The President's Page

As soon as I.C.C. approval of the Erie-Lackawanna merger is received, we are ready to move ahead with the actual consolidation of the two properties. Detailed plans are progressing satisfactorily so that the transition can be made quickly and smoothly.

We will then be able to start realizing some of the savings the merger will produce, which will put us in a better position to cope with constantly rising costs and intensified competition.

In the meantime, while we are waiting for the "all clear" signal, we cannot let down our sights on the need for giving the best possible service and getting all the business we can. This is a fundamental need whether we are a merged company or not.

Over the years, we have been building up a greater variety of services to offer to shippers and travelers. We have such things as dependable rail and piggy-back service, quick-action car tracing information and special purpose cars for shippers; family plan fares, special tour rates and credit plans for passengers. These are all valuable selling tools that have an appeal to customers.

As Erie employes, we can help to improve our business picture by doing the work assigned to us in the most pleasant, efficient and cooperative way that we know how and by passing along to the Sales Department any information that may come to our attention about prospective freight or passenger business.

Competition for the nation's freight and passenger traffic has never been greater. To attract more business, we must be more alert, aggressive and efficient than we have ever been before. Making the best use of the skills and resources we have available to us can mean an expanding future and a more promising outlook for the railroad.

H. W. Van Winkle
Business Indicator

Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

<table>
<thead>
<tr>
<th>Month of July:</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>$11,026,321</td>
<td>$13,580,804</td>
<td>$(2,554,483)</td>
</tr>
<tr>
<td>1959</td>
<td>12,672,325</td>
<td>14,474,492</td>
<td>(1,802,167)</td>
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</table>

<table>
<thead>
<tr>
<th>Seven months ended July 31:</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>91,067,515</td>
<td>95,655,207</td>
<td>(4,587,692)</td>
</tr>
<tr>
<td>1959</td>
<td>94,085,930</td>
<td>96,048,901</td>
<td>(1,962,971)</td>
</tr>
</tbody>
</table>

( ) Denotes Loss

THE COVER:

When the Boy Scouts of America held a jamboree in the West, the Erie Railroad was one of those who helped move 50,000 persons to and from Colorado Springs. Here John Fedorka (seated, right) plays chess. See page 12.
New Herald, Slogan Chosen for Erie-Lackawanna Road

The search for an emblem for the Erie-Lackawanna Railroad is over. The new herald, which will appear on everything the railroad uses from locomotives and railroad stations to calling cards and buttons, is the brain-child of an Erie Railroad locomotive fireman, Truman G. Knight of the Kent division, who thereby is the grand prize winner of the Erie-Lackawanna Emblem Contest.

Knight, 28, lives at 1200 Chestnut Drive, Stow, Ohio. He started his railroad career with the Erie as a relief baggageman and mail handler at Akron, O., in 1956 and was promoted to fireman on May 4, 1960.

His hobbies are art and gardening—and he credits his art interest for much of his success in the contest. He is married, and has one son, Clifton, 2.

As proposer of the design, he will be awarded 20 shares of Erie-Lackawanna Railroad Co. common stock providing the merger becomes effective before the end of this year. If the merger does not take place by that time he will receive a $100 United States Savings Bond. When the merger does go into effect he will be given 10 shares of common stock in the new company in addition to the bond.

Application to register the design as the official trade mark of the merged company has already been filed with the United States Patent Office.

Knight’s design, a block letter E and a block L interlaced on a disc with a diamond, was adjudged the best of more than 2,400 entries in the emblem contest. For simplicity in application particularly to the rolling stock and for easier identification it has been slightly redesigned as shown in an adjoining column—a solid monogram combining the letters E and L in a distinctly modern design.

Lackawanna First Prize

The entry of Leon H. Black, retired DL&W freight agent, of Bangor, Pa., was judged the best emblem submitted by a Lackawanna employe. He will receive ten shares of stock in the new company or a $100 U. S. Savings Bond depending on when the merger becomes effective.

The judging committee, consisting of Garret C. White, vice president, operations, Erie; Fred Diegtele, assistant vice president, operations, DL&W; David R. Thompson, vice president, traffic, Erie; James L. Barngrove, Jr., general traffic manager, DL&W (representing Harry C. Schmidt, vice president, traffic, DL&W), Martin P. Nelson, assistant to president, DL&W and...
George C. Frank, assistant to president, Erie, could find no combination among the entries of both emblem and slogan which could be recommended to the presidents of both railroads for their final approval.

