that a 1929 diamond, and last the current Erie diamond.

THERE IS STILL TIME to enter the Erie-Lackawanna emblem and slogan contest as announced in the February issue of the Erie Magazine.

The search for a new herald for the combined Erie-Lackawanna Railroad is continuing. It is one in which you may have a part--in fact, it is a search in which you may be the person who designs the emblem selected. Whoever offers the best slogan for the new company, will gain both fame and fortune.

If you design the mark and suggest the slogan the judges select as the best entry submitted, you will be awarded ten shares of stock in the new merged company. Should the merger not take place before the end of the year, the winner will be given a \$100 United States Savings bond in lieu of the stock. The grand prize winner could receive 20 shares of stock.

There are prizes for second place, too, just half the size of the first place ones. Lackawanna employees will compete for similar prizes.

The modern trend in trademark design is toward simplicity.

Slogans, too, should be short, simple and plain to be "punchy." Typical slogans you are doubtless familiar with, in non-railroading fields, include: "I'd walk a mile for a Camel," "The pause that refreshes," and "When it rains it pours."

Wallpaper Inspiration

These slogans have become as familiar to us all as our own "Ship and travel via Erie."

The herald's inspiration may come from any one of a number of sources. Tradition has it that the Chevrolet trademark was chosen for a yet unbuilt, unnamed and undesigned automobile by William C. Durant, who liked the outline when he discovered it in some wallpaper in a hotel where he was staying.

And the slogan doesn't have to be directly related to the herald. Often one or the other will be used alone, and one should not need the other to be complete.

Remember, too, that the herald will appear in all sorts of places, on all kinds of things, small and large, moving and stationary. It

will appear on stationery of all kinds--letterheads, waybills, calling cards, drafts and checks, time slips, company and public time tables, books of rules--on bridges and box cars, buildings and hoppers, locomotives and cabooses, huge cranes and small tools.

Versatility Needed

It will appear on the caps of trainmen, and even on models and toy trains.

The herald must lend itself to being printed, engraved, enameled, rubber-stamped, embroidered, drawn, painted, cast in concrete and even scribbled.

Note, from the accompanying examples of Erie marks over the years, how the designs have become simpler and simpler with the passage of time.

Full rules of the contest appear on page 30.
(Please turn to page 30)

SOME IDEA of the diverse uses of the new emblem needed can be gained from present uses of the Erie diamond. (Opposite page.) It appears on hundreds of forms in daily use in every department of the railroad; on bridges and badges, cranes and tugs, lighters and box cars, locomotives and buildings. It is picked out in neon lights, and embroidered. The list is truly endless.



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ERIE RAILROAD COMPANY

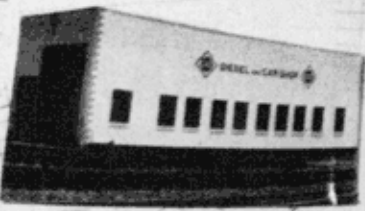
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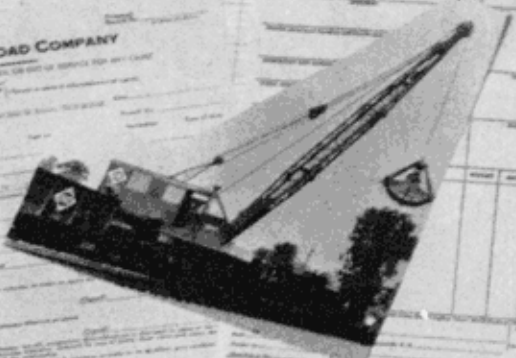
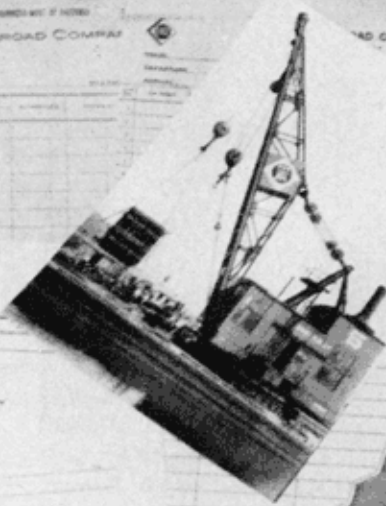
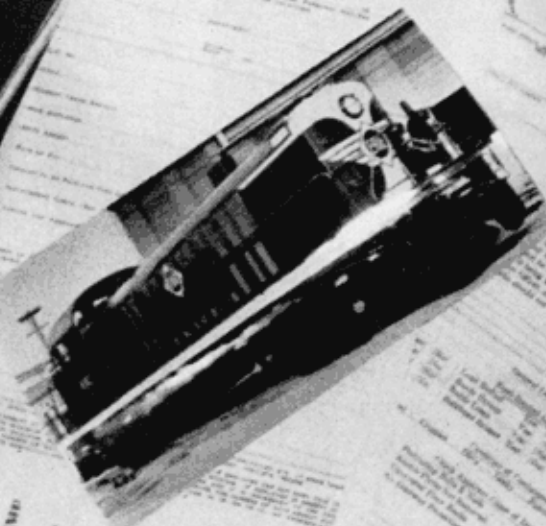
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ERIE RAILROAD COMPANY



Applied First Aid Skill Wins Honor for Erie Fireman



FIREMAN HONORED. For his efficient use of first aid Fireman Robert Doorman was honored by his brotherhood with a plaque presented by Gov. Robert B. Meyner of New Jersey. Left to right: William H. Brown, Erie employe and brotherhood legislative representative; M. L. Mellet, vice president, BLF&E; Doorman; Mrs. Doorman; Gov. Meyner and Harold E. Shaughnessy, Erie superintendent of safety.



EVEN THE FAMILY DOG was shown the honor when the Doormans got home to Pompton Plains. Here Mr. and Mrs. Doorman tell their boys about the ceremony.

Robert Doorman Given Plaque, Cash

LESSONS IN FIRST AID that Robert Doorman, fireman on the Northern Branch of the New York division, learned as a member of a volunteer ambulance team, possibly saved the life of an injured man, and certainly brought him an award from his brotherhood.

Doorman was in the cab of the Diesel of a Nyack-bound Northern Branch commuter on the evening of Dec. 30 when, a minute after the train left Englewood station, a man was hit by the left front of the engine at the Hamilton Avenue crossing.

As soon as the train stopped, Doorman ran back to the man, and found that he had suffered compound fractures of both legs. Doorman splinted the legs after straightening them as much as he could. He then treated the man, a 58-year old photographer and retired Army officer, who lives beside the crossing, for shock.

\$250, Too

An Erie employe since 1946, Doorman lives at Pompton Plains, N. J., and is a member of the Pequannock Volunteer Ambulance Corps. It was as a member of this group that he had both theoretical training and practical experience in dealing with severely injured persons.

His action not only brought him praise from the Erie Railroad, but led friends of his in the Brotherhood of Firemen and Enginemen to nominate him for the brotherhood's monthly safety award.

The award, a plaque, also carries with it \$250 in cash, and because Doorman's act of mercy occurred in New Jersey, the brotherhood arranged for Governor Robert B. Meyner of New Jersey to

(Please turn to page 30)

Clink of Coins to Furnish Music During Retirement

Hobby Grew from 1901 Visit to Fair

EXPERTS on how to retire emphasize that it is well for a prospective retiree to have plenty of interests outside his job to lead him easily over the transition from work to retirement.

Walter B. Coston, who has just retired as wage examiner at Hornell, prepared himself well. He has many outside interests, and one of them, coin collecting, may become a business.

"I've already run a trial ad in a magazine for coin collectors," he says, "and the response was promising. When I go into the business, I'll run it by mail from my home at 21 Armory Place."

Pan-American Started Him

Coston, who came to work for the Erie on April 16, 1917, left in 1918 to enter the armed forces and returned to the Erie in February of 1919 as a clerk in the accounting bureau at Hornell. From 1920 until 1949 he was a traveling auditor, and in the latter year became a wage examiner.

A visit to the Pan American Exposition in Buffalo in 1901 started him on the road to coin collecting, but the really serious nature of the disease took a while to develop.

"My early collecting was hit-or-miss," he says, "and it was about 15 years ago that I began to take it seriously. Since then I've built up quite a collection."

Ben Franklin's Penny

He's uncertain how many coins he has, although he knows they number in the thousands.

"About five percent of them are really valuable," he says. "Among my better items are colonial coins, including the penny designed by Benjamin Franklin, and early coins of the period between the end of the American Revolution and the



MR. AND MRS. WALTER B. COSTON look over some gold pieces from the Coston collection of coins. Those things like books on the shelves beside them are not books, but files holding part of his huge collection.

opening of the United States Mint."

He explains that, before the adoption of the present Constitution, the United States, and the subsequent opening of the mint, the individual states had coins struck by private mints in England.

"I have coins from the states of New York, New Jersey, Connecticut and Vermont. Too, I have a pattern coin of the Washington half-dollar."

The pattern coin, he explains, is a sample submitted by an English

mint to the United States government. President Washington objected to the coin because it bore his likeness, and the coin remained merely a pattern, and never circulated.

Besides his work for the Erie and his coin collection, Coston will have plenty of things to keep him busy in Hornell.

Just at the moment he's serving on the board of education. It's his first term, and he is finding the work very interesting.

(Please turn to page 30)

Washington Star Hails Step Toward Wage Settlement

The Washington Star of Feb. 9 had this to say about the decision to submit the wage question to arbitration:

Clearing One Track

AGREEMENT between the Nation's railroads and the Brotherhood of Locomotive Engineers to accept binding arbitration in their wage dispute is a welcome development--and for several reasons.

It means, in the first place, that one whole sector of current controversy between the carriers and this union has been removed from the "strike zone"--or, in other words, that settlement terms on pay and directly related issues which have been unresolved during months of increasingly hard bargaining will be defined without further threat of a work stoppage. And, since the engineers traditionally have had this pace-making role in contract negotiations, there is great promise that the terms reached will provide a pattern acceptable to other operating and non-operating rail unions currently negotiating with the industry.

Uninvolved directly, but perhaps affected in the long run, is the knottier problem of the work rules--an issue which is a real "hotbox" in railroad terminology. Sweating out a three-year moratorium, which ended with the expiration of the operating contracts

last fall, on any effort to change these rules, the carriers have been preparing for a determined fight to revise "featherbedding" rules which they claim are costing them \$500 million yearly for work not done and services not performed. Basically, the rules date back as much as forty years but many have been formalized in state laws--in so-called safety requirements, for example--and the rail brotherhoods have made clear their own determination to resist any important changes.

Thus far, the battle on the rules has been primarily one of public statements for each side with actual negotiations not expected to start until the pay issue is settled. In announcing his union's willingness to accept arbitration on the latter, President Guy L. Brown of the engineers noted that the brotherhood will be free to devote "full efforts" to fighting off the attack against the rules. Even if this implies little or no spirit of compromise, however, the prospect of settling one problem through the neutral offices of an arbitration panel may open the way to similar resolution of the other. At this point, both the industry and the Brotherhood of Engineers have displayed good sense. It would be fine to carry on in the same way.

