The President's Page

The recent report of I.C.C. Examiner H. J. Blond, who presided over our merger hearings, was extremely gratifying. He completely endorsed our plan and completely rejected the contentions of the opposition.

Final approval must now await a decision from the full Commission. This could conceivably occur by early fall. If so, we could be a merged Company before the end of the year.

The significance that this historic development will have on the future of our railroad is clearly summed up in the Examiner's statement that the merger "would result in the creation of a unified company in a position to enjoy a measure of prosperity not attainable separately by either."

This will mean we can look forward to being associated with a stronger and more dynamic railroad with a greater potential for future growth. The added financial stability the merger will bring will offer widening opportunities to make improvements in service and facilities so as to meet the challenges that lie ahead of us in the transportation field.

We are on the way to better things.

H. W. Van Winkle
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**THE COVER:**

Alphonse H. Poehler, known as Al to his friends in Huntington, where he is a welder in the maintenance of way department, lets one go down the alleys during the 14th annual Erie Bowling Tournament. For more about that event, see page 9.

**OUR OBJECTIVE**

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

Photograph on page 14 from Port of New York Authority.
### Business Indicator

**Freight Cars Loaded on the Erie and Received from Connecting Railroads**

**Dollar Figures at a Glance**

<table>
<thead>
<tr>
<th>Month of March:</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960 .....</td>
<td>$14,288,142</td>
<td>$14,230,969</td>
<td>$57,173</td>
</tr>
<tr>
<td>1959 . .</td>
<td>14,309,256</td>
<td>13,695,223</td>
<td>614,033</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Three Months ended March 31:</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960 .....</td>
<td>$41,368,738</td>
<td>$41,056,558</td>
<td>$312,180</td>
</tr>
<tr>
<td>1959 .....</td>
<td>38,903,111</td>
<td>39,847,734</td>
<td>(944,623)</td>
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</tbody>
</table>

( ) Denotes Loss
Examiner's Report Opens Way to Stronger Railroad

Upholds Position of Erie and DL&W

ISSUANCE of the Interstate Commerce Commission examiner's report on March 30 recommending approval of the proposed Erie-Lackawanna merger has opened the way to a stronger railroad; one that will serve the public interest better, and one that will be able to meet the challenges ahead of the industry more efficiently, provide greater security for employees, and increase the shareholders' equity.

A final order must be issued by the ICC before the merger can become effective.

It is anticipated that annual savings of over $13,500,000, before federal income taxes, will be realized. The estimated savings would develop as follows: first year, $1,268,189 (9% of total savings); second year, $6,200,184 (46%); third year, $10,219,617 (75%); fourth year, $12,588,226 (93%); and fifth year, $13,542,038 (100%).

Plan Approved

The examiner's report completely upheld the position of the Erie and the Lackawanna in the merger plans, and denied the demands of the opponents who intervened against the plan.

The report also specified job protection for employees of both roads.

The examiner recommended provisions for the protection of employees by the application of the New Orleans Passenger Terminal Case Conditions. In the joint application to the ICC, Erie and Lackawanna indicated they had no objection to the imposition of these conditions.

The protective provisions recommended prescribe a formula under which employees will receive allowances to cover loss attributable to the merger. The formula determines the amount of these allowances and protective period during which such allowances will be made based on prior earnings and length of service of the employee involved.

Those who originally opposed, or partially opposed the merger, had until April 29 to file exceptions to the report. The Erie and Lackawanna will have until May 20 to file replies to the exceptions, then the ICC will set a date for hearing oral arguments.

Should the merger be approved in the form recommended by the examiner, the combined railroad would be on the threshold of a bright new era for employees, customers, investors and the public.

Examiner's Remarks

As the examiner put it:

"The savings which the merger would permit, even if only partly realized within the first 5 years after the merger is consummated, warrants approval of the transaction, and that it would result in continuing benefits to the shipping public, to the owners of the securities and stock of the applicants, and the general improvement of the overall situation confronting the railroads in the performance of interstate commerce. In total, the merger would conform with the purposes and objectives of the National Transportation Policy."

"The merger of the Erie and the Lackawanna would not involve any increase in their combined total fixed charges. The issuance of capital stock by Erie for the unified company, and the assumption of the obligations and liabilities of Lackawanna by Erie would not be inconsistent with the public interest and likewise merit approval.

Greater Stability

"Among the contributing advantages which justify the approval of the merger and the proposed related authorizations are the resulting general improvements in providing transportation service under conditions permitting more efficient use of motive power and equipment; elimination of duplicative facilities and savings in traffic and general expenses; consolidation of freight and passenger terminal facilities; consolidation and modernization of yards, and locomotive and car shops; and reductions in the combined costs of..."
INTENSE interest in the continued progress of the Erie Railroad was demonstrated by the 2,070,246 shares which were represented in person or by proxy at the annual meeting April 12 at 50 Church St. in New York City.

More than 100 persons crowded the board room, traditional meeting place of shareowners each spring, and heard that:

FIRST QUARTER net income was approximately $310,000 compared with a deficit of $945,000 at the same time last year;

PIGGY-BACK traffic was continuing to mount, setting a new record in March with $514,000 in estimated revenues;

DIRECTORS elected for new terms were Charles H. Diefendorf, Harry C. Hagerty, Henry S. Sturgis, John K. Thompson and Robert E. Woodruff.

SHARES VOTED represented 80.38% of the outstanding stock compared with 77.905% at the 1959 annual meeting.

President Harry W. Von Willer told the shareowners the company expects to operate in the black this year even though current traffic levels are not up to earlier expectations.

The first quarter net income was estimated to be $310,000 compared with a loss of $945,000 in the same period a year ago. Mr. Von Willer said, however, "the business pattern and the outcome of current labor negotiations are not sufficiently clear at this time to make any definite forecasts as to the final results."

In predicting an 8% increase in ton-miles over 1959, he pointed out that to operate at a profit on this volume of business will require a continuation of the rigid economy measures that have been in effect for the past two years.

ICC Report

Possibilities for an early resumption of dividends are remote because funds will be needed for maintenance and improvement purposes, but added "the merger (of the Erie Railroad and Lackawanna Railroad) will be the revitalizing force so far as dividends are concerned."

However, in reply to a shareowner's question for the reason behind action of the board in deferring interest and dividend payments for the year in January when business conditions might bring profitable operations in 1960,
the president explained the board can reconsider the payment question at any time the earnings of the company indicated the action was feasible.

Mr. Von Willer expressed great satisfaction with the Interstate Commerce Commission examiner’s report, released March 30, which recommended approval of the proposed Erie-Lackawanna merger. He expressed the hope that final decision will be forthcoming from the full commission by early Fall, in which case he said “the merger could become a reality before the end of the year.”

**Piggy-Back Increase**

The merger is expected to produce savings of more than $13,000,000 annually before federal income taxes within a five year period.

During the session, Jasper Van Hook, treasurer, reporting for the inspectors of election, declared Mr. Diefendorf, Mr. Sturgis, Mr. Thompson and Mr. Woodruff elected to the board of directors by the common stockholders, and Mr. Hagerty named by holders of preferred shares. All five have served the Erie for many years.

Supplementing his prepared report on piggy-back freight service which showed February to be the highest month since start of that mode of transportation with revenues of $450,000, the president interjected an announcement that March set a new record $514,000. February revenues were 95% higher than the same month a year ago, indicating continued growing popularity of the trailer-on-flatcar service with shippers.

**Passenger Traffic**

The interest of shareowners in their property was demonstrated in question-and-answer period. To a question concerning Erie passenger service, Mr. Von Willer replied with praise for the passenger traffic department and its sales effort. He pointed out that through-line passenger service made money during the year, and that the passenger losses were all in commuter service.

Concerning the continuing commuter service deficit, he explained that the Palmer report, which recommends reimbursement to railroads operating in New Jersey for providing services required by residents, was progress, because the very fact that the report was made shows that the railroads’ educational efforts are bearing fruit.

He pointed out that the allocation, if approved, would bring the proposed Erie-Lackawanna Railroad approximately $2,000,000, as partial compensation for providing service at a loss.

“The payment would not cover the entire loss but it must be considered a step in the right direction,” Mr. Von Willer said.

To a shareowner’s suggestion that freight cars be repaired during low traffic business in order to furnish continuous car department employment, Mr. Von Willer concurred and explained the Meadville Car Repair Shop was opened to upgrade cars under those business conditions.

Officials and shareowners agreed that legislators in New York should be informed by individual shareowners of the need for eliminating "full crew" laws.
Silent, Slithering Serpents
Slip into Siemens' Sympathy

Scaly Snakes Sure of Sanctuary with Him

At this time of the year Erie employee Gerhard F. Siemen may be seen walking through the woods and fields of New Jersey on any fair day, carefully turning over stones.

For this is the season when he replenishes his store of snakes. He is never without some, but it is his custom to reduce the inventory during the winter, when most snakes become poor company, due to the fact that they tend to spend most of the snowy season sleeping deeply.

Siemen is a man of many parts. He speaks English, German, French, Arabic, Hebrew and Cantonese, and, when pressed, can make himself understood in Japanese. These accomplishments might be enough for any other man, but Gerhard, whose courtly manner still retains traces of his native Wesermuende-Lehe, is deeply interested in philosophy, especially that of the East.