Entries Re-examined
Therefore the committee re-examined all the entries, this time looking for a suitable slogan.

Three entered by Erie employes gave promise.

Among them were these from the Erie: "The Special Service Route," offered by Walter W. House, of the Erie freight claim department, Cleveland; "The Dependable Service Route," by Eldon O. Bell, transit man, Huntington, and "Your Friendly Service," by Harold K. Stiles, acting section foreman, North Randall, O.

From these suggestions evolved the slogan that was finally decided upon, namely THE FRIENDLY SERVICE ROUTE as being symbolic of what our customers have a right to expect of the merged company—a satisfactory service performed in a friendly manner.

New Motto Hailed
In approving the slogan recommended by the committee, Harry W. Von Willer, president of the Erie, said "This new motto will be an inspiration for everyone connected with the new railroad. It is a philosophy the entire organization can live by and work by in doing the best possible job in servicing the public."

The committee decided to award each of these men second prizes in the Erie employe category, and accordingly they are to receive $50 Savings Bonds.

Three second prizes were also awarded to members of the Lackawanna family namely, N. Cassarello, of the DL&W's Scranton Diesel shop, I. H. Harris, claims department, Binghamton, and John A. May, son of Edward J. May, car accounting, Scranton. These three, too, will each receive five shares of stock or $50 Savings Bonds.

In going through the entries the committee found many emblem and slogan suggestions that were worthy of consideration. It was therefore decided to recognize their efforts by giving them honorable mention. Among the Erie entries that deserve honorable mention were:

- Calvin F. Abel, Lockport, N. Y.;
- Wayne R. Anderson, Youngstown, O.;
- Mrs. John E. Angst, Darien, Conn.;
- Arthur F. Barber, Jersey City, N. J.;
- Benjamin F. Bayly, Hornell, N. Y.;
- Jack R. Betz, Marion, O.;
- E. A. Blair, Marion, O.;
- Edna Brandel, Cleveland, O.;
- Richard M. Brooke, Youngstown, O.;
- Thomas B. Cagle, Meadville, Pa.
- E. D. Carey, Levittsburg, O.;
- Patrick J. Carney, Youngstown, O.;
- R. D. Chenoweth, Cleveland, O.;
- Ronnie Cohen, Springfield, Mo.;
- F. K. Corlett, Buffalo, N. Y.;
- John D. Crowell, Cleveland, O.;
- Ellen Cunningham, Lakewood, O.;
- Anieta F. Decker, Hornell, N. Y.;
- J. C. DeSandis, Jr., Moscow, Pa.;
- E. DiSpirito, Port Jervis, N. Y.
- G. R. Ekers, Cleveland, O.;
- F. E. Fenstermaker, Girard, O.;
- Mrs. J. J. Fitzgerald, Buffalo, N. Y.;
- Don Franklin, Seattle, Wash.;
- Mrs. Elmer A. Graf, Iberia, O.
- Peter S. Grillo, Hornell, N. Y.;
- Edward Halter, Lakewood, O.;
- R. E. Harty, Indianapolis, Ind.;
- R. C. Henrich, Meadville, Pa.;
- B. H. Hensley, Salamanca, N. Y.;
- D. E. Hoffman, Mansfield, O.;
- Roger J. Hopper, Cleveland, O.;
- George Hunt, N. Arlington, N. J.;
- Louis F. Jacobs, Buffalo, N. Y.;
- R. M. Johnston, Cleveland, O.
- H. C. Kaufmann, Wyckoff, N. J.;
- Frederick R. Klitz, Ridgewood, N. J.;
- H. A. Lang, Buffalo, N. Y.;
- C. S. Laszewski, Jersey City, N. J.;
- William T. Leggat, Dunmore, Pa.
- F. H. Lewis, Goschen, N. Y.;
- Elmer D. Lohr, Brookfield, O.;
- John E. Markley, Marion, O.;
- Mary Martin, New York, N. Y.;
- Bessie McCartney, Meadville, Pa.
- Richard G. Meek, Calumet City, Ill.;
- Leon H. Miles, Kenmore, N. Y.;
- Robert J. Nichols, Ashville, N. Y.;
- Ralph B. Norton, Susquehanna, Pa.;
- R. G. Nugent, Dansville, N. Y.;
- Julie Paletto, Huntington, Ind.;
- Richard Parshall, Marion, O.;
- Thomas Perruzzi, Singac, N. J.;
- George R. Price, Hornell, N. Y.;
- C. A. Roberts, Mantua, O.;
- E. J. Ruefer, Port Jervis, N. Y.;
- Gail J. Shrenkel, Parma, O.;
- Jack A. Smith, Huntington, Ind.;
- John E. Snell, Indianapolis, Ind.;
- Gregory Spanski, Avon Lake, O.;
- Mike Stefonsky, Jr., Cleveland, O.;
- Mrs. Leo C. Stone, Hornell, N. Y.;
- C. J. R. Taylor, Cleveland, O.;
- Thomas J. Thomas, Cleveland, O.;
- H. Louise Walker, Atlantic, Pa.;
- George T. Wallace, Jersey City, N. J.;
- Byron Webster, Cleveland, O.;
- John E. Wendelken, Kent, O.;
- Frank C. White, Parma, O.;
- Gerald E. White, Kent, O.;
- John H. Wilhelm, Parma, O.;
- Donald H. Wood, Newburgh, N. Y.;
- H. P. Zydor, Parma, O.;