Harry Von Wilier Re-Elected to Board of Conference Group

Harry W. Von Willer, president of the Erie, was re-elected a board member of the National Industrial Conference Board for a term of one year at the Board's February 18 meeting..

The Conference Board, founded in 1916, is an independent and non-profit institution for business and industrial fact finding through scientific research. In terms of everyday usefulness, the Board is a source of facts and figures bearing on all aspects of economic life and business operation. The work of the Board is made possible through the support of more than 3,700 subscribing associates including business organizations, trade associations, government bureaus, labor unions, libraries, individuals, and colleges and universities.



TRAIN NO. 12 STOPS AT AKRON. This train and No. 11, both of them specializing in the handling of mail, baggage and express, carry no passengers. Their addition to the schedule has enabled improvements in the running time of Trains 1 and 8 between New York and Chicago, and especially in the area between Chicago and Youngstown.

Dean, Hoffman Move to New Positions

Two members of the traffic department, James M. Dean and Robert H. Hoffman, moved up to new jobs on March 1.

Dean, commercial agent at Elmira, and recently elected president of the Elmira Area Traffic Club, became commercial agent at Philadelphia, succeeding Alfred Chiurco, retired. Hoffman moved from chief clerk to the general eastern freight agent in New York City takes Dean's place as commercial agent at Elmira.

Dean, a second generation railroader and a native of Hornell, was graduated from Villanova with a degree in economics. He started with the Erie as a messenger in Hornell in 1942, and was later an extra yard clerk. He worked as a trackman in 1949 and transferred to the traffic department as a clerk-stenographer at Elmira in 1950 and went to Buffalo in that capacity in 1951. He returned to Elmira as chief clerk in 1953 and was promoted to commercial agent there in 1955.

Hoffman, a native of Hawthorne, N. J., started with the Erie as a messenger for the master mechanic at Jersey City in 1946. He transferred to the traffic department in 1950, and held various clerical positions in New York, Newark and Jersey City. He has been chief clerk since 1957.

250 Sign Up for Pin Tourney

More than 250 of the men who help to make the Erie have signed up for the 15th annual Erie System Bowling Tournament at the Gran Lanes in Youngstown on the 25th and 26th of this month, according to Vernon F. Green, president of the committee.

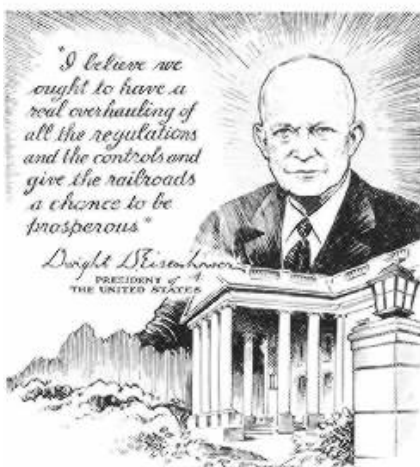
Team entries of five men each are coming from so many points along the railroad that the list of locations they represent reads like a station list. Off-line offices, too will be represented, Detroit among them.

March, 1960

Healthy Railroads Seen Vital Concern of United States

THE present physical and economic health of the railroads and their ability to meet a national emergency is a vital concern to this country, Representative James E. Van Zandt, of Pennsylvania, declared in an address in the House on February 9.

He said that while "we have concentrated on providing ourselves with the niceties of pleas-



ant living, we have disregarded the hard core of our transportation existence--the railroads."

Representative Van Zandt said it was "all to the good" to be able to fly from New York to San Francisco between mealtimes, "but this capability cannot supply the wheat and corn for our tables, the ore for our steel mills, or the coal for our industrial processes."

A Place for Each

"Even the trucking industry, which has made such great and admirable strides in those fields formerly almost exclusively served by the railroads, will be at a distinct disadvantage in time of emergency because of its far greater dependence on fuel, manpower, and rubber," the Congressman declared.

"No one will allege, least of all those directly concerned with the operation of the railroads, that each mode of transportation does not have a place in the scheme of things.

"In peacetime each can be counted upon to serve in that field where its special talents can fill a special need. But in time of emergency when vital materials for operation can be expected to be in short supply, we will necessarily have to look to that mode of transportation which can best do the overall job in the most economical and efficient manner."

Representative Van Zandt said that "past experience has taught us that we have historically looked to the railroads to handle the increased load," and in this connection he reminded the House that
(Please turn to page 27)

Erie Speeds Up St. Louis Freight by Full Day

Piggy-back, freight forwarder and merchandise traffic moving over the Erie from New York and New England areas to St. Louis and points beyond that gateway has been speeded up by a full day, thanks to schedule changes made by the Erie and Wabash railroads.

Under the new schedule, Erie Freight No. 99, the "Flying Saucer", leaves New York terminal at 8:30 p.m., picking up cars from the New Haven Railroad at Maybrook, N. Y., and from the Boston & Maine Railroad and Delaware & Hudson Railroad at Binghamton, N. Y. The cars are turned over to a new Wabash freight train No. BS-1 at Huntington, Ind., for delivery to East St. Louis at 8:45 a.m., or second morning from eastern origins.

Additional schedule improvements have been made for Erie freight trains No. 77 and No. 91 to connect with Wabash train BS-3 at Huntington handling all freight from the eastern seaboard and intermediate points to St. Louis. Cars from these trains will depart Huntington at 6:30 p.m. each day in a new Wabash Freight No. BS-3 for arrival in St. Louis at 5:45 a.m., for third morning delivery.

Pile-Driver Works to Keep River Away from Erie Door

Slipping Bank of Cuyahoga Gets Steel Facing to Protect Tracks

THE one-two beat of the pile driver is being heard beside the Erie's tracks in the Cuyahoga River valley at Cleveland as two bulkheading jobs that will consume 2,259,660 pounds of steel and cost \$394,000 get under way.

When they are done the two new bulkheads will keep the railroad from slipping into the river--a river that is not notable for its width, but that is just as wet as any other.



SOFT BANK OF THE CUYAHOGA, continually seeking to slip to the bottom of the river, collapsed some more as piles were driven into it.



REMAINS OF ANCIENT TIMBER piling had to be removed before the new sheet steel piles could be driven.

Approval of the design and location of the bulkheads had to be obtained from the U. S. Army Corps of Engineers, who have jurisdiction over navigable streams, and a permit for the construction from the City of Cleveland.

The bulkheading jobs are at two places on the river--one opposite the Erie's Scranton Road freight house, and the other near the west end of Erie's H D yard at MP 1.61.

For many years the Cuyahoga has been a problem to all along its banks, partly because of its winding course -- Clevelanders call it kinky-- and partly because of the unstable conditions of its banks, a situation made more difficult by many curves which increase the erosive action of the stream.

Summer Traffic

To add to these natural problems there is the river's summer traffic. When the Great Lakes are open for navigation the river is a busy one, with long ore freighters, tankers, sight seeing boats, stone carriers and sand suckers going up and down the river, accompanied by tugs to help them around the crooked spots. Propeller wash and wave action from these vessels combined with the natural factors make bulkheading of the lower part of the river indispensable.

Narrowness of the valley, plus the concentration of industry in the valley makes every foot valuable. At the points where the Erie is bulkheading the banks, the railroad just can't move over.

And the washing away of the banks is not something that can be cured by dumping more material. Just as the sides of cuts settle to a certain slope, so do the banks of the river. But then dredges clean the bottom, cutting away the toe of the slope, and the bank starts slipping again.

When the bank slips, the effect of the slip is felt many feet away. Tracks sink. In fact the lead track at the Scranton Road Freight

house is sinking so rapidly that it must be surfaced every other day.

At Scranton Road 200 linear feet of piling are being installed now, and must be complete, so narrow is the river here, before the opening of navigation in April. One hundred and thirty three interlocking sheet steel piles, each one-half inch thick, are being driven close to MP 1.30.

The piles are 58 feet long, and will be driven until only 8 feet 6 inches of their length is above mean low water mark. Depth of the river at this point now is 23 feet, and the piles are being driven 26 feet 6 inches deeper than that.

Deeper Channel

Most of that 26 feet 6 inches is to make certain that the piles will be stable enough to hold back the pressure of the earth behind them; but part of it is in preparation for the deepening of the river channel. Plans call for deepening of the channel to a maintained 27 feet, and when the dredging is done the dredges will work to an actual depth of 28 feet below mean low water mark.

When that plan is carried out, only 21 feet 6 inches of the piles will be below the level of the river-bed.

But even this is not enough to give the piling the stability it needs in the notoriously soft ground met in the Cuyahoga Valley.

Batter Piles

Huge steel batter piles, each 75 feet long, will bind the piling to the bank, holding it upright. The batter piles are H-shaped in cross section, 14 inches wide, and weigh 73 pounds to the foot, 219 pounds to the yard.

They are being driven into the bank six feet apart, at angle of 45 degrees, and will be bolted and welded to a wale below the top of the sheet piling. The wale will be made of steel shaped like the batter piling, and will be bolted to the inner or land face of the vertical piling.

These batter piles are a new departure in such work. Had the job been done a few years ago, long steel rods would have been bolted to the piles, and led under-

(Please turn to page 29)



PERCHED HIGH ABOVE THE RIVER a workman interlocks two of the steel piles that will hold back the bank.

Praise Earned by Erie Men, Women at Work

Sir:

Not that I have to tell you of Kathleen Flaherty's efficiency and calmness in her profession but I just must put on the record my personal appreciation and that of [my employer] for all the things she did to help make our weekend trip to New York run smoothly.

Perhaps she has told you how many emergencies developed among the people on the tour. What we would have done without her knowledge and aid I shudder to think.

She's such a modest girl I can't imagine her talking much about this angle of the trip but believe me the various ills called for much more than band-aids and drama-mine.

You and the Erie are lucky, having her on the staff.

Cornelia Curtiss
Cleveland, Ohio

Sir:

I have ridden railroad trains for a good many years and never, so far as I know, have I ridden on the Erie Railroad.

It so happens that this year I took my family to Port Jervis, which put us on the Erie, and both the Pullman equipment and the dining car service were so satisfactory that we used the Erie on the return trip from New York.

We will be using the Erie again at any time the difference in time compared with Century or the Broadway will permit us to do so.

Incidentally, I had some arrangements to make for reservations on the return trip and happened to be lucky enough to talk with your agent, Mrs. Niesten. If all railroad representatives were as courteous, and in addition as intelligent, about railroad service as Mrs. Niesten I think the public attitude toward railroads would be materially improved.

Herbert I. Markham
Hornblower & Weeks
Chicago 3, Ill.