Eastern Snake Lore

In fact, his interest is so deep that there is a Wheel of Life—one of the symbols of the Buddhist faith—under the glass of his desk at 50 Church Street, where, as chief storeroom clerk, he is responsible for seeing that the right people all along the Erie get the right tariff books.

But Buddha is not the only person represented near his desk. Some medals sent him by a nun as souvenirs of a lecture before a parochial school hang above it. And the comfortably old-fashioned vest he wears to work is likely to have a keystone dangling from it.

But in a sense, all these interests stem from his interest in snakes. He began his study of (Please turn to page 29)
Detroit Team Wins Woodruff Trophy with Score of 3,050

300 Bowl in Erie's 14th Annual Tourney

Three hundred men from all departments of the Erie Railroad, including many from off-line agencies, bowled in the $1,695 15th annual system-wide bowling tournament at Youngstown—in fact, for the first time an off-line agency won the Robert E. Woodruff Trophy for the high team score.

That team, The Motor City, from the Detroit office, was captained by Harold Gray, and other members were Harold E. Klinker, Warren A. LaDuke, Robert L. Marklund and Donald L. Reynolds. They rolled up a score of 3,050.

Two teams from Cleveland were close behind with scores of 3,041 and 3,034.

Bragg Wins Singles

Kenneth Bragg, Huntington, was high scorer in the singles with a score of 729; Kenneth T. Dolphin and James Scullion of Cleveland won the doubles with a score of 1,321.

For the first time there was a tie in the all-events totals. Walter May, 1960

(Please turn to page 27)
Four Promoted as Erie Employes at Newark

Retirement of a veteran Erie Railroad traffic department employe on April 30 resulted in four promotions on May 1.

Francis L. Collins, who was 65 on April 11, retired as general agent at Newark; he was succeeded by Percy J. Van Ness, foreign freight agent at New York; A. Blake Connell, export and import agent, succeeded Van Ness, and Harry W. Jones was appointed to fill Connell's place. At the same time the appointment of Alan W. Osterhoudt to commercial agent, with offices at 50 Church Street, New York, was announced.

A native of Rochester, N. Y., Collins began his Erie service with the Erie at the age of 17, in 1912. He became chief Clerk in the Rochester freight office in 1917, and in 1920 was promoted to traveling freight and passenger agent, with headquarters in Huntington, Ind.

In 1927 he became division freight agent in Huntington, and in 1930 went to Meadville in the same capacity, and in 1932 became division freight agent at Jamestown, N. Y. He advanced to general agent at Newark in 1941.

Collins lives at 129 North Walnut Street, East Orange, N. J. He is a member of various business and trade organizations, the Knights of Columbus and the Elks.

Collins Retires at Newark

A. Blake Connell was born at Winnipeg, Man., and came to work for the Erie at Toronto, Ont., in 1940. In 1942 he was promoted to chief clerk there, and in 1947 to commercial agent. In 1953 he became export and import agent at New York.

He lives at 1 Berkeley Square, Radburn-Fair Lawn, N. J.

Harry W. Jones was born in Union City, Pa., and grew up there. His first job with the Erie was that of yard clerk in Union City in 1924.

He became chief clerk in the station service at Union City in 1925, and rose through various clerical positions there and in Greenville and Corry. In 1942 he became rate and tariff clerk in Buffalo, and chief clerk at Newark in 1943.

He was promoted to commercial agent at New York in 1946.

Began at Avoca

Osterhoudt began his Erie employment as chief caller at Avoca, Pa., and held various jobs in the operating department at Avoca, Scranton and Dunmore until July 13, 1949, when he became a clerk in the office of the division freight agent at Elmira.

Service in various traffic department offices in Buffalo and New York followed, and he became chief clerk to the general agent at Newark in 1957, and to the general eastern freight agent at New York early this year.

He lives at 548 Jefferson Street, Carlstadt, N. J.

141 Erie Children Take Scholarship Examinations

Erie Railroad Scholarship examinations were conducted at 17 locations on Saturday, April 23. One hundred and forty one sons and daughters of Erie employes, active, retired and deceased, completed their application papers and were eligible to take the examinations. They came from all points along the line, and from two off-line agencies.

The papers are being progressed, and announcement of the winners will be made in May. Five students will be selected, and each will receive $4,000 disbursed as they advance through college.

More than 2,000 proposed designs and slogans for the combined Erie-Lackawanna Railroad were submitted by Erie employes and members of their families before the entry lists closed, giving the selection committee plenty to do.

Prizes in the contest include 10 shares of stock in the new company for the best design submitted by a member of the Erie family; five shares for the next best, and a possibility of the grand prize winner receiving 20 shares of stock.

Lackawanna employes are competing for similar prizes.

Results will be announced in the Erie Magazine as soon as the judges have made their selections.

Erie Employes Submit over 2,000 Designs

The heaviest single unit of freight ever handled by the American railroads was a 789 length of high-voltage submarine power cable weighing approximately 803,000 pounds, including blocking and bracing, shipped from Paterson, New Jersey, to Renton, Washington, in 1951. The cable was shipped on nine specially prepared Erie Railroad gondola cars.

Erie Railroad Magazine
Safety Record Holders Show How They Perform Duties

Kent Yard Employes Demonstrate Safe Working Methods

No subject is more important to railroaders than safety; and Erie Railroad employes have an outstanding record for doing things the right way, which is the safe way.

Knowing the right way is one thing; doing things the right way is often another matter. All of us are prone to make the "one mistake" that causes an accident—possibly because our minds, are for the moment, not on the job we are doing.

The pictures on these pages were posed by Erie employes at Kent Yard, under the direction of Harold E. Shaughnessy, superintendent of safety. Not that they need supervision—one of the models is Frederick H. Yonkers, yard conductor, who was awarded a 25-year safety certificate two years ago.

If you have any suggestions for more safety pictures, or special safety problems, don't hesitate to write the magazine.

Other models in this picture study include: Claude M. Hartley, yard engineer; Edward G. Tuttle, yard conductor, who has 19 years of service without a reportable injury; and Hurlburt J. Callen, promoted conductor, 15 years without a reportable injury.

Here's Conductor Callen ready for work. He is safely clothed, and has dressed in a manner that will not interfere with vision, hearing or free use of his hands and feet.

You may be sure that he would not work with loose sleeves, unbuttoned coat or jacket, baggy or turned-up cuffs on pants or jacket unless the turnups were securely sewed to prevent their catching on anything.

This matter is covered by the Erie's safety rules for engine train and yard service employes thus:

G-102. Employes must be suitably shod and clothed to safely perform their duties. The wearing of thin soled shoes or unbuckled overshoes, loose, torn or baggy clothing is prohibited.

Conductor Yonkers walks across a yard. When you walk through a yard remember:

You have---
Two eyes to see with.
Two feet to walk on.
Two ears to hear with.

It is up to you to watch for anything that might cause you to trip, fall or turn an ankle.

Alertness and full use of eyes and ears are important in keeping safely in clear of moving cars, engines and trains.
Here Engineer Hartley enters his cab. Notice that he uses the door handle.

He does so because he knows that is the only safe way. Either a gust of air or a brake application may cause the door to slam. If fingers are between the door side or edge and the jamb, they'll be hurt.

Be safe. Always use the door handle to open or close any door.

This shows area an air hose can swing. It is vicious when it becomes uncoupled under pressure.

Stay clear of the area it may swing when Uncoupling an engine from a car or one car from another when brake pipe is charged.

When it may be necessary to reduce pressure in air brake pipe to make coupling, always grasp angle cock until pressure is released then make coupling.

As the Erie safety rules say:

C-309. Before uncoupling air hose by hand, have both angle cocks on brake pipe closed and firm hold on hose; gradually break connection, if possible, to reduce pressure remaining in hose before completely uncoupling, retaining handhold on grab handle with other hand.

C-310. Before reducing brake pipe pressure with angle cock, hold hose firmly to prevent its flying around, and open angle cock gradually.

Some employees have attempted to adjust a knuckle or coupler on a car in what they assumed was a standing cut of ears only to sustain serious hand injuries when the cut unexpectedly moved to a coupling.

The safe way is to take the time to afford yourself full protection and never assume the unexpected won't happen to you.

As the Erie safety rules say:

C-300. Going between or ahead of moving engines, ears or other equipment, except at a safe distance, is prohibited.

C-301. Before going between standing engines or cars employees must:

A. Give hand or lamp stop signal and wait for acknowledgment unless other clear understanding has been had to protect against unexpected movement.

B. Wait until slack has adjusted.

C. If cars are on grade know they are secured.

D. Look in both directions to see whether engines or ears are approaching.
When uncoupling moving cars, face direction of movement, use only one hand on lever and grip grab iron on side of car firmly with other hand.

Keep body clear of comer and side of car.

If lever is inoperative, stop movement, and have proper understanding before using the lever on the other side or taking any other action.

As the Erie safety rule says:

C-303. Use cut lever to uncouple. If cut lever is inoperative, have proper understanding and full protection before lifting pin by other means.