DL&W entries selected for honorable mention were:
- J. J. Baczyński, Plainfield, N. J.;

When the new emblem went on display in the executive offices in Cleveland it attracted considerable attention from this group of employees which includes Milton G. McInnes, executive vice president.
Trainman, Clerk Share Golf Honors at Fifth Erie Tourney

JOSEPH LUCAS found the trophies and his clubs a handful.

JOSEPH LUCAS, yard conductor at Ferrona Yard near Sharon, Pa., won the William A. Carlson Memorial Trophy for low gross score and Philip Walsh, general clerk, auditor of revenues, Cleveland, the Robert E. Woodruff Trophy for low net score at the fifth annual Erie System Golf Tournament.

Held beside the Erie tracks on the Hubbard Golf Course, Hubbard, O., on July 30 and 31, the tournament was played under weather conditions that one golfer called "surprising." The first day, Saturday, began as a fair day, but in the afternoon a sudden downpour flooded fairways and drenched those on the course; but the shower was soon over, and the second day of the tournament was bright and sunny.

Of the 116 golfers who took part, however, only two confessed to ending their play because of rain. Previous high number of golfers was that of last year's tournament at Meadville, when 101 played the 18 holes.

**From Spring Valley**

Walsh's score, 135 for the 18 holes was reduced by the Calloway system of handicapping to a net of 68. Twenty-four years old, he is single and lives with his father, David Walsh, an accountant in the Cleveland office of the auditor of revenues, at 1296 Brockley Avenue, Lakewood, O.

Lucas shot a 67 for the 18 holes, which placed him comfortably ahead of last year's winner of the Carlson Trophy, Ralph Costa of Meadville. This year Costa shot 71. Lucas, who is 42, lives at 1124 Hall Avenue, Sharon, and has two daughters, Darlene, 10 and Shauna, 6.

James Remo of Spring Valley, N. Y., traveled the longest distance to the tournament. He was accompanied by his son, Wayne, 8; E. E. Bonecutter, retired locomotive engineer of Marion, O., was the oldest player at 65.

**Marion Next Year**

Jack McInerney of Hornell was second in net standings, shooting a 75 which a handicap of six reduced to 69. There was a four-way tie for third place, Edward Schoonmaker, Marion, 80-10-70; James Remo, 76-6-70; Jack Owens, Marion, 76-6-70 and Carl Briggs, Youngstown, 80-10-70. Fourth place went to Elston A. Blair, Marion.

In the low gross standings William G. Carlson, Cleveland; Guy Costa, Meadville, and Don Miller, Marion, all shot 73; Dan Berry, Hornell, and Paul Crowley, Youngstown, 74, and Jim Mahoney, Youngstown, 77.

Two eagles were scored, by Don Miller and Jack McInerney, Hornell. Both were made on the course's second hole, a 258-yard par four.

The committee in charge of the tournament has announced that next year's event will be held at the Marion, O., Country Club on days to be announced later.

**COMPLEXITIES of the Calloway handicap system puzzle Philip Walsh, winner of the low net prize.**
Erie Magazine

Shrunken to Save

The reduction in the number of pages of the magazine has forced the condensation of many articles, which employes and others can be kept up to date about activities on the Erie.