Sir:

We wish to thank you for the prompt and efficient handling of the Main Power Transformer shipped from Westinghouse Electric Corp., Sharon, Pa. and the Stator shipped from Troy, N. Y., to your Pier #1, Marine Yard, Jersey City, N. J.

Both shipments were excessive dimension and were handled by the Erie Railroad organization in such a manner that Merritt-Chapman & Scott did not lose a moment in their transfer to their lighters for movement to South Norwalk, Conn.

We also want to thank you for the consideration given to our Mr. D. L. Mushrush.

Please pass our thanks on to Carmen DeJoia, superintendent of marine yard, as his cooperation was excellent.

J. E. Sunkes
Purchasing Agent
United Engineers & Constructors Inc.
Philadelphia 5, Pa.

Sir:

I would like to express my gratitude to one of your employees. He is Mr. Dornan, ticket agent at the Port Jervis railroad station. On a recent trip I took to Arizona, no one could have been more kind and polite than he was when I was making my Pullman reservations.

Also I would like to commend the porter in car #11 on The Erie Limited, who also returned on #2 the same day as myself.

Even my porter on a western train advertised as "extra fare, and worth it", could not measure up to this gentleman. Despite the fact that the car was filled, he still gave unhurried attention to everyone.

I always remember pleasant experiences, so you can be sure when I again have the occasion to go west, I'll go Erie.

David Roche
6 East Main St.
Port Jervis, N. Y.

Sir:

That car of Perot malt, ATSF 149051, which was shipped out of Buffalo on June 19th, arrived in Lawrence at 1:25 a.m. Tuesday, the 23rd, and was on the brewery siding Tuesday afternoon.

I would like to take this opportunity of thanking you and your co-workers for your help in getting this car out of Buffalo.

It is very much appreciated.

George Costello
George Costello Company
Boston, Mass.

Sir:

We want you to know that we greatly appreciate the extraordinary service rendered us on the 25th.

We were loading a box car with lime starting at 7:30 AM and shortly after it was started we received a phone request for immediate shipment of a container carload from a steel firm whose contract with their union expires July 31st. They wanted the shipment to arrive in South Chicago not later than that date.

We were in a position to load this car before noon provided the box car was out of the way and could bar it down to where the New York Central could pick it up.

Your local came along on its way to Marion before the box car was loaded and departed on its way. However, we phoned your agent, J. B. Foster, at his home as he does not work on Saturdays, to see what could be done.

The result was the local crew was contacted at Maitland and returned to Durbin and did the necessary switching so that the box carload was out of our way, the container car was placed for loading, and the track cleared so we could bar it down for the NYC.

We are sure that if the NYC effects delivery in time before the strikers shut the South Chicago firm's plant down, this extraordinary service on the part of the Erie is going to enable us to do all possible toward meeting their request and is greatly appreciated by us.

W. H. Moores, President
The Moores Lime Co.
Springfield, Ohio

Sir:

It has been a long time since I have been in contact with you. In fact, I think the last time was while attending the Indianapolis annual dinner in 1957.

I want to tell you about the outstanding service Austin H. Schell of Huntington extended to my parents Mr. and Mrs. Robert Breedlove, who were passengers on Erie train #5, January 15 en-route to California.

My father is a heart victim, and Mr. Schell made arrangements through your Chicago office for the handling of their baggage from the coach, and also notified the Santa Fe Agent of their arrival so they could board the El Capitan in advance rush. My parents advised that they had never received such services in all their traveling and it helped to make their trip very pleasant.

I want you to know that I, also appreciate this act of kindness and would like for you to advise Mr. Schell accordingly.

Mrs. J. Eldon Smith
Foster-Forbes Glass Co.
Marion, Indiana

Sir:

Knowing you are very anxious to render service to your passengers, I am sure you would like to know the excellent service we received from every member of your staff that we encountered on our trip to Olean, N.Y. Our trip was not for pleasure but for sorrow.

My mother passed away . . . so I called your station and was connected with Mr. M. O. Keel, commercial agent in Chicago, and he worked endlessly from Friday until Monday when we left.

Mr. Morgan, passenger agent, met us at the depot and looked after us, turning us over to Mr. Fant, porter, who carried on the same fine service. I feel Mr. Keel had a hand in all of this, but each man did all he could.

We want to congratulate your company on having such fine men representing you, and we also would like them notified of the fine help they were to us at a time it was most needed and appreciated.

Mr. and Mrs. G. A. Streeter
Chicago, Ill.

Sir:

Please permit me to express my humble commendation for a really "dedicated" railroad employee.

I respectfully refer to your very efficient and genial station-master, Thomas Carr who was on duty at the Hoboken terminal, who most ably assisted us, above and beyond the call of duty, in solving a difficult problem.

Because of illness a relative in Binghamton, New York was forced to send her eight year old daughter to her grandmother's home and care in New York City. The child was to be identified by a name and address card pinned to her coat, and was due to arrive at Hoboken at 11:20 p.m.

Unfortunately the grandmother was ill at that time and could not go to meet the child, so she sent her brother and a helpful cousin armed with a letter of authorization and the child's picture.

We explained the situation to your kind station-master, Mr. Carr, and he not only allowed us to await the train in his office because the night was cool, but when the train arrived, Mr. Carr was the first one out and greeted the little girl as if she were his own child. May God bless this fine gentleman, who is a credit to both himself and the Erie Railroad.

Joseph B. Hughes
2417-33rd St.
Astoria 2, Long Island, N. Y.

Sir:

May I personally extend my sincere thanks, along with those of Thatcher's officers and employees, for your splendid cooperation during the recent moldmakers' strike.

We are fully aware and deeply appreciative of the personal sacrifices involved, and want to assure you that what may have been a major shutdown was averted in the main only by the generous giving of your time and effort towards uninterrupted car service.

Thanks again from all of us at Thatcher.

Robert J. Lilley
General Traffic Manager
Thatcher Glass Manufacturing
Co., Inc.
New York, N. Y.

Sir:

I would indeed be remiss if I did not offer my sincere thanks for the wonderful manner in which the Erie Railroad handled shipment of a large reactor weighing 347,000 lbs. from Barberton to the Yankee Atomic Electric Company at Monroe Bridge, Mass.

This shipment was handled on your car Erie 7295 and I really appreciate your fine effort in securing this car in time for our needs.

Our Mr. S. Ladich accompanied the shipment in special freight train service and expressed very high regard in connection with the manner in which shipment was so expeditiously handled between Barberton and Maybrook. He also had high praise for everyone who participated in the handling of this movement.

I also want to make particular mention of the time and effort put forth by Mr. Fred Dall, your local agent at Barberton, in getting this important shipment off to a good start.

N. Robertson
General Traffic Manager
Babcock & Wilcox Company

Sir:

I have occasion from time to time to travel on the Erie between New York City and Wellsville, New York. I have been on a train several times, whose porter was Charles Bland. I wish to let you know that this man is an exceptionally good porter.

Not only does he render excellent service, but he has worked up a little speech which is very helpful to the passengers, and I think it should be patterned by all of your other porters.

When the Erie bus reaches the station at Hoboken, Mr. Bland makes this talk and tells the passengers where to find their train and which cars to go to, depending, of course, on their destination. This is a great help to all, because we who use the train occasionally are sometimes confused as to just which cars to board.

Eugene T. Forhan
124 East Pearl St.
Wellsville, New York

PEOPLE YOU KNOW



CHARLES F. SCHWARTZ
General Master Mechanic



All Working for the Erie in Jersey City



FRANK D. DUNTON
Master Mechanic



MRS. NORMA R. CLARK
Stenographer-Clerk



LARRY P. FOLEY
Clerk



JOSEPH T. STESNER
Messenger



WILLIAM GUIDO
Chief Caller



JOHN V. KRON
Foreman



A. GEORGE GEERINCK
Chief Clerk



LEO E. CORTRIGHT
Clerk



TIMOTHY F. HALLIHAN
Chief Engine Dispatcher



MICHAEL DONOFRIO
Labor Foreman



MISS BERTHA GERBES
Requisition Clerk



DANIEL J. DOWNEY
Machinist Helper



JOSEPH E. TIRPAK
Machinist



WALTER J. BIESZARD
Storehouse Foreman



EDWARD CLEARY
Pipe Fitter

Erie Employees at Kent Help Police Catch Jailbreaker

"Bum" in Station Is Wanted Man

THANKS to the alertness of two Erie employes at Kent, a jailbreaker held for armed robbery is behind bars again.

The two Erie men are Lyman A. Griffith and Glenn Reed. Reed is an operator and Griffith is serving as janitor of the station.

And Griffith's part in the story is one that recalls the adage that the early bird gets the worm. For he is in the habit of coming to work and looking the station over before his official starting time of 7:30 p.m.

Following this custom Griffith appeared at the Kent station at 5:30 on Feb. 7. Griffith, who lives in Ravenna, did not know that four men had broken out of jail in War-

ren the day before, hidden in the woods all day, and then jumped aboard a freight train that night.

When the train reached Kent, the quartet dropped off. Kent police, among those alerted to the possibility that the men might be in town, surprised the quartet in a Kent restaurant, where they were eating their first meal in 32 hours.

But one of the men, Jack Grafton, the alleged "brain" of the group, slipped away as the police car drew up in front of the place.

Chased "Drifter"

Griffith found a stranger asleep by a radiator on the stairway leading to the second floor dormitory as he made his 5:30 round of the property. Since he had not heard that Kent, Erie Railroad, State Highway police and sheriff's deputies were searching for a man, he treated him as a common trespasser and chased him out.

But he did mention the occurrence to Reed, who was on duty. Reed knew of the man-hunt, immediately connected the two events, told Griffith, and Griffith went out in search of police.

Luckily he found Patrolman Tony Grecco of the Kent city police driving by just outside the station. He stopped the police car, told Grecco of the suspicious character, and the two set out in search of him.

A few seconds later, before he had time to finish telling his story to Grecco, Griffith saw the suspicious man walking along South Water Street.

Grecco stopped Grafton, identified him, and made the arrest.

...

The world's northernmost railroad is the 5-foot gauge line extending northward from the White Sea through Kandalaksha to Murmansk on Kola Bay, in the Lapland region of Russia. The line extends to a point about 170 miles north of the Arctic Circle.



FIRST OF ITS SIZE, this huge compressor was built by Ingersoll-Rand Co. at Painted Post and shipped to a gas pipe line company via Erie. The shipping weight of the machine was 210,000 pounds.

Future of Nation's Rails Lies In Hands of Today's Youth

Erie Plays Part by Providing Information

JUST as the future of America lies in the hands of the youth of today, so it is with the future of the railroads.

To create a wide understanding among students that healthy railroads are essential to the well-being of this nation and to each individual, and to meet the expressed needs of teachers for teaching aids on transportation the Association of American Railroads maintains a very active and efficient School Service Bureau. This service is highly regarded by school administrators and teachers throughout the country.

The Erie Railroad helps to supplement the AAR activities by providing information through the Public Relations Department as its part in developing and servicing the schools in the six states known as "The Heart of Industrial America."