Above ankle shoes give added strength to ankles and will prevent many turned and sprained ankles.

Shoes with steel toe caps will also eliminate toe injuries.

They may be bought on payroll deduction plan.

When riding cars follow these Erie Railroad rules to be safe:

O-703. When riding on side or top of equipment, or when necessary to lean beyond line of engine or car, employees must look in both directions to insure they are clear of trains, engines or cars on adjacent track; structures or obstructions alongside or over the tracks. When vision is obscured and not sure of location, stay in the clear.

O-704. When riding on equipment, employees must be on guard against possible injury from shock due to slack running in or out, sudden starting or stopping, cars being on grade, misunderstanding in giving or observing signals or for following cars coupling on. Be especially alert when entering or passing through yards.
New Export Facility Gleams in Erie's Weehawken Yard

Packing Company Builds Near Pier D

LATEST addition to the facilities for export in the Port of New York is a shining building set down in the Erie's Weehawken yard opposite Pier D.

Built by the American Export Packing Corp. to house its specialized freight preparation activities, the building is built of steel, aluminum and concrete, and the principal room in it, 100 feet by 200 feet, is free of all interior columns, thanks to the Butler framing that supports roof and walls.

Outside the building is a four-car siding adjoining a 12-foot wide car-floor height platform; three huge overhead doors give access to the building on this side. At one corner a concrete ramp and another door permit trucks and other materials handling equipment to enter the building, and another, smaller door, permits trucks to back up to the building with local packages.

Young Organization

A fairly young company, American Export Packing is headed by William J. Murray, president. Murray, too, is youthful and enthusiastic.

"Our service," he explains, "saves exporters money and trouble in many ways. First of all, packing for export is a specialized field, and few manufacturers can afford to keep a staff with the knowledge and skills needed in this field, simply because their export business could not support such a department."

Too, he points out, even if such a staff could be supported, the AMERICAN EXPORT PACKING Corp.'s new plant, built of steel and aluminum, shines in the sun at Weehawken, close to Erie's Pier D.
manufacturer would find he would be out of pocket.

"Inland freight rates are based primarily on weight," Murray says, "while ocean freight rates are based primarily on volume. Therefore the man who prepares his own shipment for ocean shipment, and then ships it by land to the sea is paying for the added weight of the packing. When we pack his merchandise for him, that factor of cost disappears."

There are many differences in packing for inland and overseas shipment.

For example, some kinds of shipment need special protection before lengthy exposure to sea air. American Export includes such greasing and rust-proofing services as are needed.

Knowledge of Foreign Ports

A precise knowledge of dockside handling practices, not only in the United States, but in a variety of overseas ports, is needed if the packages are to carry their ladings without damage from New York to their ultimate consignees, and to carry them without incurring extra charges.

A package going to Central Africa should be prepared differently than one going to Europe. All sorts of special conditions, such as hatchway openings aboard ships, crane capacities along the route, the clearances of foreign railroads--some of them in underdeveloped areas are narrow-gage--must be taken into consideration when the crates are being made and marked.

It would be fatal, for example, to crate something in such a way that it could be successfully loaded in New York, but could not be unloaded in some tiny outport in Zamboanga or Ghana.

Measurement Rules

Then there is the question of measurement. Since ocean rates are based on cubic content, those who are familiar with the measurement methods can save money for the shipper by designing the crates to measure economically.

An added value that his company offers, Murray emphasizes is its name.

"In a day when American products are being widely imitated," (Please turn to page 26)
Here's How to Figure Your Benefits as Railroad" Man

1. Retirement

An age annuity is payable to you at—
• age 65, if you have 10 years of railroad service.
• age 62, if you are a woman and have 10 years of railroad service (this annuity is reduced).
• age 60, if you have 30 years of railroad service (this annuity is reduced for men, but not for women).

A disability annuity is payable to you at—
• age 60, if you have 10 years of railroad service or before that age, if you have 20. In either case, you must be disabled for your regular job and recently employed in the railroad industry.
• any age, if you are permanently disabled for all regular work and have 10 years of railroad service.

A spouse's annuity is payable to your wife (or dependent husband) if you are retired and 65 years old at—
• age 65.
• age 62 (this annuity is reduced).
• any age to your wife if she is caring for a child who would be eligible for a monthly benefit if you should die.

The amount of your railroad annuity depends upon your "years of service" (any 12 months of railroad service make up a year) and your "monthly compensation" (obtained by dividing total creditable railroad earnings by total months of service). Not more than $300 of railroad earnings may be counted for any month through June 1954, not more than $350 for any month from July 1954 through May 1959, and not more than $400 for any month thereafter. (Compensation for service before 1937 is determined under special rules.)

If you know your monthly compensation, you can figure your annuity by applying the following formula:
3.35% for the first $50,
2.51% of the next $100, and
1.67% of the remainder.
The sum of these amounts is multiplied by your years of service. (Only 30 years may be used if you include service before 1937.) Your wife's annuity is equal to half of your annuity, up to 110 per cent of the maximum amount that could be paid under social security.

If you recently worked in the railroad industry, your annuity may be raised under a special minimum provision. Also, if the monthly amount payable to you and your wife, if any, would be greater when calculated under applicable social security formulas and increased by 10 per cent, the benefits will be figured by that method.

The following table shows representative amounts:

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<th>Monthly compensation</th>
<th>Years of service</th>
<th>Annuity to—</th>
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<tr>
<td></td>
<td></td>
<td>Employe</td>
<td>Employe and wife</td>
</tr>
<tr>
<td>$200</td>
<td>20</td>
<td>$100</td>
<td>$151</td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>126</td>
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*Not currently payable because limit on creditable compensation was $300 a month before July 1954 and $350 a month from July 1954 through May 1959.

If you or your wife works after retirement—
• your annuity is suspended for any month in which you work for a railroad or for last non-railroad employer. You wife's annuity is suspended for any month your annuity is suspended and for any month she works for a railroad or her last non-railroad employer.
• if you are a disabled annuitant under 65 and you earn more than $100 in any month in employ-
2. Survivor

An annuity is payable to your widow (or dependent widower), if she has not remarried, at:
- age 60, or earlier to your widow if she is caring for a child of yours who is eligible for an annuity.

An annuity is payable to each of your unmarried children who is under age 18 or became totally and permanently disabled before that age.

An annuity is payable to each of your dependent parents who has not remarried at:
- age 60, if you leave no widow, widower, or child entitled to monthly benefits.

Lump-sum benefits--
- an insurance lump sum is payable to your widow (or widower), or to the payer of your funeral expenses, if no member of your family can immediately qualify for monthly benefits upon your death.
- a residual payment may be payable to your designated beneficiary, widow (or widower), children, grandchildren, parents, brothers and sisters, or estate. The residual is not payable when you are survived by anyone eligible for monthly benefits. However, a widow, widower, or parent entitled to a monthly benefit can, before reaching eligibility age, waive rights to the benefit and make the residual available at once. This payment guarantees you that the benefits to you and your survivors will be greater than your railroad retirement taxes.

Monthly benefits for the survivors of railroad employees are figured under the railroad formula or calculated under applicable social security formulas and increased 10 per cent. The latter method is the one most commonly used. You can estimate survivor benefits for your family from your average monthly earnings after 1950 in railroad and social security employment combined, counting them at an annual rate of no more than $3,600 through 1954, up to $4,200 from 1955 through 1958, and no more than $4,800 thereafter.

If a survivor works--
- a survivor benefit is suspended for any months in which the beneficiary works for a railroad.
- if a survivor under age 72 earns more than $1,200 in a taxable year, his annuity may be suspended for one or more months. For example, if he earns $1,201, he loses one month's benefits; if he earns $1,281, he loses two months' benefits; and so on. However, no annuity will be suspended for any month in which the survivor annuitant earns $100 or less in salary or wages, or if he is self-employed, does not perform substantial services.

The following table shows representative amounts:

<table>
<thead>
<tr>
<th>Average monthly earnings</th>
<th>Widow, widower, parent, or 1 child</th>
<th>Widow and—</th>
</tr>
</thead>
<tbody>
<tr>
<td>$200</td>
<td>$69</td>
<td>$139</td>
</tr>
<tr>
<td>$250</td>
<td>79</td>
<td>157</td>
</tr>
<tr>
<td>$300</td>
<td>87</td>
<td>174</td>
</tr>
<tr>
<td>$350</td>
<td>96</td>
<td>192</td>
</tr>
<tr>
<td>$400</td>
<td>105</td>
<td>210</td>
</tr>
</tbody>
</table>

Not all amounts in this table are computed under social security formulas, raised 10%, and rounded to the nearest dollar. Maximum family benefit is $279.80 before rounding of individual benefits.

3. Unemployment

To get unemployment benefits you must--
- have earned at least $500 in railroad employment in the "base year." (A base year is the calendar year before the last July.)
- be unemployed and have no wages, salary, pay for time lost, vacation pay, or other remuneration.
- be able to work.
- be ready and willing to work.
- register with an unemployment claims agent.

You are disqualified for unemployment benefits--
For 30 days if you--
- leave work voluntarily without good cause.
- refuse suitable work without good cause.
- fail without good cause to comply with instructions from the Board to apply for work or report to an employment office.