We look forward to the day when we may restore the magazine to its former size. Meanwhile, we will do our best to keep it interesting and informative so that employes and women who will join our association if we just ask them to join. I want to thank all of you for your wonderful cooperation in this year's drive for members.

Fraternally yours,
Harry C. Travis
President

Buffalo-Rochester

By Jan Bender

The Mike Reddings and Hank Schultz teamed up in their meanderings at the Conneaut Lake picnic.

A cordial welcome to the following new members:


(please turn to page 14)
PEOPLE YOU KNOW

All Working for the Erie
in M. of W., Kent Division

RICHARD PATTERSON
Trackman

ALLEN B. COOPER
Crane Operator

BEACHER R. HOOSER
Trackman

WALTER CYRUS
Trackman

JOHN PERONIS
Section Foreman

WILBORN STAMPER
Trackman

CLYDE C. STAHL
Trackman
A NEW HOT BOX detector, first of its specific kind to be fully transistorized, has gone to work for the Erie at River Junction on the Buffalo Division. Although the machine cost nearly $50,000 installed, it will be well worth the investment, for the costs of one burned-off journal have often been higher than that in shippers' claims, damage to cars, and torn-up track.

Built by General Electric, the device does many things. It can detect hot boxes on trains moving past it at speeds from six to 60 miles an hour, set signals against the train, and report the presence of a hot box to the dispatcher's office at Buffalo, 65 miles away.

But that is only part of its duties. It also tells the dispatcher whether the hot journal is on the north or south side of the train, and just which axle it is, so that the dispatcher can tell the train crew just where to find the trouble. And it makes two permanent taped copies of all its findings, one at River Junction and the other at Buffalo.

"Tilt" Light

It can detect up to four hot journals a train, and if it finds more, flashes a special light at Buffalo. This light, known by the machine's closer friends as the "tilt" light, isn't expected ever to light--except as an indication that the machine is adjusted to too great a sensitivity.

In addition to all these things the machine turns itself off between trains, shuts its "eyes" to keep out dust and dirt, avoids reading the heat of wheels and brake shoes, distinguishes between roller and friction bearings, and writes lines that look like black ink without using ink.

Moreover, it reports its findings to Buffalo over an existing telephone line without disturbing the calls on that line, thereby saving the railroad the expense of stringing additional wire between the

---

**Hot Box Detector Keeps Watch Over Erie Railroad Trains**

TRAIN NO. 74 approaches the detector's viewing units, which are protected by heavy pieces of timber bolted to the ties.

CARS FLICK OVER the detector so fast that they are a blur to the camera. But the viewer needs only one ten-thousandth of a second to look at each journal.

FINAL ADJUSTMENT of viewing device of detector was done by David C. Gregory, leading communications construction man.

LAWRENCE H. DYKE, superintendent of communications, reads a report from the detector in the relay shed beside the line.
AT BUFFALO, more than 60 miles from the viewer, Robert Havens, communications supervisor, studies a written report from the detector. At the right is the panel which shows which side of the train, and how many axles from the caboose, any trouble lies.
Erie Carries 1,406 Scouts Bound to Jamboree in West

WHEN the Boy Scouts celebrate the 50th year of scouting in America with a jamboree in Colorado that attracts 55,000 persons, something of a transportation problem is involved.

Among the railroads helping to solve that problem was the Erie. Some 1,406 Scouts and Scouters, as the adult members of the movement are called, rode the Erie both ways.

Two special trains were operated in each direction, and special equipment was added to other trains; flexibility of rail transport was attractive, too, for one of the specials followed an unusual route home.

One of the two specials operated from Hoboken to Chicago on July 19. It carried some 590 New Jersey and Middletown, N. Y. scouts, who changed there to a western road.

These boys and their leaders returned from Chicago to Hoboken on August 1.

The other movement was special in more ways than one. The special carried 524 scouts from Nassau County, New York to Chicago on July 19, but the return trip did not take place immediately after the jamboree. These scouts made a side trip after the jamboree to New Mexico, and when they returned to Chicago on August 5, their Erie special took them over Erie tracks usually used for freight only to Buffalo.

Son of Erie Man

There the boys detrained and visited Niagara Falls, then returned to the train, and were taken to Hoboken.