Forty Publications

It prepares and furnishes summaries of the Erie's history, pamphlets describing its services and answers specific questions on various operations received not only from along our line of railroad but also from all over the country.

Requests for information that come in regularly indicate that in many communities and schools the Erie Railroad represents the mass transportation industry in the minds of thousands of children and adults. Furnishing the answers provides an avenue through which to encourage, increase, and hold the inherent interest which most individuals have in railroads.

Approximately 40 standard publications--teaching and learning aids on railroad transportation--are issued by the Association of



TYPICAL SELECTION of study materials is prepared by Suzanne Chervenak of the Public Relations Department for use by pupils in schools.

American Railroads. These publications undergo revisions as needed to keep them up to date. Whenever possible, special booklets are prepared in connection with significant events.

Lincoln, Scouts

Last year, a booklet, "All Aboard, Mr. Lincoln," recognized the 150th anniversary of the birth of the martyred president. The pictorial narrative told the story of his relationships with the railroad industry. It had a distribution of two million copies and con-

tinues to be a popular piece.

In connection with the 50th anniversary of scouting this year and the centennial of the War Between the States, the AAR now is preparing two educational narratives with appropriate drawings telling the story of railroads and scouting and the role of the railroads in the Civil War.

Popularity of the railroad materials among educators is based not only on the fact that they are fundamentally educational, but they are attractive and inoffensive

(Please turn to page 29)

Erie Veterans News

Fellow Veterans,

My thanks to all of you who attended the installation party at Hornell.

My wife and I would like to express our appreciation and thanks to the Hornell Chapter, the committee headed by **Ed Wallin** and so skillfully supported by our Ladies Auxiliary for their splendid co-operation.

To the hostesses, our congratulations for the splendid manner in handling the seating of the veterans and their wives.

We are now able to take into our veterans organization a person with 15 years service, so now is the time to go out and get new members.

In signing these new members, remember they cannot try for the youngest member award until they have 20 years of service.

Frank Wolfanger, mayor of Hornell, and **Roy Warmee** manager of the hotel, have both expressed their thanks to the Erie veterans for selecting Hornell as the honored city for the 34th annual installation party.

Fraternally yours,
H. C. Travis
President

Huntington

The Huntington chapter and the ladies auxiliary were host to the Marion Chapter and their ladies auxiliary for a pot luck supper at Huntington. 145 were present including **H. C. Travis** system president and wife, 54 were from the Marion chapter.

After the supper, **E. F. Champlin**, chairman, Huntington Chapter, thanked the people for coming and thanked **Mrs. L. A. Kramer**, president of the ladies auxiliary for the splendid dinner.

H. A. Kelly was toastmaster and introduced **C. E. Bonecutter** chairman of the Marion Chapter and officers; **F. P. Yost**, vice chairman; **P. W. Herrington** treasurer; **F. R. Haymen**, recording secretary and

Mrs. Lucile Osmun, financial secretary.

Mrs. R. D. Sellers, president, Marion Ladies Auxiliary introduced her officers.

Mr. Champlin introduced his officers: **W. R. Jamison** vice chairman and **A. C. Smith**, secretary-treasurer.

Mrs. Kramer introduced her officers: **Mrs. A. C. Smith** vice president; **Mrs. H. M. Bowers**, secretary-treasurer.

Mr. Kelly presented **A. C. Smith** with a life membership card, which was earned when he completed his 25 years in the association last year.

Mrs. Kramer general chairman for the evening, introduced the chairmen of her committees: **Mrs. J. A. Donaldson**, decoration; **Mrs. W. R. Jamison**, afternoon tea and **Mrs. E. L. Martin**, reception.

Youngstown

The ladies auxiliary and veterans associations, Youngstown, celebrated their silver anniversary at their regular meeting.

After the business meeting **Mrs. Raymond Pierce**, president, gave a short talk about the organization of the club and its purpose.

The 1960 officers are: **Mrs. Raymond Pierce**, president; **Mrs. George Fricker**, vice president; **Mrs. Fay Hill** secretary; **Mrs. Charles Fuller**, treasurer; **Mrs. Chris Fuller**, chaplain; **Mrs. D. Carr**, and **Mrs. Wayne Luce**, inner guard.

Marion

By **Lucile Osmun**

Paul Knauss, retired veteran dispatcher, was presented with a 50-year diamond pin at the monthly meeting of the Marion chapter.

The 50-year pin was presented to **Mr. Knauss** by **James D. McFadden**, superintendent.

The monthly meeting was attended by 64 members of the veterans and auxiliary in the American Legion Dugout on South High Street where all future meetings will be held.

Election of officers for the auxiliary was held: **Mrs. Roy Sellers** president; **Mrs. Leo Berry**, first vice president; **Mrs. Leroy Jones**, second vice president; **Mrs. Forest Hayman** secretary and **Mrs. Charles E. Bonecutter** assistant.

Mrs. George Sheehe, treasurer and **Mrs. Elston Blair** assistant; **Mrs. John Sontag**, guard; **Mrs. Leo Keller**, chaplain; **Mrs. Fred P. Yost**, sunshine chairman, **Mrs. Elston Blair**, historian and **Mrs. Bonecutter**, reporter.

Installation was conducted by **Mrs. Clarence A. Haywood**.

Buffalo-Rochester

By **Jan Bender**

Best wishes to **Joseph Rosenberger**, road conductor and **Frank "Peewee Kohl" Switalski** yard conductor, on their retirements.

Co-workers are congratulating **Arthur L. Wood**, communications maintainer, in his appointment to attend the Boy Scouts of America National Jamboree to be held in July at Colorado Springs, Colorado.

Art, who is scoutmaster of troop 555, Explorers, Lancaster, N. Y., will escort a troop of 37 scouts representative of the western New York area.

Howard Perry takes a dim view of our wintry weather ever since he and his wife returned from a holiday trip to sunny California.

Mr. and Mrs. Pete Chunko spent the holidays in Fort Story, Va. with their son, **Ronald**, his wife and tiny daughter, **Kathleen Margaret**.

Mr. and Mrs. Jack Driscoll of Avon, N. Y. celebrated their golden wedding anniversary.

The auxiliary board meeting and luncheon held at the home of **Mrs. A. W. Bender**. **Mrs. John W. Fagan**, co-hostess, planned the social hour following the business meeting.

Frank Halbleib, treasurer, will be on hand for the March business meeting with dues cards for the tardy ones.

Wait Smith was wished good luck when he was feted by co-workers and friends at his farewell dinner.

Meadville

By **Martha Forbes**

Our January meeting was well attended considering the high activity of the flu bug.

New officers were installed with **Mrs. L. R. Houtling** presiding over the meeting, she is outgoing president.

Mrs. Fred Siverling is the 1960 president.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Sebastine Amora	Stower	Jersey City, N. J.	12-22-59	25
Earl W. Bartlow	Train Dispatcher	Dunmore, Pa.	2- 3-60	41
William Bell	Car Repairer	Jersey City, N. J.	1-18-60	29
Walter H. Bloomer	Engineer	Port Jervis, N. Y.	1-15-60	37
Bert C. Burgess	Chief Clerk to A.V.P.	Cleveland, Ohio	1-31-60	43
John Cameron	Road Conductor	Hoboken, N. J.	1-31-60	35
Vincent J. Corcoran	Train Dispatcher	Dunmore, Pa.	1-22-60	44
Louis Cozza	Machinist	Cleveland, Ohio	12-28-59	42
Domenico DiPiero	Derrick Engineer	Brier Hill, Ohio	12-31-59	30
Michael J. Driscoll	Car Repairer Helper	Salamanca, N. Y.	1-19-60	40
Patrick F. Dunnigan	Conductor	Avoca, Pa.	12-31-59	32
Edward J. Echnoz	Car Inspector	Meadville, Pa.	12-31-59	40
Steve Fabian	Wood Mill Operator	Brier Hill, Ohio	12-31-59	40
Charles Festag	Car Inspector	E. Buffalo, N. Y.	1-18-60	42
Wallace W. Frederick	Operator	Bolivar, Ind.	1-14-60	41
Michele Germano	Car Repairer	Cleveland, Ohio	1- 4-60	47
Arthur V. Getman	Road Conductor	Buffalo, N. Y.	12-29-59	43
Glen W. Gray	Electrician Helper	Hornell, N. Y.	1-27-60	31
John C. Gruber	Passenger Conductor	Marion, Ohio	1- 7-60	43
Ernest H. Guess	Engineer	Hammond, Ind.	1-31-60	37
Michael L. Haugh	Electrician	Meadville, Pa.	1-26-60	41
Joseph Herzig	Machinist	Jersey City, N. J.	1-31-60	42
Elmer F. Hoffman	Clerk	Susquehanna, Pa.	2-29-60	49
George A. Hultz	Engineer	Marion, Ohio	1-25-60	46
Alfred Jones	Trackman	Steamburg, N. Y.	1-11-60	26
Chester H. Jones	Machinist	Susquehanna, Pa.	1- 6-60	51
Christopher J. Joyce	Trainman	Hoboken, N. J.	1-25-60	49
John Kaminski	Car Inspector	Kent, Ohio	1-30-60	47
Fred Keller	Conductor	Hoboken, N. J.	1-12-60	33
Elmer C. Kelly	Gang Foreman	Hornell, N. Y.	2-29-60	34
Joseph H. Latosi	Yard Brakeman	E. Buffalo, N. Y.	12-29-59	43
John Lent	Locomotive Engineer	Buffalo, N. Y.	1-21-60	47
Edward Lidster	Chief Clerk	Hoboken, N. J.	2-29-60	40
William E. Lynch	Towerman	Granton Jct., N. J.	1- 8-60	34
James Mahoney	Engineer	Hoboken, N. J.	1-19-60	44
John McCoy	Machinist	Secaucus, N. J.	1-31-60	47
Eugene O. Miles	Trackman	Arkport, N. Y.	12- 8-59	42
Martin F. Mirtell	Leading Carpenter	Cleveland, Ohio	1-13-60	41
Ernest A. Nagel	Fireman	Meadville, Pa.	1-25-60	44
Bernard J. O'Neill	Engineer	Hoboken, N. J.	1-26-60	43
Philip Palma	Coach Cleaner	Jersey City, N. J.	1-19-60	36
Maxwell K. Payne	Local & Interline Clerk	Cleveland, Ohio	2-29-60	50
Raymond W. Peck	Signal Maintainer	Binghamton, N. Y.	1-22-60	49
Clanzie H. PeGan	Engineer	Huntington, Ind.	1- 8-60	46
Edmund J. Pfeiffer	Conductor	Buffalo, N. Y.	12-31-59	46
Henry F. Phinney	Supervisor's Clerk	Elmira, N. Y.	1-27-60	46
Harold G. Post	Chief Mileage Clerk	Cleveland, Ohio	1-29-60	53
Walter E. Rapp	Electrician	Weehawken, N. J.	1-18-60	46
Lillian Rassback	Cashier	Niagara Falls, N. Y.	12-31-59	48
Jacob H. Ritter	Engineer	Kent, Ohio	1-21-60	48
Joseph L. Rosenberger	Freight Conductor	Buffalo, N. Y.	1-18-60	37
Clarence S. Rosser	Yard Conductor	Marion, Ohio	1-22-60	43
William L. Sayre	Car Inspector	Port Jervis, N. Y.	1-29-60	42
James H. Schofield	Accountant-R&BM	Hornell, N. Y.	1-31-60	40
Charles H. Scarer	Switchtender	Salamanca, N. Y.	12-31-59	41
Frank F. Scott	Marine Engineer	Jersey City, N. J.	12-29-59	24
Louis H. Silvers	Yard Conductor	Akron, Ohio	12-31-59	43
Angelo Stellato	Coach Cleaner	Port Jervis, N. Y.	12-31-59	40
William J. Steve	Locomotive Engineer	Buffalo, N. Y.	11-11-59	44
Sidney W. Swain	Operator	Decatur, Ind.	1-30-60	47
Charles B. Swank	Freight Conductor	Huntington, Ind.	12-31-59	46
Arthur R. Thomas	Engineer	Deposit, N. Y.	12-10-59	47
Mabel Thomas	Piggy-Back & Equipment Hire Clerk	Cleveland, Ohio	12-31-59	41
Edward R. Thorne	Signalman	Paterson, N. J.	12- 2-59	37
John H. Thornton	Yard Clerk	Salamanca, N. Y.	12-31-59	44
Nellie M. Walsh	Bill Clerk	Chicago, Ill.	12-31-59	49
Walter L. Wilson	Engineer	Meadville, Pa.	12- 9-59	48
Jesse J. Wise	Signal Helper	Signal Gang 62	11-30-59	45
Clifford C. Zeliff	Engineer	Hornell, N. Y.	12-10-59	40
Louis Rossman	Division Engineer	Hoboken, N. J.	1- 4-60	44
John M. Coughlin	Road Conductor	Youngstown, Ohio	1- 4-60	32
Frederick C. Gaede	Operator	Salamanca, N. Y.	12-31-59	31
Mac K. Schell	Stenographer	Meadville, Pa.	11-30-59	44
Frank L. Shenise	Patrolman	Jersey City, N. J.	1- 2-60	37
James H. Smock	Machinist Helper	Meadville, Pa.	10- 5-59	38
Lyle A. Snyder	Section Foreman	Cattaraugus, N. Y.	11-30-59	47
Fred R. Strait	Road Freight Conductor	Elmira, N. Y.	10-30-59	45
William Strait	Engineer	Hoboken, N. J.	10- 8-59	47
John Tanis	Assistant Chief Clerk	Cleveland, Ohio	11-30-59	50
Douglas W. Taylor	Structural Steelman	Port Jervis, N. Y.	10-30-59	38
Leo M. Teribury	Engineer	Hornell, N. Y.	8-31-59	37
Henry M. Vance	Road Freight Conductor	Hornell, N. Y.	10-31-59	48
William E. Ward	Conductor	Hoboken, N. J.	9-24-59	51
Oscar F. Westenberg	Stowman	Akron, Ohio	8-13-59	26
Clark A. Westin	Locomotive Engineer	Buffalo, N. Y.	9- 9-59	48
Leo J. Wolinski	Yard Conductor	Buffalo, N. Y.	10-12-59	38
James H. Wyman	Operator-Leverman	Hornell, N. Y.	10- 9-59	50
John Zaleski	Tugboat Deckhand	Jersey City, N. J.	10- 5-59	33