For 75 days if you--
- make a false or fraudulent statement or claim to get benefits.
- receive unemployment benefits under any other law.
- receive sickness benefits under the Railroad Unemployment Insurance Act or any other law.
- are out on strike under certain circumstances.
- are not working solely because of mileage limitations in union agreements or because you are standing by between regularly assigned trips or tours of duty.

4. Sickness

To get sickness benefits you must--
- have earned at least $500 in the "base year."
- be sick or injured and unable to work.
- have no wages, salary, pay for time lost, vacation or other remuneration. (Payments under an employee's own health or accident insurance policy or from a relief department of an employer or a group insurance policy will not prevent the...
Praise Earned by Erie Men, Women at Work

Sir:

Thank you very much for your wire of this afternoon in respect to car #509760 which I had reported to you as being car #CN-474973, destination New Haven.

Had an idea there was something wrong about this car, and it did not come to my attention until this morning when I received the invoice which was very, very late. I then found that the actual car number was #CN-509760 whereas the mill had originally wired me that car #CN-474973 was loading and, of course, that's the car I asked you to trace.

Am surprised you were ever able to find this car to trace it but I do appreciate your information, and am glad to know that the car will be in New Haven tomorrow.

George N. Lantz
Lantz Lumber Company
Springfield, Mass.

Sir:

I want to express my sincere thanks for the wonderful service I received Friday evening. I had called a taxi in ample time to get me to your station and he arrived very late. In the meantime, I called your ticket agent and explained to him the circumstances.

He informed me to come down and they held the train for me four minutes which I greatly appreciated.

In this day of rush and hustle, I'd like you to commend the agent for his thoughtfulness.

Laura Ray
Youngstown, Ohio

Sir:

Just want to thank you so much for the wonderful time in N. Y.

Everything turned out just perfect. Our rooms were very nice, everyone was so kind. We know what you mean when you said we would be looked after.

We saw "Music Man", the rest went to "Take Me Along". Everyone was thrilled with the "Flower Drum Song" and the good seats we had. The flowers at the show were beautiful, and we were well worth the trip.

Again many thanks from all of us.

Mrs. N. T. Whitehead
and "The Hickory Women's Club"
Sharon, Pa.

P. S. We all hope to go to N. Y. again.

ROBERT BECHAVER, 25, of 146 W. Main Street, Port Jervis, is one man who will never be without safety goggles. He holds a pair with a shattered lens that saved his eye when a foreign object struck it while he was cutting rivets from a Jersey City float bridge.
<table>
<thead>
<tr>
<th>NAME</th>
<th>POSITION</th>
<th>LOCATION</th>
<th>DATE SERVICE</th>
<th>YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry L. Atherton</td>
<td>Locomotive Engineer</td>
<td>Buffalo, N.Y.</td>
<td>3-28-60</td>
<td>41</td>
</tr>
<tr>
<td>Anthony Collini</td>
<td>Yard Conductor</td>
<td>Akron, Ohio</td>
<td>3-31-60</td>
<td>36</td>
</tr>
<tr>
<td>Francis L. Collins</td>
<td>Laborer</td>
<td>Port Jarvis, N.Y.</td>
<td>3-31-60</td>
<td>27</td>
</tr>
<tr>
<td>George Conopas</td>
<td>General Agent</td>
<td>Newark, N.J.</td>
<td>4-30-60</td>
<td>47</td>
</tr>
<tr>
<td>Victor Coramann</td>
<td>Section Foreman</td>
<td>Garrettsville, O.</td>
<td>3-7-60</td>
<td>42</td>
</tr>
<tr>
<td>Carl S. DiPenza</td>
<td>Pipefitter</td>
<td>Secaucus, N.J.</td>
<td>3-31-60</td>
<td>40</td>
</tr>
<tr>
<td>Clement A. Ehinger</td>
<td>Freight Agent</td>
<td>Dunkirk, N.Y.</td>
<td>4-30-60</td>
<td>47</td>
</tr>
<tr>
<td>Harold L. Eisenberg</td>
<td>Machinist</td>
<td>Bingham, Ind.</td>
<td>3-31-60</td>
<td>48</td>
</tr>
<tr>
<td>Edward J. Flanagan</td>
<td>Machinist</td>
<td>Hornell, N.Y.</td>
<td>3-22-60</td>
<td>47</td>
</tr>
<tr>
<td>Forest W. Brickley</td>
<td>Yard Brakeman</td>
<td>Buffalo, N.Y.</td>
<td>1-28-60</td>
<td>35</td>
</tr>
<tr>
<td>Glen W. Flansburg</td>
<td>Car Inspector</td>
<td>Avoca, Pa.</td>
<td>2-29-60</td>
<td>48</td>
</tr>
<tr>
<td>James T. Hannegan</td>
<td>Machinist Helper</td>
<td>Hornell, N.Y.</td>
<td>3-30-60</td>
<td>48</td>
</tr>
<tr>
<td>Thomas L. Hurley</td>
<td>Engine</td>
<td>Marion, O.</td>
<td>3-18-60</td>
<td>40</td>
</tr>
<tr>
<td>Elva A. Jeaneurrett</td>
<td>Machinist Helper</td>
<td>Jamestown, N.Y.</td>
<td>3-7-60</td>
<td>41</td>
</tr>
<tr>
<td>Clinton K. Knotisley</td>
<td>Marine Oiler</td>
<td>Jersey City, N.J.</td>
<td>2-29-60</td>
<td>33</td>
</tr>
<tr>
<td>John F. Lopez</td>
<td>Machinist Helper</td>
<td>Hornell, N.Y.</td>
<td>3-30-60</td>
<td>39</td>
</tr>
<tr>
<td>Floyd M. Madison</td>
<td>Machinist</td>
<td>Hornell, N.Y.</td>
<td>3-30-60</td>
<td>44</td>
</tr>
<tr>
<td>Robert P. McCarthy</td>
<td>Engineer</td>
<td>Port Jarvis, N.Y.</td>
<td>3-29-60</td>
<td>46</td>
</tr>
<tr>
<td>Ralph A. McGaw</td>
<td>Yard Brakeman</td>
<td>E. Buffalo, N.Y.</td>
<td>3-8-60</td>
<td>41</td>
</tr>
<tr>
<td>Joseph M. McGorry</td>
<td>Lt. Frt. Car Inspector</td>
<td>Youngstown, O.</td>
<td>3-24-60</td>
<td>43</td>
</tr>
<tr>
<td>William F. Moss</td>
<td>Train Dispatcher</td>
<td>Hornell, N.Y.</td>
<td>4-30-60</td>
<td>49</td>
</tr>
<tr>
<td>Frank J. Murphy</td>
<td>Car Repairer Helper</td>
<td>Port Jarvis, N.Y.</td>
<td>3-9-60</td>
<td>43</td>
</tr>
<tr>
<td>John E. Murphy</td>
<td>Gang Foreman</td>
<td>Hornell, N.Y.</td>
<td>4-30-60</td>
<td>49</td>
</tr>
<tr>
<td>Leslie D. Norton</td>
<td>Machinist</td>
<td>Secaucus, N.J.</td>
<td>3-31-60</td>
<td>51</td>
</tr>
<tr>
<td>Harry C. Travis</td>
<td>Section Foreman</td>
<td>Hornell, N.Y.</td>
<td>3-21-60</td>
<td>30</td>
</tr>
<tr>
<td>Henry Ott</td>
<td>General Foreman</td>
<td>Elmira, N.Y.</td>
<td>4-30-60</td>
<td>46</td>
</tr>
<tr>
<td>Francis P. Feischer</td>
<td>Train Dispatcher</td>
<td>Hornell, N.Y.</td>
<td>3-31-60</td>
<td>39</td>
</tr>
<tr>
<td>Joseph M. McNulty</td>
<td>Machinist</td>
<td>Hornell, N.Y.</td>
<td>3-31-60</td>
<td>39</td>
</tr>
<tr>
<td>William F. Moss</td>
<td>Assistant Foreman</td>
<td>Avoca, Pa.</td>
<td>4-30-60</td>
<td>48</td>
</tr>
<tr>
<td>John D. Sabiega</td>
<td>General Master Mechanic</td>
<td>Jersey City, N.J.</td>
<td>4-20-60</td>
<td>50</td>
</tr>
<tr>
<td>Gavino Sales</td>
<td>Passenger Brakeman</td>
<td>Hornell, N.Y.</td>
<td>3-24-60</td>
<td>44</td>
</tr>
<tr>
<td>Ralph W. Schultz</td>
<td>Machinist</td>
<td>Buffalo, N.Y.</td>
<td>3-12-60</td>
<td>37</td>
</tr>
<tr>
<td>Paul E. Sechler</td>
<td>Yard, Frt. &amp; Ticket Clerk</td>
<td>Susquehanna, Pa.</td>
<td>3-8-60</td>
<td>43</td>
</tr>
<tr>
<td>Clifford F. Shattuck</td>
<td>Freight Agent</td>
<td>Hornell, N.Y.</td>
<td>4-30-60</td>
<td>36</td>
</tr>
<tr>
<td>Charles F. Smucker</td>
<td>Yard Conductor</td>
<td>Midlothian, N.J.</td>
<td>3-22-60</td>
<td>53</td>
</tr>
<tr>
<td>Robert L. Smith</td>
<td>Coach Cleaner</td>
<td>Jersey City, N.J.</td>
<td>3-19-60</td>
<td>31</td>
</tr>
<tr>
<td>Edward J. Tavenner</td>
<td>Dock Laborer-Stripper</td>
<td>Weehawken, N.J.</td>
<td>1-25-60</td>
<td>33</td>
</tr>
<tr>
<td>Emilia Taranecz</td>
<td>Machinist</td>
<td>Susquehanna, Pa.</td>
<td>3-9-60</td>
<td>47</td>
</tr>
<tr>
<td>John Tatark</td>
<td>Machinist-Welder</td>
<td>Hornell, N.Y.</td>
<td>3-30-60</td>
<td>45</td>
</tr>
<tr>
<td>Forest E. Westcott</td>
<td>Engineer</td>
<td>Dunmore, O.</td>
<td>3-12-60</td>
<td>33</td>
</tr>
<tr>
<td>John F. Whalen</td>
<td>Passenger Conductor</td>
<td>Youngstown, O.</td>
<td>2-26-60</td>
<td>38</td>
</tr>
</tbody>
</table>