In addition to the special trains, equipment was added to Train No. 1 on July 19 and to Train 2 on July 31 to accommodate 292 scouts and scouters from points along the Erie from Olean to Sharon.

But Erie participation was not limited to furnishing coaches, diners and baggage cars--one member of an Erie family, John Fedorka, son of Mr. and Mrs. Michael J. Fedorka of Port Jervis attended the jamboree.

His Birthday, Too

Second Class Scout John Fedorka whose father is division car foreman at Jersey City, was 14 the day before the train left Middletown for Chicago and points west, so the trip came as a sort of birthday present.

John's experiences were typical. He helped prepare his troop's baggage for loading in advance--John belongs to Troop 80, Hudson-Delaware Council, Middletown--and load it on the baggage car that preceded the train and was han-
dled through Chicago to Colorado Springs.

Then on the Great Day, he said goodbye to his parents, and dressed in full uniform, reported to Middleton, where he marched through the streets to the station and boarded the train.

**Elected Cook**

On the way to Chicago he ate in the diner, chatted with friends in his own troop, watched the scenery roll by, and made friends with boys from Bayonne, Union City, Paterson, and Hackensack, N. J., and New City, N. Y., who were aboard the train.

Somewhere along the line he became indiscreet enough to admit that he was a pretty good cook, and when his troop arrived in Colorado Springs, he found that he had been picked to cook breakfast the first day.

Those who ate that breakfast found it so good that, by acclamation, he was elected cook for the rest of the period of the encampment. His cooking was so good that Troop 80 continued in good health, and their spirits were kept so high that, although high winds blew away their tents on two occasions, morale remained high.

**Money Flew**

In one of the high winds literally everything that John had with him was blown away, including his travelers’ checks. He recovered all but one of them in the grand sorting out and paper chase that followed—after all when the personal effects of some 55,000 people are being blown all over a 2,000-acre camp site and beyond it something is sure to get lost—and considered himself lucky to have his money in a form in which he can recover it, even though lost.

Despite his duties as cook, and the high winds, John found plenty of time to meet boys from the 49 other states, and trade with them for souvenirs; to attend and participate in the many ceremonies surrounding the affair.

But, as it did for so many other boys, the enjoyment of his rail trip from Hoboken to Chicago, and from Chicago to Colorado Springs and back home again will remain one of the outstanding memories of the affair, if not the most memorable.
There was more pinochle than horseshoe pitching at the weiner roast which took place at the summer home of Ernest Jimenez in Evans.

Akron

By Besse Westbrook

Our regular meeting was preceded with a covered dish dinner, and after adjournment a social hour of swimming, playing pool, etc. was enjoyed.

Special thanks are extended to Mr. and Mrs. Earl Miller, who were host and hostess for the meeting which was held in their home.

We welcome new members, Mr. and Mrs. Howard Hills of Kent, Ohio.

The mother of past president, Al Coffman, observed her 90th birthday.

Susquehanna

By H. Harold Perry

Wonderful time was had by all at Soops Grove at our local annual picnic.

John Perry, brother of your scribe and patrolman on the police force in Binghamton, along with other policemen has returned from a successful fishing trip in Canada.

Emblem

(Story begins on page 4)