CHILDREN OF ERIE MARRY.
Recent bride and bridegroom are the former Jean Anne Coates, daughter of Signal Gang Foreman and Mrs. C. L. Coates and Jimmy Dye, son of Diesel Electrician and Mrs. Gerald Dye, all of Huntington, Ind.

HORNELL

An anniversary mass was given to celebrate the golden wedding anniversary of Mr. and Mrs. Daniel F. Dailey.

Mr. Dailey, who retired from the Erie in 1955 as engineer after 51 years service, and Mrs. Dailey have 7 children, 27 grandchildren and 2 great grandchildren.

**Retirement
Homes
\$3,995 up
M. Kluge**

**Box 122,
Englewood, Florida**

Latest Chatter About All the Erie Family

Accounting

AUDITOR OF
MACHINE ACCOUNTING

By Bernice Batcha and
Dennie Kish

Sophie "Slippery Street" **Ambrosi** is learning to ice skate.

The machine accounting office was well represented in the annual Guys and Dolls Bowling tournament. Those who participated were :

Helen Martonicz, Rennie Belden Sophie Ambrosi, Mary Reising, Stanley Hajek, Dennis Kish, Nelson Case, Erlamae Saunders, Sue Stephan and Bernice Batcha.

Venturing in a new hobby are **Shirley Walker** and **Rennie Belden**, who are learning the life and habits of pigeons. They hope, some day, to have their own pigeon farm.

Birthday wishes to **John Folwasny, Christine Lesniak, AnnMo-avero, Jennie Sakarozok, Janet Young, Jean Brady, Connie Carter, John Faluski, Alfreda Jasinski, John King and Jean Meserini.**

Sporting a new vehicle on the road is **Dick Brady**, and a station wagon to boot.

Next for the "Ice Follies" is **Christine Lesniak** who does a good job skating every Sunday at the Arena. A note to Chris: don't catch up with **Helen Trojahn** because we consider her to be the expert.

Erlamae Saunders bowled a 501 series high game of 231, her average seems to stay at 158.

The engagement of **Marge Gla-**



CARL S. KINBACK, Erie superintendent at Hornell (left), recently bade goodbye to **John J. Smith** (right) who retired as general yardmaster at Elmira after more than 43 years of service. Smith was succeeded by **Leo R. Fitzgerald** (center).

dish to **John Vales** was announced.

Jean Meserini caused quite a disturbance when what she thought was measles turned out to be only a rash from her sweater.

Sandy and Carl Shy announced the birth of their daughter, **Kelly Ann.**

Six girls crowded into **Vivian Ploe's** foreign car when **Shirley Walker's** car got stuck in the snow.

The girls were going to the ice pond, they were:

Carol Kilbane, Jo Ann Zrimsek, Rosalie Mencke and Bernice Batcha.

After going to the pond, **Vivian's** husband, **Bill Ploe**, greeted the girls with hot chocolate.

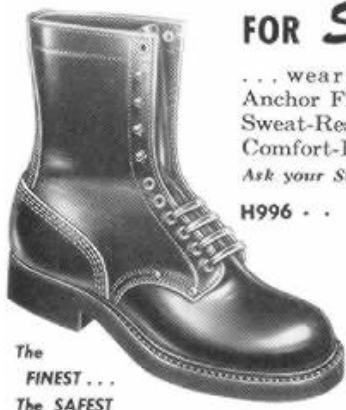
NEW YORK STATION

By Joe Barry

Birthday greetings go to **Dominick Auletto, Veronica Boyd, Phil O'Brien, Charles O'Neill, John Sullivan, Eugene McGovern, Mar Skelly and Tom Collins.**

Best wishes to the Erie men celebrating service anniversaries: **Joe Barry**, 33 years service; **Patrick Brignola**, 31 years service; **Francis Dunne**, 23 years service; **Mary McCormick** and **Daniel Moffit**, 18 years service and **John Small** 10 years service.

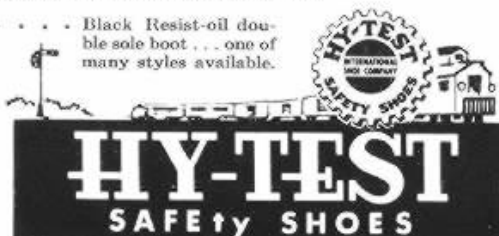
Congratulations to **John Vitrone.**



FOR Safe AND Sound FOOTING

... wear the Safety Shoes with *extra* advantages:
Anchor Flange® Steel Box Toe; Sturdy Anti-Slip Soles;
Sweat-Resistant and Mildew-Proof Insoles and Linings;
Comfort-Fitted to keep your feet happy all day long.
Ask your Supervisor for ordering information.

H996 Black Resist-oil double sole boot . . . one of many styles available.



our new cashier, who succeeded **Florence Murphy**. Florence has retired after 44 years service at this bureau.

The **Hughie McCranes** are now sporting a new car.

The story in the January issue of our magazine about **Tom Montrose**, our watchmaker, was well received and rightfully so, for Tom sure knows how to fix all types of clocks. Take heed you tardy birds.

Jim Whalen is now the proud owner of a movie camera.

AUDITOR OF REVENUES

By **Dick Bruyere**

Ralph Winters was given a farewell dinner, he retired after 41 years service.

Frank Horack representing the Boy Scouts of Mantua, Ohio, sent a New Years greeting via a local radio broadcast to the Boy Scouts of Mantua, Italy in commemoration of the 50th anniversary of the Boy Scouts this year.

Ruth Pahler and **Louis Roth** walked off with top prizes of radios at the annual Erie Railroad Credit Union meeting.

Baseball is already in the air as **Mel Merritt** and **Ray Stevens** won the manager elections for the two Erie baseball teams this year.

Still tops in the bowling league is the Agency team with the Columbians in third, Interline in fourth, Revision in sixth, and Station Accounting in tenth.

The coveted 500 series for Erie gals was hit twice by **Genevieve Bell** with a 520 (184) and a 529 (199) series.

Ann Marie Mark again made the grade with a 200 game and a 506 series.

For the men, **Jim Petonic** crashed into the 600's twice with 680 (244) and a 610.

Jay Murray had 607 with a 257 game.

The annual Guys and Dolls Tournament was a great success with a total of 144 entrants comprising 48 teams.

First place honors went to the team of **Al** and **Virgil Fitch** and **Betty Mirtich** with a score of 1817, (273 handicap).

Second place went to **Dale** and **Lorraine Healan** and **Bill Bourjailly**

with 1811, 312 handicap; third place to **Bill Violand**, **Rose Rowland** and **Lew Derr** with 1790, 330 handicaps.

Fourth to **Ed O'Donnell**, **Sue Chervenak** and **Paul Jurcisin** with 1753, 390 handicap.

Fifth place to **Dick Nairus**, **Ann Marshall** and **Benny Cosenza** with 1750, 408 handicaps.

Highlights and thrills both were supplied by **Don Miskinis** who rolled a 277 game and a 648 series but his team failed to finish in the

money.