"Our husbands must be playing with junior’s train set. I keep hearing them shout: 'Boxcars.'"
SURPRISE AWARD OF the highest honor the Greater Cleveland Safety Council can bestow, the Outstanding Achievement Award, overwhelmed Harold E. Shaughnessy, Erie’s superintendent of safety, (left) to the extent that he blushed when it was presented by Otto C. Haler, a member of the board of control of the council.

Ernst J. Lynch Diesel shop machinist, and wife took off for Florida.

Charles Lanza and wife sent cards northward from Hollywood, Florida where they vacationed.


The next Auxiliary board meeting will be held in the home of Mrs. George Adams Hamburg, June 2nd.

The annual Auxiliary luncheon being held with Mrs. Leo G. Overs, honorary chairman; Mrs. Henry Brundt general chairman.

Mrs. Michael A. Bedding and Mrs. Edward E. Shipton co-chairmen.

Mrs. John W. Fagan, Mrs. William Stretton and Mrs. Henry Schultz, reception; Mrs. A. W. Bender, publicity; Mrs. Fred Kern flowers and decorations.

Mrs. Henry Matthies and Mrs. Charles Lanza tickets; Mrs. Nelson Roberts and Mrs. Laurence Leprell, card game prizes; Mrs. Ernest Jimenez and Mrs. Joseph Duane, door prizes and Mrs. Donald Yaw and Mrs. George Adams cards and scores.

Marion

The regular meeting of the local chapter of the Marion Erie Veterans was held, "and was preceded by a pot-luck dinner, 65 members attended.

The committee consisting of Mrs. William Hanley, Mrs. George Sheehe, and Mrs Ray R. Wilson carried out St. Patrick’s day theme in table decorations.

The 1960 membership cards are here, and we still have some that have not been secured. Kindly contact your local secretary and secure yours.

Dunmore-Avoca

By Michael A. Leshanski

Our annual dinner was held at which 150 were present for the installation of officers as well as the Ladies Auxiliary.

The chapter officers are Michael A. Leshanski chairman; Joseph J. Hobbs, vice chairman; Daniel L. Sabatelle secretary and treasurer and Frank J. Loughney Raymond Kerber and Salvatore Sabà, trustees.

Ladies Auxiliary officers are Mrs. Sandy Micciè, president; Mrs. Harold Schmldt vice president; Mrs. Daniel Sabatelle secretary and treasurer; Mrs. Salvatore Gatto, social secretary; Mrs. Andrew Mafia recording secretary.

Mrs. Anthony Pae, conductor; Mrs. Joseph Roche chaplain; Mrs. Michael Nole, publicity chairman; Mrs. William Marchuk, marshall; Mrs. Raymond Kerber, Mrs. Frank Loughney and Mrs. Lawrence Barret, trustees.

The installation was performed by Mr. Belling, director of social activity of Paterson, N. J.

Many thanks to the committee who did a fine job in handling the affair. C. S. Bray was chairman assisted by Harold Schmidt, Joseph Hobbs, S. C. Gatto and Daniel Sabatelle.

We want to express our sincere thanks to the Jersey City Chapter for being with us.

Our membership drive is now on until June 30th, so lets talk to the prospects who have 15 or more years of service.

Our monthly meetings are held on the first Tuesday of each month at 8:00 p.m. at the McHugh-Bush-
One of our members, Joseph DelVecchio, Dunmore, who brought boxing fame to Dunmore when he fought under the name of "Al Jackson" as a featherweight, and who had a record of 118 victories in a total of 125 fights, was elected president of Veteran Professional Boxers Association of Lackawanna County.

Jersey City

By G. C. Kalle

A party of veterans journeyed to Secaucus to honor John McCoy, past chairman, on his retirement.

Arrangements to attend our annual picnic at Conneaut Lake, July 16, should be made by contacting the secretary promptly after the applications are distributed, so he can arrange for adequate Pullman space.

In addition, if you qualify for the youngest veteran, the oldest veteran in age, or the oldest veteran with consecutive or aggregate years of service, please advise your secretary so that he can furnish you with the required forms to fill out.

We have had a wonderful response to our dues collection this year, however there are some unpaid dues.

Will you please contact your collector or mail your 1960 dues promptly, so that we may make a good showing again this year.

Did You Know-

- That the railroads hauled a ton of freight a mile last year for an average revenue of 1.44 cents?
- That the average freight train last year performed twice as much service per hour as did the average freight train of 20 years ago?
- That about fifty-four cents out of every dollar the railroads take in go to meet the railroad payroll and payroll taxes?
- That the railroads own and maintain their own "highways"--221,000 miles of line?
- That you are far safer on a railroad train than you are in your own home?

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.

Whatever your gift occasion-birthday, graduation or anniversary--a Hamilton Watch will make it truly memorable. Your Hamilton Jeweler or Time Inspector is ready to show you a variety of new styles and models in a wide range of prices. Hamilton Watch Company, Lancaster, Pennsylvania
Latest Chatter About All the Erie Family

Kent Division

MARION
By Lucile Osmun

Charles Sidenstricker, Jr., assistant chief clerk to division engineer, had the title of Jaycee International Senator conferred upon him at the state convention of the Ohio Jaycees.

A Jaycee member for seven years, Charlie is past local president and board chairman, and is currently serving as state trustee and chairman of the local’s program and social committee.

Senatorship awards have been made to those individuals contributing the most to local, state, national and international events. Such important individuals as the vice president of the United States, Canada’s labor minister and a national and international events, have been honored with this award.

Charlie received award No. 2015.

Leo E. Berry, division freight agent, has been awarded a triplicate patch from the American Bowling Congress for a score of 179 in the Epworth Bowling League.

At a regular meeting of the local National Association Railway Business Women, the following local officers were elected for 1960:

Marie Baker, clerk, division engineer’s office, president; Jackie Huff, stenographer, Marion freight station, vice president; Verna Mae McWherter, division freight agent’s office, secretary; Geneva Sidenstricker, superintendent’s office, treasurer.

Mrs. Bess Bowling of Columbus, Ohio, regional vice president, showed slides of her recent European trip at the meeting.

Ester Reutty, Faye Geddis, Irene Lowe, Mary Mellen and Eula Stephenson attended from the Columbus Chapter.

Congratulations to Donald E. Marquis, assistant division clerk, and wife on the arrival of a son.

Also congratulations to Ronnie L. Converse operator, and wife on the arrival of a son.

AKRON
By Besse Westbrook

James White has arrived home after spending the winter in Santa Monica, California. He is the son of Wayne White, assistant chief clerk in the revision bureau and Mrs. White.

Forest White, lieutenant of the Meadville police department, was a recent caller at Akron. Forest was a former patrolman at Akron.

Mrs. L. E. Knecht, 3rd vice president of the Kenmore Junior-Senior High PTA, was chosen representative to the women’s division of the Summit County Safety Council of the Akron Chamber of Commerce.

Mrs. Knecht is the wife of our supervisor, Leo Knecht.

C. L. Couch, retired conductor, Huntington, Indiana just returned from a pleasure trip in Whittier and Oakland, California, and is enjoying the weekend in Akron with his daughter and family, the Leo Knechts.

Oscar Prude, trucker, and family motored to Birmingham, Alabama, for a family reunion honoring his mother’s birthday.

Susquehanna Division

HORNEll BACK SHOP AND DIESEL SHOP
By R. L. Hammond

John F. Whalen, Glen Flansburg, Harold Eisenberg, Robert McCarthy, all machinists, have retired.

Floyd Madison, machinist helper and Gavino Sales have also retired.

John McInerney clerk, is president of the little league, and is busy getting things started for the 1960 season.

Helen Schwarz, clerk, has a new car.

Lighterage

NEW YORK CITY
By Regina F. Frey

Good luck to Joe Di Mitri who has moved into his new home in Lindenhurst, Long Island.