B. L. Beier, New Providence, N. J.; Virginia Byrnes, Union City, N. J.; Joseph C. Ciliberti, Jersey City, N. J.


### Losses in the Erie Family

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
<th>DATE OF DEATH</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Collins, Sinon Christopher</em></td>
<td>Blacksmith</td>
<td>Meadville Shop</td>
<td>7-16-60</td>
</tr>
<tr>
<td>Conklin, John Leonard</td>
<td>Engineer</td>
<td>Susquehanna Division</td>
<td>5-20-60</td>
</tr>
<tr>
<td>Courtney, Oscar</td>
<td>Caller</td>
<td>14th St., Chicago</td>
<td>7-3-60</td>
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<tr>
<td><em>Donohue, Joseph Thomas</em></td>
<td>Yard Brakeman</td>
<td>N.Y. Division</td>
<td>7-4-60</td>
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<tr>
<td><em>Elliott, Ernest Bartam</em></td>
<td>Machinist</td>
<td>Marion Shop</td>
<td>5-19-60</td>
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<tr>
<td><em>Fletcher, James Elwood</em></td>
<td>Transitman</td>
<td>Kent Division</td>
<td>7-19-60</td>
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<tr>
<td><em>Flick, Anthony Andrew</em></td>
<td>Engineer</td>
<td>Buffalo Division</td>
<td>5-5-60</td>
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<td>Foley, Robert Eugene</td>
<td>Road Brakeman</td>
<td>N.Y. Division</td>
<td>7-11-60</td>
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<tr>
<td><em>Frazier, Robert David</em></td>
<td>Engineer</td>
<td>Rochester Division</td>
<td>4-26-60</td>
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<tr>
<td><em>Jenner, Wallace Elmer</em></td>
<td>Car Inspector</td>
<td>N.Y. Division</td>
<td>6-13-60</td>
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<tr>
<td><em>Karst, Martin John</em></td>
<td>Conductor</td>
<td>Croxton, N. J.</td>
<td>6-29-60</td>
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<tr>
<td><em>Laughnry, Francis Aloysius</em></td>
<td>Boilermaker Helper</td>
<td>Wyoming Division</td>
<td>3-28-60</td>
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<tr>
<td>Lombardo, Joseph</td>
<td>Trackman</td>
<td>Port Jervis Roundhouse</td>
<td>6-25-60</td>
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<td>McHale, Willis</td>
<td>Machinist</td>
<td>Wyoming Division</td>
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<td>Miller, Kenneth Ward</td>
<td>Machinist</td>
<td>Hornell Diesel Shop</td>
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<td>Meadville Shop</td>
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<tr>
<td>Rayfield, John Thomas</td>
<td>Engineer</td>
<td>Mahoning Division</td>
<td>6-23-60</td>
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<tr>
<td><em>Rena, John Anthony</em></td>
<td>Car Repairer</td>
<td>N.Y. Division</td>
<td>7-11-60</td>
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<tr>
<td><em>Rowley, John Lee</em></td>
<td>Export Clerk</td>
<td>Hornell Back Shop</td>
<td>7-17-60</td>
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<tr>
<td><em>Saunders, James Joseph</em></td>
<td>Asst. Struct. Steel Foreman</td>
<td>Cleveland, O.</td>
<td>6-28-60</td>
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<tr>
<td><em>Schulze, Frederick Otto</em></td>
<td>Road Conductor</td>
<td>New York City</td>
<td>7-7-60</td>
</tr>
<tr>
<td><em>Simmons, Charles J.</em></td>
<td>Trackman</td>
<td>Hornell Back Shop</td>
<td>7-17-60</td>
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<tr>
<td><em>Smith, John</em></td>
<td>Crossing Watchman</td>
<td>Cleveland, O.</td>
<td>6-28-60</td>
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<tr>
<td><em>Surgino, Nicholas</em></td>
<td>Track Foreman</td>
<td>Buffalo Division</td>
<td>5-23-60</td>
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<tr>
<td><em>Staub, Eimer John</em></td>
<td>Yard Conductor</td>
<td>Kent Division</td>
<td>5-11-60</td>
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<tr>
<td>Van Dyke, William David</td>
<td>28th St. Station, N. Y. City</td>
<td>Allegany Division</td>
<td>6-20-60</td>
</tr>
<tr>
<td>Will, Carl Edward</td>
<td>R&amp;D Clerk</td>
<td>Mahoning Division</td>
<td>6-7-60</td>
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<tr>
<td>Wohnus, Charles Weston</td>
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</tr>
<tr>
<td><em>Retired Employees</em></td>
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</tr>
</tbody>
</table>

### 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 FLEISHEL LUMBER COMPANY**

SAINT LOUIS, MISSOURI

AT ALL FINE SHOE REPAIRERS

**THE ERIE DOCK COMPANY**

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Ton per Hour from Vessel

**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, H. Y.
Ever listen to a talking train?

"Signal Crew to Train Seventy-Six..., checking microwave antenna ... can you read me?"

"Seventy-Six to Signal... we read you loud and clear. Over."

Crisp talk like this is crackling over the air these days--for the railroads are using microwave radio in a big way. Microwave keeps operating headquarters instantly in touch with every train, thus expediting service for passengers and shippers.

This is one more way in which railroads are exploring and applying exciting new developments. Such progressive thinking is important to all of us--for we're going to need dynamic railroads more than ever in the growth years ahead.

Clearly, it's in the national interest to give railroads equal opportunity and treatment with other forms of transportation. America's railroads--the lifeline of the nation--are the main line to your future.