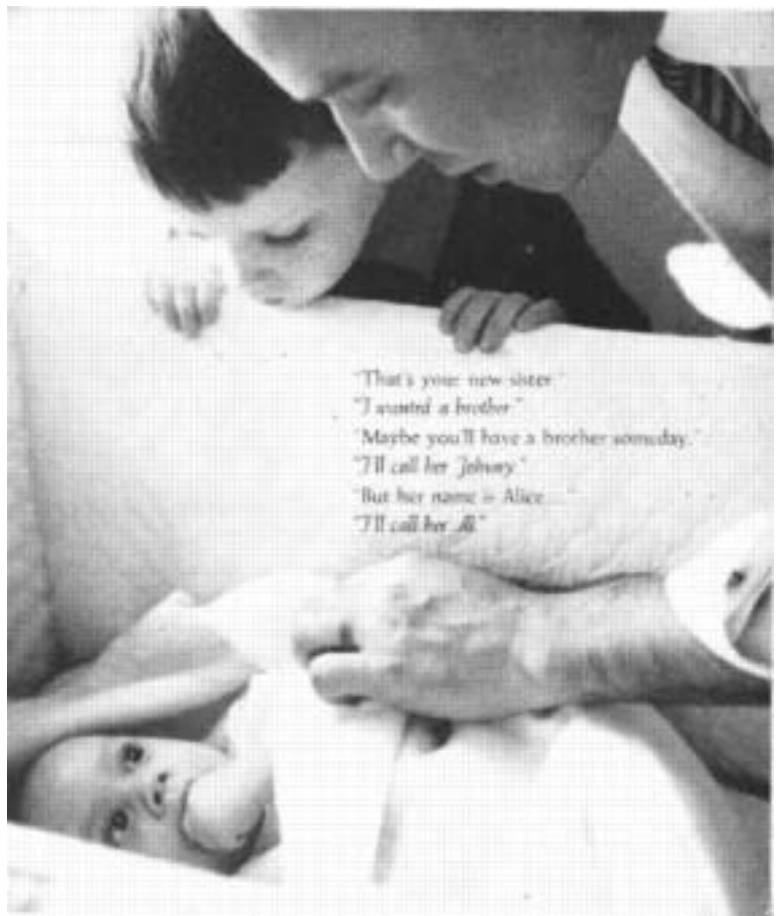
Genevieve Woods stopped off at Baltimore, Md. on her way to New York City to attend the wedding of her godchild.

Nellie Nagel stopped in to chat with old friends.

It's a boy by the name of **Mark** for **Chuck** and **Pat Von Duhn**.

It's a girl, **Caroline**, for **Joseph** and **Adeline Stelmack**.

Marty and **Barbara Marcellino** announced the arrival of another daughter, **Michele Eileen**.



Johnny or Alice, boy or girl--a Prudential Family Policy covers the new baby, too. It's all part of a modern plan that insures Dad, Mom, the children and every new arrival, just as soon as he or she is 15 days old at no increase in the original low premium. That's why your Prudential Agent recommends it so strongly. And he's *more* than an insurance adviser- he's a man dedicated to filling your family's insurance needs. Ask him about Prudential's Family Policy --one of many Prudential Plans designed to protect the future of your family.



LIFE INSURANCE 9 ANNUITIES 9 SICKNESS AND ACCIDENT PROTECTION 9 GROUP INSURANCE 9 GROUP PENSIONS



WHEN NEIL FULTON RETIRED as assistant chief train dispatcher at Hoboken after more than 49 years with the Erie it was very much an Erie family affair. Left to right: Superintendent and Mrs. J. R. Ebert, Mrs. Fulton, Mr. Fulton.

HORNELL ACCOUNTING BUREAU

By Eleanor Trowbridge

Bill Leonard, Ed Leferink, Dick Halloran, Ed Gillette and Don Clark attended a basketball game in Buffalo.

Congratulations to Mr. & Mrs. Angelo Petriilo on the arrival of a son.

Bill Sirianni and Dick Schieder traded cars.

Mr. & Mrs. M. Winters vacationed in Florida.

Ed Leferink, Bud Wheeler and Tom Ordway keep busy with their "Biddy" Basketball teams.

Welcome back to Joyce Smith.

Jim Schofield retired after 40 years service.

Carolyn Booz attended a wedding in Port Jervis.

Happy birthdays to L. E. Hitchcock, Bob Tannler, E. K. Shroyer, W. C. Whitman, Delores Lindeman, Barbara Sheridan, R. W. Tyson, S. B. Allison, N. C. Crandall, H. J. Muhleisen, R. F. Hillman and Linda L. Lemen.

New York Division

SUPERINTENDENT'S OFFICE HOBOKEN

By Mary A.D. Meyer

A testimonial dinner was held at Haledon, N. J. for **Nell Fulton**, assistant chief train dispatcher, who retired after 49 years service.

Welcome to **Adolph Voss**, former ticket clerk, who is now 812 clerk, Concourse Ticket Office, Jersey City.

Best wishes to **Joe Stanley** on his promotion as chief clerk, Duane St. Station, N. Y.

Joe's former position was co-ordination clerk. **Harold A Rhoads** presented Joe with a pen and pencil set and wallet and key case from his co-workers at Hoboken.

Abe Kleiman, Ralph Riccardi, Ed Bunnell, Joe McGuirr, Dan Crowley, Mr. and Mrs. Harry Coleman, Mrs. Helen Hopple, George Stillhammer and James G. Evans retired Paterson yard conductor, were recent visitors.

Congratulations to Mr. and Mrs. Jack O'Connor on the birth of a son.

Abe Kleiman was presented with a traveling case on his retirement by his co-workers in the dispatcher's office.

The following changes have taken place in the dispatcher's office:

Floyd Conklin is now assistant chief dispatcher, first trick; **Bob Collins**, second trick dispatcher on West end main line; **Frank Bookstayer**, first trick side line dispatcher; **Herbert Vonderheyde**, temporary second trick side line dispatcher and **Louis Youlas**, second trick operator at Hoboken telegraph office.

• • •

Allegany-Meadville

SALAMANCA

By S. Minneci

Arthur Nash Bailey, son of Mr. and Mrs. Arthur J. Bailey, night

THE FLEISHEL LUMBER COMPANY

**SAINT LOUIS,
MISSOURI**



RAILROAD

ACCESSORIES

CORPORATION

SIGNAL AND TRACK DEVICES

Chrysler Building

NEW YORK 17, N. Y.

chief dispatcher and second operator, passed the New York state bar examination.

Arthur N. Bailey graduated from Salamanca high school, the University of Buffalo and the University of Buffalo Law School.

Mr. and Mrs. Lester F. Rettberg vacationed in Englewood, Florida to visit his father and mother, **Mr. and Mrs. Fritz Rettberg**.

Mr. and Mrs. E. G. Abers, retired chief caller, went to Palm Harbor, Florida to visit their daughter, **Mrs. Hubie Duhan** and husband.

S. Minneci, chief yard clerk, received his new car, and is now breaking it in so he will be ready to take off for Maryland at a moment's notice.

Rose Marie Bushey, daughter of **Mr. and Mrs. William Bushey**, station employe, and **William J. Grube** of Otto, N. Y. were married.

The couple will make their home in Cattaraugus where **Mr. Grube** is employed.

The brotherhood of railway clerks, Salamanca Lodge #678, sponsored a testimonial dinner in honor of **John H. Thornton** who retired as car dispatcher after 44 years service.

GENERAL FOREMAN & WRECKMASTER, SALAMANCA

We wish happy retirements to **William Boozer**, car repairer, Brockway, Penna. and **Michael Driscoll**, car repairer helper, Salamanca.

Jack Rice has moved into his new home.

Gardiner Rossis now driving to work in a new foreign car.

Adam Ambuske plans to spend the rest of the winter in Florida.

Marion Division

TRANSPORTATION DEPT.

AND

M. OF W. DEPT.

By **H. V. Welker**

Congratulations to **P. B. Schneck**, track supervisor, Lima, who was installed as worshipful master of the Huntington Amity Lodge of Masons.

Present at the installation were Erie employes; **R. H. Jordan**, **A. W. Foley**, **A. H. Schell**, **Earl Overhold**, **Fred Jenks**, **Gerald Rice**, **W. R. Jamison**.

Retired Erie employes; **E. H.**

Rahn, **Hugh Straw**, **John Tallman**, **C. E. Gump** and **Charles Couch** were also at the installation.

Congratulations to **E. L. Stanton**, work train foreman, and wife of Rochester, they are the proud parents of twins, a boy, **Edward Jay** and a girl, **Debra Kay**.

Welcome to **A. K. Sutton**, file clerk in the superintendent's office at Huntington.

Best wishes are extended for many happy years of retirement to **Wallace W. Frederick** operator, Bolivar, Indiana; **Clanzie H. Pegan**, engineer; **Clarence E. Guthier** engineer and **Charles B. Swank** freight conductor, all of Huntington.

HAMMOND CONSOLIDATED

By **Grace Connoles**

Mr. and Mrs. Alfred Sibert, son and daughter-in-law of **P. E. Sibert**, operator, announced the birth of their first child, **Cathy**. **Cathy** is the third grandchild for **P. E. Sibert**.

Ernest Guess engineer, retired after 37 years service.

The annual dinner for members of the Erie employes Federal Credit was held and a short business meeting followed.

The following week the board of directors met and elected officers; **George T. Smith** president; **R. O. Plopper** vice president; **Helen Liesenfelt**, secretary; and **H. L. Kinzie**, treasurer.

Todd Alan is the name chosen by **E. J. Fullgraf** operator, and wife for their third son. **Todd** has two elder brothers, **Mark**, 4 and **Larry**, 8.

E. W. Brady, assistant chief yard clerk and wife have returned after a three week Miami vacation.

Lorie DeVoss, relief clerk, enjoyed a week's vacation with relatives at Rock Island, Illinois.

Ray Bentley, night yard foreman, and wife spent a vacation in Boise, Idaho with their son and his family, then continued to Los Angeles, where they witnessed the annual parade of roses. They also visited Disney Land and Knox Berry Farm.

14TH STREET, CHICAGO

By **Chris Hardt**

1960 is leap year which brings to mind a few of the "confirmed" bachelors, who are employes of

this freight office. They are:

Walter A. Anderson billing department; **Robert Gould** clerk; **Friedolph Lindquist**, cashier; **Dominic Pacella**, rate desk; **Louis Tinney**, teletype operator; **Edward Spitzer**, chief clerk and **George Wherry** switching clerk.

John Zielinski, delivery clerk, keeps talking about his new grand-

THE SAFEST PLACE IN NORTH JERSEY...

for your money is the outstanding bank in the Erie area of New Jersey. Open a checking or savings account at one of our handy offices.



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES, PRAKNESS, RINGWOOD, BOROUGH OF TOTOWA, WANAUKE BOROUGH AND WEST MILFORD New Jersey

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I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 42636C, SCRANTON 15, PENNA.