Al Posockowicz, our horticulturist, proudly announced that the Metropolitan Rose Society, of which he is a member, won a citation at the International Flower Show at the New York Coliseum.

Al has purchased a coffee plant and invites all the coffee drinkers to partake when it starts to produce.

We were all glad to see retired member, Charles McGowan at our union dinner.

Best wishes to Edna and Andy Andrews celebrating their ninth wedding anniversary.

Allegany-Meadville

GENERAL FOREMAN & WRECKMASTER, SALAMANCA
Joseph Reed was married.

A son was born to Mr. and Mrs. David Dry.

Adam Ambuske is spending several months in Florida.

Stores

HORNEll
By Lois R. Bossard and Dominic Gallicchio

Zane Baker and Dominic Gallicchio have new cars.

Congratulations to Mr. and Mrs. Chester Cole on the birth of a new son.

Birthday greetings to W. H. Foley, P. Kraft and F. Secondo and belated birthday wishes to Anieta Decker.

Sol Falzo is keeping himself busy lately working on his new house.

Mahoning Division

CLEVELAND FREIGHT
By R. M. O’Connor

Mr. and Mrs. C. H. Schlegel vacationed three weeks in Florida and New York.

(Next page, please)
May, 1960

Bruce Cue has a sparkling, new, black car.

POLICE DEPARTMENT
By J. O. Sheets

Patrolman J. M. Buda is planning several fishing trips with his family.

Patrolman A. Herrick has his golf clubs ready, and is looking forward to a good season.

Lieutenant C. H. Pageler has some new fishing bait ready to try soon.

Patrolman D. H. Karr is busy getting his camping outfit ready for the summer.

General Office
NEW YORK

Alex Weiss, assistant to general freight agent and Russell M. Terhune, chief of division bureau were guests at a dinner given in their honor at Paterson by their fellow employees and friends.

The occasion marked the retirement of Mr. Weiss and Mr. Terhune after long and loyal service.

J. H. Sisco, A.F.T.M. as master of ceremonies introduced the speakers and the guests of honor.

F. M. Klitz, assistant vice president, freight-rates, a lifelong friend of Mr. Weiss' presented each man with a purse and the Erie certificate of service.

Mr. Weiss completed 51 years of service. He commenced his employment as a messenger at Chambers Street, New York.

Mr. Terhune completed 31 years of service. He started as a clerk in the auditor of revenues department.

New York Division
PASSAIC, N. J.

Mary M. Molinaro spent the weekend visiting relatives in Scranton, Pa.

Congratulations to Louis Spizziri of Paterson rate revision bureau, whose son, John, graduated from Georgetown University Law School.

John is presently serving his clerkship with a law firm in Paterson, during summer vacations he has worked for the Erie.

Bill Lane helped to serve the sick and the poor at the Little Sisters of the Poor, Paterson on St. Joseph's day.

SUPERINTENDENT’S OFFICE
HOBOKEN
By Mary A. D. Meyer

Congratulations to Mr. and Mrs. Lawrence W. Foley on the arrival of a baby girl. The mother is the former Carol A. Nemeth who worked in this office as clerk stenographer and later in the traffic department, New York City.

Recent visitors to the office were Ralph Riccardi, Ted Wynne, Roy Haslam, Jack Dillion, Ed Mann, Phil Schmidt, Bill Hanley, William Eidel, retired claim agent and Robert E. Ruby, retired track supervisor of the New York division side lines.

Congratulations to Bill Richards, M. of W. department, who completed 37 years service and Charley Messino with 44 years service.

George Ameer, state treasurer for aiding leukemia stricken American children, wishes to thank all of you for your cooperation and contributions to ALSAC during the drive.

Ester Del Ghiaccio, stenographer, won first prize in the waltz, cha cha, lindy, mambo contest, and finished with an exhibit fox trot solo on Ted Steel's program.

Ester was presented with $100, dance trophy, perfume and 2 dance records.

Jack O'Connor is now first trick side line dispatcher; Frank Bookstaver is second trick side line dispatcher and Jim Farrell, relief dispatcher.

WEEHAWKEN LOCAL AND DOCKS
By Violet Schmitt

Mr. and Mrs. J. Zmyslowski, checker-Ross carrier operator, observed their 25th wedding anniversary by renewing their vows at church.

A reception followed with about 50 guests including Walter Crowley, foreman. The Zmyslowskis have two children, John and Dolores.

Congratulations to G. C. Kalle, assistant agent, who has completed 42 years with the Erie.

John J. O'Brien foreman and county secretary and state marshall of the ancient Order of Hibernians, represented his organization in the annual St. Patrick's Day parade in Newark.

Charles La Barbera dock laborer, joined the forces of the Irish and marched up 5th Ave.

Jimmie Murphy, son of Mr. and Mrs. James Murphy, general clerk, spends his spare hours in the music world. He is instrumental in helping organize a band at St. Michael's High School in Jersey City, and plays drums in a small band at various social functions in the Jersey City area.

Mr. and Mrs. H. H Brown, agent, finally went on that long awaited vacation to visit their son, Charles and his family at Columbus, Ohio.

Mr. and Mrs. Roger Matthews, checker, still have that Florida tan from their two-week sojourn.

Kenneth Dillard, general clerk, has been notified to report to Uncle Sam, we wish him the best of luck.

Mr. and Mrs. James Huelbig, checker, have named their third son, John.

Let practical railroad men move you up!

Got your sights on the management end of railroading--where the big money is? Then take the I.C.S. home study course in Railroad Management--it includes lessons on operation, leadership and organized labor, industrial safety, report writing. 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.

May, 1960
The R. Streets extra trucker, are calling their new daughter, Sharon Elizabeth.

Mr. and Mrs. G. Viccaro daughter and son-in-law of Mr. and Mrs. Frank L. Pizzuta westbound clerk, celebrated their wedding anniversary by taking morn and dad to dinner at Yonkers, N. Y.

The Viccaros announced the arrival of their first baby, Laurie Ann, who arrived just one day short of the first birthday of another granddaughter of the Pizzutas.

Mr. and Mrs. Harold Gaherin, chief clerk, attended a surprise bridal shower given in honor of their daughter, Barbara who is marrying Louis Taurozzi of Fairview, N. J.

Mr. and Mrs. Andres Stankiewicz, trucker, attended the wedding of their niece, Priscilla Stankiewicz, who was married to Arthur E. Kaiser.

Priscilla is the daughter of Mr. and Mrs. Casmir Stankiewicz.

Retirement seems to agree with recent visitors to our station. They were Otto Herzog retired yardmaster; Barney Benzoni retired cooper, and Mike Foligno, now a resident of Acapulco, Mexico.

Kathy, the B. S. Reed's granddaughter gave her favorite baby sitters tickets to the "Flower and Drum Song".

Mr. and Mrs. G. C. Kalle, assistant agent; Mr. and Mrs. B. S. Reed, demurrage clerk, and James Murphy, general clerk, attended the annual installation dinner of the Erie Vet's Association at Hornell.

John Chrzanski, branch clerk, has finally given up his old car in favor of a blue station wagon.

Now that John Ricciardi, foreman, has a son and daughter with new driver's licenses, his car doesn't spend much time in the garage.

Accounting

AUDITOR OF REVENUES

By Dick Bruyere

Best wishes to Adelaide Rizzo who retired after 32 years service, and has taken up residence in Portland, Oregon.

Donna and Edward Courtright Jr.'s first is a boy, Jeffrey Edward.

Jan and Ted Meznar announced the arrival of their first baby, Michael John.

It's also a boy, David Jeffrey, for Dorothy and Dave Stawski.

For Theresa and Roger Williams it's a girl, Karen their second child.

Erieites welcomed St. Patrick's day in many ways.

Fred Beckett assistant chief clerk in the agency bureau, presented Genevieve Bell and Genevieve Woods with green carnations.

Ann Kubitzky baked a cake for the occasion.

Jack Sherman, Jay Murray, Charlie Hatcher, Marty Marcellino and Dick Bruyere weathered the downtown parade with cold feet.

Ann Marie Coyne failed again to wear the green for the second straight year.

A brand new economy car is the latest pride of Alice Halloran.

While spending two weeks in Ft. Lauderdale, Florida, Steve Miko decided to fly over to Tampa to watch his horses run at Sunshine Park.

Instead, Steve witnessed a 25 inch rainfall, considerable flooding and postponed races, however, he managed to return with a fine tan despite the weather.

Ann Kubitzky took a flight to Milwaukee, Wisconsin for a weekend to attend the confirmation of a relative.

Waiting for dryer ground, the initial workouts for Ray Steven's half of the two Erie Baseball teams were held indoors at the Lakewood Armory in the form of calisthenics and basketball.

Returning lettermen from last year's successful team are Al Fitch, Jim Feeeny, Ben Cosenza, Bill Broestl and Tom Nicolay.

With the new additions, Bill Lash, Marty Marcellino, Ralph Brickner and Charlie Hatcher combined with last year's team should provide the nucleus for another fine team.

Manager Ray urges co-workers to support both teams with their attendance at the games.