Explain fully about your course marked X:

- | | |
|--|--|
| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Machinist and Toolmaker |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> Mechanical Engineering |
| <input type="checkbox"/> Boilermaking | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Bridge & Building Foreman | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> Diesel Electrician | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Diesel Machinist | <input type="checkbox"/> Roadmaster |
| <input type="checkbox"/> Diesel Engineer & Fireman | <input type="checkbox"/> Section Foreman |
| <input type="checkbox"/> Drafting | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Welding--Gas & Electric |

Name _____ Age _____

Home Address _____

Occupation _____

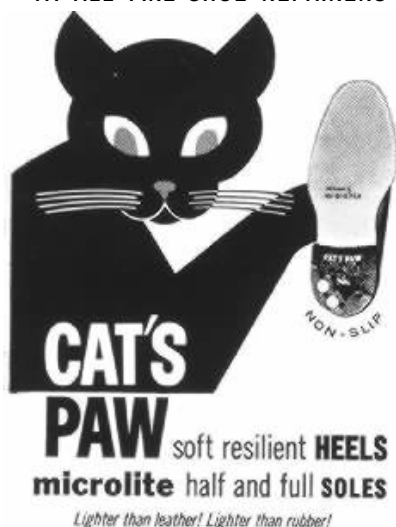
Erie employees will receive a Special Discount



TOM DOUGHERTY'S WHISTLE is heard no longer in the Wyoming Valley. He retired from the Scranton-Dunmore mine run after 50 years with the Erie. Here Dougherty (left) receives his retirement certificate from M. J. Flannery, trainmaster-road foreman of engines, Wyoming and Jefferson divisions.

son. A proud grandfather, indeed! We welcome new office associates; **David Wilson** rate desk and **James Wulffen** clerk-messenger.

AT ALL FINE SHOE REPAIRERS



Stores

HORNELL

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

L. Thompson and **Stewart McCaffery** bought new cars.

The stores department bowling team will be in Youngstown competing in the Erie tournament.

Happy retirement to **C. A. Leferts**.

Congratulations to **E. A. Alexander** on his promotion to division storekeeper at Marion.

Car Accountant

CLEVELAND

By **Wilma Kerzman**

Best wishes to **Mabel Thomas**, car record office, who retired after 44 years service.

Helen Ketchum is very excited about the fact that her niece's husband, quarterback **Leonard Dawson**, was traded from the Pittsburgh Steelers to the Cleveland Browns.

Joseph Nicholson, Sr., retired clerk, was a recent visitor to our office.

Harold G. Post, chief mileage clerk, retired after 53 years service.

...

Mahoning Division

M. OF W. DEPT.

By **Catherine E. Holzbach**

A retirement dinner was held for **Humphrey Hulme** carpenter foreman, Niles, who is retiring after 31 years with the Erie.

E. E. Clair and wife spent the holidays in Garden Grove, California with their daughter, her husband and new son.

Louis J. Barbutes, section foreman, Warren, retired with 42 years service. Fellow employees entertained him at a dinner in his honor and presented him with a parting gift.

Martin F. Mirtell, leading carpenter, Cleveland, retired after 40 years service.

•

POLICE DEPARTMENT

By **J. O. Sheets**

Patrolman and **Mrs. J. F. Gilman** celebrated the fifth birthday of their daughter, **Genivieve**, with a party.

Lieutenant and **Mrs. C. H. Pageler** announced the marriage of their daughter, **Janyce** to **B Wendel Moxley** of Los Angeles, California. The Moxleys are now residing in Corvallis, Oregon.

THE WALTON R. COLLINS CO., INC.

RAILWAY SUPPLIES

90 WEST STREET, NEW YORK 6, N. Y.

Kent Division

AKRON

By Besse Westbrook

Joanne Campbell, daughter of Patrolman **A. L. Campbell** was married to **Stephen Gyoker**.

W. R. Wachter, checker, and **Mrs. Wachter** enjoyed the holidays with their daughter and her husband in Quakertown, Pa.

Mary Ann Smith, stenographer and husband announced the arrival of a son, **John Wade**.

L. V. Brownell, treasurer of the Akron Erie employees credit union, reported a nice increase in deposits and loans.

Recent callers at the Akron freight office were **F. E. Cox**, retired chief clerk in the Division Bureau and **Fred Bott** retired chief clerk in the yard office and wife of Ridge Manor, Fla.

MARION

Mr. and Mrs. Edward J. Robisch were honored with a dinner in a local church by 129 employees and retired employees.

A. H. Specker, trainmaster at Marion, served as toastmaster and a silver tea set was presented to **Mr. and Mrs. Robisch**.

Mr. Robisch who was superintendent at the Kent Division, was promoted to superintendent of the Mahoning Division at Youngstown, Ohio.

James D. McFadden succeeds **Mr. Robisch**.

C. A. Lefferts, storekeeper at Marion, was honored at a luncheon when he retired.

Lighterage

NEW YORK CITY

By Regina F. Frey

We welcome **Dave Oleson**, new stenographer.

Frank McGarrity completed 50 years service, and we celebrated with coffee and cake. **Mr. Frauson** presented Frank with his gold pass.

Laura and Harry Coleman have been vacationing at Lake Worth, Florida visiting **Bertha Trefrey**, who is also on vacation.

Edna Andrews, Loretta Londregan and your correspondent attended the retirement dinner for **Florence Murphy**, cashier, at our N.Y.T.A.B.

* * *

Susquehanna Division

HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

Mr. and Mrs. E. J. Rayburg vacationed in New York City and Philadelphia.

D. P. Mosgrove, retired boiler-maker, vacationed in California.

Buffalo Division

BUFFALO MACHINE SHOP

By W. G. Christ

Charles M. Schaefer, machinist at the Buffalo machine shop has completed 50 years service. He was given a gold pass by **Carl E. Maahs**, master mechanic.

Mr. Schaefer is still active in his job as machinist.

Lawrence Leprell, retired machinist, and **H. Oppenlander** retired gang foreman, were recent visitors to our shop.

Van Zandt

(Story begins on page 11)

during World War II, railroads "shouldered the burden of war-swollen traffic" by transporting over 90% of all military freight traffic and 97% of all organized military passenger movements.

"Our wartime experiences in the field of combat, both in World War II and in Korea," he added, "vividly pointed up the astonishing durability and recuperability of a rail line; its resistance to disabling damage or destruction, and its ability to make a quick comeback to volume operation."

Where Do We Stand ?

"Although we have been blessed by not having to cope with war or war damage within the continental United States, in the memory of living man, the recent developments in weapons delivery capacity make this a not unreasonable likelihood."

"It behooves us, therefore, to know just where we stand on this most vital question."

Mr. Van Zandt said that unless we have adequate transportation in all modes to sustain both our military activities and our civilian economy, in event of an emergency, "we will be like unto a living body with a ruptured aorta --our life-blood slowly but surely running out. Indeed, the bell will be tolling for us."

* * *

The capacity of the average railway box car is 48.4 tons.

BUCKEYE CAST STEEL PRODUCTS

Truck Side Frames Yokes and Draft Attachments
Truck Bolsters Freight Car Castings
Couplers 6- and 8- Wheel Trucks
Buckeye C-R (Cushion-Ride) Trucks and Package Units

THE BUCKEYE STEEL CASTINGS COMPANY

New York, N.Y. Columbus, Ohio Chicago, Ill.
St. Paul, Minn. San Francisco, Calif.

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

Quarry at Huntington,
Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

Search

(Story begins on page 5)

Many of those hard to trace become so through some tragic death of a violent kind.

One sailor who put his savings into Erie stock was aboard a ship, the S. S. Southern District, that was posted missing at sea with all hands in 1954.

Lost at Sea

When the mail addressed to him was returned, the search for the shareowner began.

The last check cashed by the shareowner showed an endorsement in care of a seaman's church institute. Inquiries to the institute developed the name of the man's ship, and a letter to the shipowners elicited the information about the sinking, plus the name of the sailor's wife, and her address in Cuba.

But mail to the Cuban address was returned. Further research turned up an attorney in New York, who was also searching for the sailor's widow, also without success. The American consul in Ha-

vana and the State Department were consulted, but without avail. This is one of the few cases still "unsolved."

Sometimes the solution lies close at hand. One such was the case of a Federal Referee, whose mail was returned twice by the post office from a building not 10 blocks away from Van Hook's, even though the address was correct. With a little persistence, he was easily found.

Happy Endings, Too

Other stories that usually have happy endings are the "seasonal" type of return. Communications mailed at the height of the summer or winter vacation season are likely to find their way back to the office, but on second mailing catch up with the vacationer just back from Canada or Florida.

One man with an unusual name was traced by writing letters to everyone in the telephone book in his city of last address who bore surnames like his. One answered:

"Although I am not related to the gentleman you inquired about, I do know of the family and believe

they have moved to . . ." and gave the address where he was found.

Another shareowner was traced because he had once cashed a check at a gas station. The gas station owner knew just where he lived--but no one else did.

Couldn't Care Less

Sometimes the "lost" are lost because their heirs just don't want to be bothered. One long search turned up an heir who evidently thought that one share of stock was not worth bothering about--this after banks, former business associates of his father, and personal friends had all helped in the hunt.

Others, however, bring with them a great satisfaction, once all is in order. One stockholder was two years old when his father bought him a share of stock . . . but of course the treasurer's office did not know this. Nor did they know that the father was killed in an automobile accident shortly thereafter, and that the boy and his mother moved to another city.

Lead after lead was checked out. Finally, when the boy, a minor, and his mother were found, proper legal steps had to be taken to deliver the money owed him, for, before his father's death, it had already been paid through his father.

Effort Repaid

Problems of heirs in other countries often lead to complications.

Certainly many Erie shareowners have left their stock to relatives abroad. Often the transfer goes smoothly. At other times some relative will offer to "take care of matters for nothing," and perform services worth just that--with consequent complications that cost all concerned time and money.

The railroad's service to shareowners, however, is repaid, not only in gratitude, but in building good will for the company and the people who work for it, making the Erie's effort worth-while.

• • •

What is said to be the longest perfectly uniform single railroad curve in the United States is on the Texas and Pacific Railroad, between Alexandria and Chaneyville, Louisiana. The curve is 5.7 miles in length and is a 10-minute curve throughout.

OUR COMPLIMENTS TO

THE ERIE RAILROAD-

on an excellent record in the field of transportation.

As ERIE's supplier and servicing agency for Air Brake Equipment and repair parts, we are proud to have participated in this performance.

The New York Air Brake Company

230 Park Avenue, New York 17, N.Y.

Plant: Watertown, N. Y.

Pile-Driver

(Story begins on page 12)

ground ashore to a second set of piles to anchor them.

However, the soil is so soft that driving of the diagonal piles increased the tendency of the river bank to slip. Now the vertical piles must be driven, holes cut in them for the diagonal piling, and the piles driven through the holes.

But the wale is not the only attachment to the batter piles. They are carried up and beyond the wale to the outer face of the sheet piling, where they support a long fender on the outer face of the sheet piling.

Oak and Steel

The fender, to be made of oak a foot square, is intended to protect the piling from shipping that might be tied alongside the bank, or that might accidentally ram it, and the batter piles are designed to take as much of such loads as they can spare the thinner sheet piling.

All this steel at Scranton Road weighs 636,259 pounds, and, in place, will cost \$130,000. It must be placed on schedule, for the river is too narrow here to allow of work during the navigation season.

At MP 1.61 there is room enough to work in the river during the navigation season, and that job will be done after the Scranton Road one is finished. However, it has some complications all its own.

First of all this job is longer, and nearly 366 feet of riverbank need piling.

Higher Bank

Too, the bank is much higher here. This not only means longer piling, but stronger piling, and longer batter piles. The vertical piling will be reinforced, front and back, by steel plates five inches wide, 25 feet long and seven-eighths of an inch thick.

The vertical piles here are 64 feet six inches long and the reinforcing increases their weight; the batter, or diagonal, piles will be 90 feet long. And 244 vertical piles will be needed. All this will run the cost of this job up to \$264,000 and the weight of steel to 1,623,301 pounds.

Information

(Please turn to page 19)

and are furnished without cost. They are readily accepted by school authorities because they can be used in classes as a positive contribution to the purpose for which schools exist.

In recent years there have been changes in both curriculum and teaching methods. There is no longer a slavish adherence to textbooks, but use is made of supplementary teaching and learning aids. The carefully prepared railroad material helps to meet these requirements.

Teachers Welcome Help

Teachers welcome help from business in enriching the curriculum as long as it does not contain commercialism or propaganda. They are willing to give time only to information which has a rightful place in the curriculum. Because of the part played by the railroads in the history and development of our country, transportation comes in for attention in the courses of nearly every school system.

Neither the AAR, nor the Erie advertises the availability of informational materials. They prepare and distribute aids only on request and in response to expressed needs of teachers and students. The key to the heavy distribution of materials lies in the established reputation as sources for dependable materials.

The large majority of requests are processed routinely both on our railroad and in Washington. However, many require special handling, especially those from college professors, newspaper and magazine writers, text book authors and publishers, historians and university students preparing theses and research papers.

In addition to providing mate-

rials for schools, there are requests from many groups which have peripheral connections with education. These include parent-teacher associations, exhibits, museums, hospitals, railfan clubs, county fair expositions, safety days, plant tours, travel shows, work shops, centennials, hobby shows, career days, historical societies, model railroaders, Christmas parties and many others.

Some may ask what the railroad industry gets out of the program of providing this information. There are many answers but fundamentally it is a sincere conviction that the industry is making a genuine contribution to education while focusing attention of students and teachers to the vital importance and essentiality of railroads to the individual, community, state and the nation in peace and in war.

Fundamental Job

The fundamental job of educating people in the importance of railroads is never finished. With four million babies currently coming into American homes each year, the program is a continuing activity. The railroad story must be told and retold over and over again.

Knowledge of the fundamental nature of the railroad industry cannot be trusted to memory or momentum--for memory is short without a reminder and momentum spends itself quickly.

As today's youngsters become adult citizens, workers and customers, they will be replaced by other boys and girls who will want to know about the iron horse and the steel rails stretching from coast to coast. The AAR, the Erie and other railroads are always ready to supply the factual information about this fascinating railroad industry.

• • •

THE ERIE DOCK COMPANY

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Ton per Hour from Vessel

Losses in the Erie Family

Fireman

(Story begins on page 8)

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ackerly, LeRoy	Crossing Watchman	New York Division	
Ashman, Oral Richard	Chief Clerk	Frt. Trf. Dept., Memphis, Tenn.	1-19-60
*Beegle, Robert. Roy	Traveling Milk Agent	New York City	12-29-59
Benjamin, Thomas	Crossing Watchman	New York Division	12-29-59
Bertero, Thomas Bartholomeo	Engineer	New York Division	11-27-59
*Bowman, Frank Reginald	Conductor	Rochester Division	12-19-59
Burbick, George Barney	Engineer	Mahoning Division	1-15-60
*Burlingame, Harris Julius	Chief of Corps	Delaware & Susquehanna Divisions	1- 9-60
Cline, Louis Robert	Ldg. Stockkeeper	Buffalo Stores	1- 6-60
*Doty, Daniel Alfred	Trackman	Delaware Division	12-21-59
*Duis, Charles Henry	Bookkeeper-Special Accountant	Comptroller's Office, Cleveland	11-22-59
*Fiori, Salvatore	Machinist	Hornell Diesel Shop	12-28-59
*Giordano, Joseph	Boilermaker	Jersey City Shop	1- 8-60
*Gulli, Stefano	Crossing Watchman	New York Division	9- 3-59
*Hewitt, Thomas William	Crossing Watchman	Wyoming Division	
*Hill, Charles Merwin	Operator	New York Division	11-26-59
*Huff, Edward J.	Crossing Watchman	Marion Division	12-19-59
*Kakaladie, George	Car Repairer	Cleveland	9-21-59
Kaliski, Walter Harold	Delivery Clerk	Chicago, Marion Division	12-14-59
Kerstetter, Allen Earl	Section Foreman	Kent Division	1- 7-60
Kiernan, John Matthew	Fruit Clerk	Duane St., New York City	1-25-60
*Klingensmith, Ralph Henry	Operator	Mahoning Division	12-30-59
*Lane, John Andrew	Conductor	Delaware Division	1- 5-60
*Latham, James Vincent	Car Repairer Helper	Port Jervis Car Dept.	12-29-59
*Linkowski, William John	Millwright	Jersey City Shop	12-12-59
*Long, Donald Eugene	Trackman	Kent Division	1- 7-60
*McGlynn, James Aloysius	Carman Helper	Avoca, Pa.	1-15-60
*McHenry, Clifford Charles	Agent	Little Valley, N.Y.	11- 1-59
*McMahon, John Joseph	Yd. Conductor	Ferrona, Pa.	12-31-59
*Nelson, Charles Edward	Engine Preparer	Midvale, N. J.	10-22-59
*Noblitt, Thomas	Conductor	Kent Division	1- 4-60
*Nolan, Francis James	Carman Helper	Hornell Car Dept.	1- 7-60
Nugent, Martin John	Chief Clerk	Duane St. Stn., N. Y. City	12-16-59
*O'Dea, Frank Dominic	Lieutenant of Police	Rutherford	1- 6-60
*Ogrodnick, Joseph	Car Repairer	Port Jervis Car Shop	1-13-60
*Oziemblo, Joseph	Air Brake Repairer	Jersey City	12-23-59
*Perry, Edwin Patrick	Conductor	Susquehanna Division	12-18-59
*Potter, Myron Carroll	Crossing Watchman	New York Division	10-17-59
Recktenwald, Joseph Jacob	Gang Foreman	Hornell Diesel Shop	1-3-60
*Roschie, Archle Edward	Machinist	Meadville Diesel Shop	1-3-60
*Salley, Eleanor Marie	Stenographer	Jersey City, N.J.	1- 5-60
*Schaaf, William Adam	Boilermaker	Hornell Back Shops	9-26-59
*Schroeder, Edward Melvel	Pipefitter	Jersey City Shop	12-11-59
*Shultz, Herman Win. Christian	Janitor	Huntington, Ind.	12-19-59
*Smith, Earl Willber	Carpenter	Marion Division	11- 4-59
*Staab, Robert Joseph	Machinist	Meadville Roundhouse	12-26-59
*Steele, Arthur Clinton	Conductor	Kent Division	9-11-59
*Stevens, Perry Leroy	Section Foreman	Mahoning Division	1-11-60
Vaccaro, Andrew James	Asst. to Car Foreman	Susquehanna	12-22-59
*Vanderbeck, James Henry	Signal Maintainer	New York Division	1- 6-60
*Williams, Clarence	Trackman	Delaware Division	11-24-59
Willsey, Dwight Edward	Brakeman	Susquehanna Division	1-18-60
*Wilson, George Elmer	Carr Inspector	Marion Car Shop	1- 1-60
*Retired Employees			



Erie-Lackawanna Emblem Contest
Room 1304, Midland Building
Cleveland 15, Ohio

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

Employee's name Location

Address or RFD City

Shop or

Payroll Number Division

If family member fill out this line:

Entrant Relationship

(Paste this form to back of entry.)

present the award in the State House at Trenton.

At the time of the award Doorman had a few words to say about both his brotherhood and his employer, and had praise for both.

He said that he took pride in the quality of men in his union, and he called the Erie an "outstanding" railroad, and one where supervisors knew that their men had to make their own decisions when out on the road and backed up the employees in the decisions they took.

Among those present for the ceremony was Doorman's wife, Lorraine; Harold E. Shaugnessy, Erie's superintendent of safety; William H. Brown, an Erie employe who is the brotherhood's legislative representative at Trenton, and M. L. Mellet, vice president of the BLF&E.

Coins

(Story begins on page 9)

He's in his sixth year as president of the Erie Railroad Credit Union of Hornell; he is a director of the Hornell American Legion post; he was president of the Hornell Kiwanis Club for the first two year of its existence, and was president of the Hornell Country Club.

He is a past district lieutenant governor of Kiwanis; past exalted ruler of the Elks; past district deputy of the Elks, and an honorary life member of both the American Legion and the Elks. He is a Mason.

And, thanks to his interest in coins, he is a member of the American Numismatic Association and president of the Hornell Coin Club.

He and his wife, Josephine, have three grown sons and nine grandchildren.

Contest

(Story begins on page 6)

peared in the February number of the magazine. They permit any Erie or Lackawanna employe or wife, husband or child of an Erie employe to enter, and to submit any number of entries. Entries must be received or be postmarked not later than April 15, 1960.

Railroads are looking down under in Australia



In Australia, the government recognizes that railroads are the keystone of the nation's transportation system.

So *encouragement* of the railroads is official policy - and everyone benefits.

In ten years, freight tonnage on Australian railroads went up 22%, employment went up 8% and gross revenue 146%.

* * *

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

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

* * *

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

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON 6, D. C.

YOU'RE LOOKING AT A FREIGHT TRAIN!



Each of these punched cards provides up-to-the-minute information about a freight car on the Erie. It tells where the car came from, where it is now, its contents, weight, destination, and other important data. Put them all together and you have a freight train.

From these cards, this vital information

is quickly teletyped to key points on the railroad. Simultaneously, at headquarters, "trains" of these cards are fed into big electronic machines that print lists showing movements and locations of all loaded cars on the Erie. From these lists the Erie man in any of our 47 nationwide sales offices can quickly tell a shipper or consignee what he wants to know

about his car--just one of 25,000 on the Erie.

This is the heart of Erie's "Quick Action" car locator service--another dependable Erie service that shippers know they can rely on for prompt, efficient handling of freight. It's typical of Erie's progressive railroading--the reason more and more shippers say, "Route it Erie!"

symbol of dependable
customer service



Erie Railroad

Dependable Service For The Heart Of Industrial America

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