The crying towels were sold out when the smoke cleared at the Erie Bowling Tournament in Youngstown.

The numerous splits however, failed to hamper Wally Immke, who tied for first place in the All Events with a 1948 series.

In local bowling league play, two Erie men had command of the maples for 600 series.

Al Fitch had 628(241) and Bill Lash had 617(268).

Mary Lou Haught's newest sophisticated look is a new hairdo.

That new dog owned by Mary Lou Raynak goes by the name of Kingfish."

Ann Marie Coyne newest Stereo is a stereo-hi fidelity phonograph.

John Prentice took a more constructive attitude on stereo, he and a friend decided to build one.

NEW YORK STATION

By Joe Barry

Congratulations to co-workers who celebrated service anniversaries; Al Moscati with 14 years service; Isadore Markowitz 17 years; Helen Wysienki 16 years; John Feeney, 31 years; George Keever, 34 years and John Vitrone, 44 years.
Marion Division
CHICAGO GENERAL OFFICE
By Bernice Klein
Welcome back to Jack Flahaut who has returned from a two year stay in Uncle Sam's army.
Tom and Eileen Price were married.
Bill Powell is the proud owner of a snazzy, new car.
A hearty welcome is extended to Beverly Brander, the attractive steno-clerk in the sales and service department.
Frank DeGiorgi apprehended a criminal in Goldblatts on his lunch hour.
Jim Milos and Dianne Alexander will be married.
Congratulations to Herman Breitkopf, Larry Stevens, Bill Wall and Bob Johnson, who did such a terrific job at the Erie Bowling Tournament.
Dennis Michalik has left the portals of the Erie, but not before announcing his engagement to a girl named Carol.
Nedra Troll has a new and becoming hairdo.
Louise LeVeille and husband are now happily situated in their new home.
Toni and Carl Griffith are enjoying a new home, too.
Art Hofer still hasn't eaten all the corn flakes he got for Christmas.

HAMMOND CONSOLIDATED
By Grace Connole
Congratulations to Mr. and Mrs. J. E. Jackman, yard brakeman, who became the parents of their first child, Randall Kent.
Mr. and Mrs. Ernest Warren, conductor, returned to Hammond after a two month's vacation in Tavares, Florida, and were pleasantly surprised to have Mr. and Mrs. Elmer Stone conductor, drop by for a week's stay.

A luncheon was held by co-workers and Erie officials to honor E. H. Guess, engineer, who retired after 37 years service..
Mr. Guess was presented with a purse as a parting gift from his fellow employees, and N. T. Emrick, road foreman of engines, presented him with a service plaque.
That beautiful, shiny, grey car that waits outside the yard office five days a week is the newly acquired property of Lori DeVoss and husband.

TRANSPORTATION DEPT.
AND
M. OF W. DEPT.
By H. V. Welker
Best wishes for a happy retirement to T. L. Hurley Marion division engineer.
Congratulations to Mr. and Mrs. Harry R. Smith on the arrival of a daughter, Diane Eileen. The paternal grandparents are Mr. and Mrs. A. C. Smith of Huntington.
Mr. Smith, now retired, was assistant chief clerk, maintenance of way.
M. A. Morse, retired cashier, Huntington, was a visitor in the division offices.

14TH STREET, CHICAGO
By Chris Hardt
Dannie Pacella, rate desk and Nick Christian, chief delivery clerk, were in sunny Florida for three weeking of deep sea diving when we were enjoying a howling blizzard in Chicago.
Frank Cardella, billing department, had a "left-out" feeling because his name was omitted from the office list of eligible bachelors.
Frank felt that this might hurry his fiancé, Dolores Jonutis to make up her mind before the year runs out.
We now have a confidential scoop that Frank and Dolores will marry soon.

THE WALTON R. COLLINS CO., INC.
RAILWAY SUPPLIES
90 WEST STREET, NEW YORK 6. N. Y
HEAVY MACHINERY gets special packing, and American Export often dis-assembles such machinery to save ocean freight rates.

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

he says, "it is important that they be identified as much as possible with the country of origin. Our crates show not only the manufacturer's name and location, but make the American quality of the goods inside certain, thanks to the words 'American Export.'"

Size of articles packed by American Export varies greatly, and includes high-and-wide loads for which the Erie is famous. Just now, among items passing through for packing are 55 car loads of heavy presses for Japan.

This bulky steel mill equipment is brought to Weehawken on heavy-duty flats, and American Export men jack up the loads, and slip huge timber floors under them, then build the rest of the case around the shipments, after they have properly cosmoline them, and perhaps dis-assembled them.

But large objects are not the only things going overseas. Refrigerators, air-conditioners, road machinery, agricultural tools and machine tools are all likely to be on the floor of the crating shop at one time.

As an Erie Railroad information circular puts it: "They are prepared to pack, for export, all types of commodities regardless of dimensions or weights."

Transit Basis

Such crating is done on an in-transit basis, so that the greatest possible savings will accrue to the shipper, and it is estimated that the facility will bring about a quarter of a million dollars of new revenue to the Erie every year.

A huge amount of planning and negotiation took place before the opening of the packing facility on April 5. More than three years before, A. Blake Connell, Erie's export and import agent, and Murray began their conversations.

Many hours were spent searching for a suitable site and working out the details pertaining to the lease of the land on which American Export Packing built. During these negotiations, both Eugene J. Dean, assistant vice president, freight sales and service and William C. Otten, foreign freight traffic manager, were both called upon for assistance whenever it seemed obstacles were insurmountable.
Bowling

(Story begins on page 9)

Immke, Cleveland, and Vernon Gordon, Salamanca, both scored 1,948.

Team, doubles and singles scores were rolled by Al Szabo, Cleveland, who rolled 222-247-234 for a total of 703; Roy Kramer of Meadville rolled the best single game, 268 out of a possible 300, a higher high than last year’s 244.

More than Bowling

As always, the two-day affair was much more than a mere bowling contest. Friends from all over the system saw one another, chatted, and knit their ties closer. This year’s tournament was marked by a higher attendance of wives and women employees among the spectators.

It was also set apart from others by a shaggy dog who arrived during the bowling and chased the balls for a while, until bowling was suspended so that he could be chased off the floor by attendants of the alleys.

Immke’s tie in the all-events was not his only stand-off, he and Don Reynolds of Detroit tied for sixth place in the singles with 680 each.

Prize money in the team events was paid to teams having scores of 2,976 and higher; doubles partners with scores above 1,192; men with single scores of 632 or better and all-events of 1,855.

High scores in the events, as announced by the committee, follow:

Five Man Team
1st, Motor City, Detroit, 3,050; 2d, Freight Traffic, Cleveland (Leonard Daley, Donald DeWitt, George E. Muller, Wilbur W. Thoms, Victor J. Neumann, capt.), 3,041; 3d, Engineering, Cleveland (Peter F. Coscia, Garry Swartz, Alex F. Szabo, Donald Taylor, C. A. Roberts, capt.), 3,034; 4th, Yard No. 2, Huntington, 3,018; 5th Kent Yard, Kent, 3,015; 6th, Happy Five, Youngstown, 3,008; 7th, Trainmen, Youngstown, 2998; 8th, Reclamation Plant, Meadville, 2993; 9th, Comid Boys, Cleveland, 2981; 10th, Signal Repair, Meadville, 2976.

Doubles
1st, Kenneth T. Dolphin, James Scullion, Cleveland, 1,321; 2d, Robert Johnston, Herbert Leonard, Cleveland, 1,299; 3d, P. Finnerty, R. McGurr, Akron, 1,293; 4th, B. Cosenza, R. Torowski, Cleveland, 1,279; 5th, V. Oberauer, E. Elick, Huntington, 1,265;
6th, G. Maley, R. Brooks, Youngstown, 1,243; 7th, (tie) E. Schauer, F. Buck, Cleveland, W. Gill, R. Kramer, Meadville, 1,238; 9th, W. Ingalls, L. Bean, Salamanca, 1,234; 10th, H. Miers, C. Napper, Marion, 1,219.

Singles
1st, K. Bragg, Huntington, 729; 2d, H. Herendeen, Huntington, 688; 3d, Austin Cannon, Cleveland, 686; 4th, R. Kramer, Meadville, 682; A. Fitch, Cleveland, 681;
6th, (tie) W. Immke, Cleveland, D. Reynolds, Detroit, 680; 8th, D. Haws, Greenville, 673; W. LaDuke, Detroit, 672; J. Kapella, Kent, 671.

All Events
1st, (tie) Walter Immke, Cleveland, Vernon Gordon, Salamanca, 1,948; 3d, H. Herendeen, Huntington, 1,934; 4th, J. Scullion, Cleveland, 1,931; 5th, A. Szabo, Cleveland, 1,927;
6th, W. LaDuke, Detroit, 1,916; 7th, V. Oberauer, Huntington, 1,914; 8th, R. Kramer, Meadville, 1,899; 9th, R. Brooks, Youngstown, 1,895; 10th D. Reynolds, Detroit, 1,891.

WALTER IMMKE, Cleveland, tied for all-events high score with 1,948.

THE FLEISHELM LUMBER COMPANY
ST. LOUIS, MISSOURI
RRB Benefits
(Story begins on page 16)

payment of sickness benefits.)

• fill out an "Application for Sickness Benefits"
  which can be obtained from an employer, labor
  organization, or Board office.
• have your doctor fill out the "Statement of Sickness"
  attached to the application.
• mail the completed forms to the Board promptly.
  If you mail them later than the seventh day after
  the first day you wish to claim, you may lose
  some benefits.

You are disqualified for sickness benefits if you--
• fail to take a medical examination when required
  by the Board.
• receive sickness benefits for the same time under
  any other law.
• receive unemployment benefits for the same time
  under the Railroad Unemployment Insurance Act
  or any other law.
• make a false or fraudulent statement or claim
to get benefits, in which case no benefits are
paid for 75 days.

How much you get in either unemployment or sick-
ness benefits depends upon--
• your daily benefit rate.
• how many days you are unemployed or sick.

For example
If your creditable
base year wages were--  Then your daily
benefit rate is--

$500 to $699.99  $4.50
$700 to $999.99  5.00
$1,000 to $1,299.99  5.50
$1,300 to $1,599.99  6.00
$1,600 to $1,899.99  6.50
$1,900 to $2,199.99  7.00
$2,200 to $2,499.99  7.50
$2,500 to $2,799.99  8.00
$2,800 to $3,099.99  8.50
$3,100 to $3,499.99  9.00
$3,500 to $3,999.99  9.50
$4,000 and over  10.20

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.

THE KIMBALL SAFETY
PRODUCTS CO.
9310 WADE PARK AVENUE
CLEVELAND 6, OHIO

But--
• if your daily benefit rate in this schedule is less
  than 60 per cent of your daily wage rate on your
  last railroad job in the base year, it will be raised
to that amount, but not over $10.20. Your wage
rate is your basic rate per day, or mileage equiva-
 lent, not counting overtime or mileage over the
minimum.

Unemployment benefits can be paid in any 14-day reg-
istration period for all days over four--
• to all employees, up to as many as 130 days in
  a benefit year, but the benefits cannot be more
  than base-year creditable wages. A benefit year
  begins July 1.
• to an employee with 10-14 years of service, after
  exhaustion of regular benefits, up to as many
  as 65 additional days in a 14-week extended bene-
  fit period.
• to an employee with 15 or more years of service,
after exhaustion of regular benefits, up to as
  many as 130 additional days in a 26-week ex-
tended benefit period.

If you have at least 10 years of railroad service
and become unemployed in a benefit year in which
you are not qualified for benefits, you may start the
next benefit year early if you are qualified for that
year.

Sickness benefits can be paid--
• in the first 14-day registration period in a bene-
  fit year, for all days over seven.
• in any later 14-day registration periods, for all
days over four up to as many as 130 days in a
  benefit year, but your benefits cannot be more
  than your base-year creditable wages.

For complete information on the benefits payable
under the Railroad Retirement and Railroad Unem-
ployment Insurance Acts and how these benefits are
figured, write or visit any office of the Railroad Re-
tirement Board.
Snakes

(Story begins on page 8)
herpetology under the late Dr. Raymond Ditmars when Ditmars was head of the New York Zoo.

Snake Dentist
That was back in the middle 1920's, when Gerhard was already an Erie employe—he has worked for the company since 1924—and since then his knowledge of snakes has broadened and deepened.

When he was transferred to Cleveland Gerhard brought his love of snakes with him, and became an honorary member of the Cleveland Zoo staff, and special consultant on reptiles.

Once during this period one of the zoo's larger pythons had an aching tooth—and Gerhard extracted it, with the help of a team of four men to hold the snake's body and tail.

Grand-Daughter Loves 'Em
This was nothing to him, though, for he had already grown used to "milking" poisonous snakes for their valuable venom—venom, he assures you, that is useful not only in preparing anti-snake bite vaccine, but many other drugs.

"My interest in Oriental philosophy has helped me greatly in proper handling of snakes," he explains. "The peoples of the East have a great and deep interest in reptiles, and their snake lore is invaluable."

Like all hobbyists, he is much in love with his subject. He lectures to boy scouts, school classes, service clubs and others on reptiles, and he has made a snake-handler of both Mrs. Siemen and even of his little granddaughter, Jenny Linda.

Jenny is quite familiar with snakes, and likes them. She will never behave as some of her sex in the Cleveland office once did. According to legend, Gerhard had brought a canvas bag to the office with him one day.

George Muller, now chief clerk in the office of the vice president, traffic, worked under Siemen at that time, and was curious as to what the bag contained, especially after he saw it move.

He asked Gerhard what was in the bag.

"Just a few snakes I'm taking out with me when I give a lecture tonight," Siemen answered.

Versions of just what happened after that vary slightly. But all are agreed that the snakes got loose.

As soon as they got out of the bag, however, the office took on a very lively air. Those who were there say that every desk in the place had at least one woman standing on it, and not a few of them were screaming.

Since then Gerhard has not brought snakes to the office. After all, they are valuable—some that he has had are quite rare—and when a snake hides behind a file cabinet, it is very hard to entice him out again.

Lecturing on snakes and their ways is something Gerhard does with great enthusiasm, for he feels that most people misunderstand the part they play in the general scheme of things.

"They are truly called the farmer's friends," he says, "but really they are the friends of all of us. They keep down the vermin that, if unchecked, would soon consume the food that we all need."

Boa at Home
Once his American snakes have served their purpose for a summer as objects of study he releases them, or, if they are rare, gives or trades them to zoos. Exotic snakes, however, are another matter, and this winter a small boa constrictor, only about four feet long, shared the house at 11 Brookside Place, Hillsdale, N. J., where the Siemen live, with them.

He spent the winter quite quietly in a cage similar to a bird cage, furnished with a butter crock full of water and a comfortable warm floor. He was not lonely, for he frequently went out to help educate boy scouts and others on the quiet, pleasant way of reptiles.

On these trips he was frequently accompanied by an African tortoise, about the size of a washbowl, that lives in a play pen in the Siemen dining room.

Besides live snakes and tortoises, Siemen has a wide collection of carapaces, the discarded shell of turtles and tortoises, from all over the world. These, too, he uses in his lectures, together with preserved heads of poisonous snakes.

Nor has Siemen's interest in snakes stopped at merely collecting, keeping and lecturing about them. He has founded two societies, one of them an international one, to spread the word that snakes are friendly beings against whom no man's hand should be turned.

JENNY LINDA SIEMEN, Gerhard's granddaughter, has no fear of snakes, thanks to her early training. Here she handles one of her grandfather's subjects.
"The greater financial stability of the unified company would permit operational improvements requiring larger expenditures than either applicant would be able to finance under present conditions, and the availability of sites for industrial development where facilities which would be abandoned are situated would tend to generate traffic presently not moving over the lines of the applicants."

"The savings which the merger would permit, even if only partly realized within the first five years after the merger is consummated, warrants approval of the transaction, and that it would result in continuing benefits to the shipping public, to the owners of the securities and stock of the applicants, and the general improvement of the overall situation confronting the railroads in the performance of interstate commerce. In total, the merger would conform with the purposes and objectives of the National Transportation Policy."

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**Lost in the Erie Family**

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
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<td>Frig</td>
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<td>Track Foreman</td>
<td>Hornell Roundhouse</td>
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<td>Gang Foreman</td>
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</table>

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The greater financial stability of the unified company would permit operational improvements requiring larger expenditures than either applicant would be able to finance under present conditions, and the availability of sites for industrial development where facilities which would be abandoned are situated would tend to generate traffic presently not moving over the lines of the applicants. The savings which the merger would permit, even if only partly realized within the first five years after the merger is consummated, warrants approval of the transaction, and that it would result in continuing benefits to the shipping public, to the owners of the securities and stock of the applicants, and the general improvement of the overall situation confronting the railroads in the performance of interstate commerce. In total, the merger would conform with the purposes and objectives of the National Transportation Policy."
New "hide-and-seek" missile bases on rails

A time-tested principle of warfare—swift maneuverability—is the railroads' newest contribution to the Missile Age.

Mobile launching pads on wheels will be able to fire missiles of intercontinental range from almost any point along the nation's 220,000 miles of railroad line. Most importantly, the mobility of these bases protects against enemy detection and destruction.

This development, announced by the Department of Defense, underscores once again how the needs of the nation are met by the railroads—the backbone of our transportation system in war and peace.

And it's one more reason why the health of the railroads must be assured through enlightened public policies, providing for equal treatment with competing forms of transportation. America's railroads — lifeline of the nation—are the main line to your future.
PERSONAL attention to customers' shipping problems by this Erie traffic representative--and others like him--is an important part of the complete customer service Erie offers you. You'll find his brand of personal interest in helping work out the details of your shipments is hard to match. He's "on the spot" when you need fast information, special equipment or assistance. And you'll like his "follow-through" on helping make sure your shipment gets there--where and when you want it. Customer service is much more than just a phrase on the Erie. It's a philosophy of running a railroad--of meshing the contributions of every department on the Erie to fit your needs. You'll see one important phase in action when you call in your Erie "partner" the next time you ship to or from the industrial area served by the dependable Erie.