

**NEW YORK
DIVISION**

OUR 53RD YEAR OF PUBLICATION

AUGUST 1957

The President's Page

RECENTLY I had an opportunity to spend a full day with two of our larger customers. We discussed transportation in general and the way in which each type of transportation fitted into the needs of industry.

I came away feeling that customer satisfaction with our service is made up of many things, some large, and some small, most of them in our own control.

The business we get and the business we keep depends on how well every one of us does his own particular job.

Our joint efforts result in the service job we do. If it is a good, dependable service, the result is customer satisfaction. As customer satisfaction grows, so do we, and so does Erie.

H. W. Van Weller



Oldest Employee Magazine in Railroad Industry . . . Our 53rd Year of Publication

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OUR OBJECTIVE

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

August, 1957

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THE COVER:

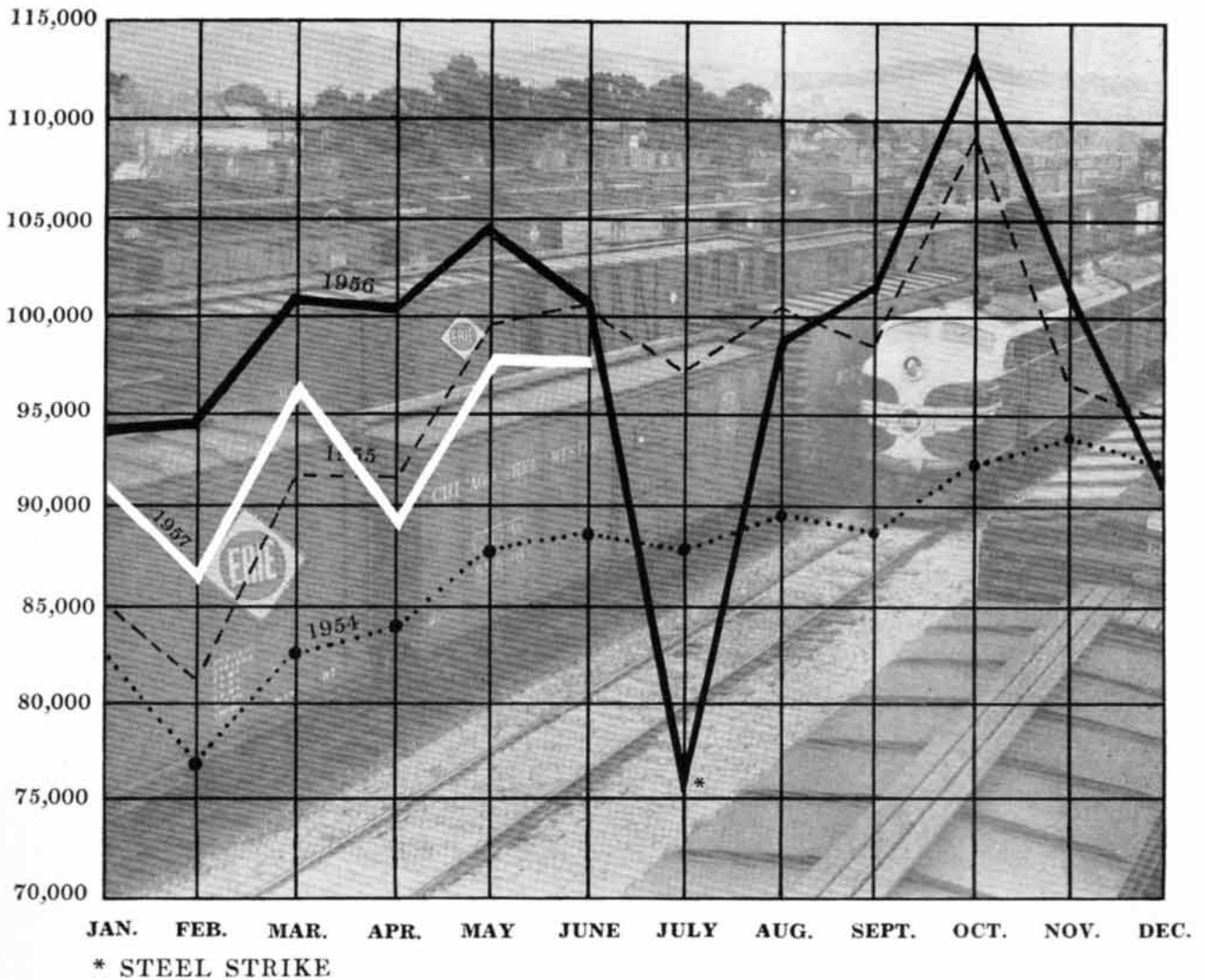
Croton Yard, heart of the Erie Railroad's New York Division, as seen immediately after a light March snow, is this month's cover subject. The bridge in the foreground is the Pennsylvania's main line to New York, and the Hudson can be seen shimmering in the sun to the west at the top of the picture. For more about the New York division, turn to Page 12.

Photo courtesy of Port of New York Authority

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Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Erie Ferry Service, 96, to End on August 14th

ICC Writes Finis to Story Started by George II

FOR over a hundred years ferries have been plying between Manhattan and Jersey City, for the last 96 of them under the house flag of the Erie Railroad.

That service is scheduled to end on the 14th of this month, when the last ferry will leave Chambers Street at 10 p. m. Eastern Daylight Time and arrive in Jersey City in time to connect with the Susquehanna's Train No. 933, a local that will leave at 10:20 for Butler.

Permission to abandon the service was granted the Erie by the Interstate Commerce Commission in a decision handed down on July 11.

However, the first governmental action taken about the ferry was that taken in the reign of George II, when, in 1773, a royal grant of the right to operate a ferry, and erect wharves at Pavonia and on Manhattan was awarded Archibald Kennedy. However, Kennedy did not exercise the privilege, and forfeited it.

Once Only Way

For many years the ferries were the only route between the Jersey Shore and Manhattan for people, wagons, cattle, and, in a later day, automobiles.

But the completion of the Hudson and Manhattan tube in 1908 drained away much of the commuter traffic, and in recent years a series of bridges and vehicular tunnels, built with public funds, made subsidized truck and bus competition possible.

Under Erie management the ferries were always delightful to ride, and left at stated times. That things were not always so on the Pavonia ferry is shown by an 1835 advertisement of the Paterson and New York Rail Road Line, which warned passengers that "as the ferryboats do not leave New York precisely at the above times, it is recommended to passengers to procure their tickets and to



EVEN DURING THE EVENING RUSH hour the ferry between Chambers Street and Jersey City carries only a scattering of passengers. Here most of the commuters move toward the bow to be ready to get off, but the upper decks and the cabins are all but deserted.

be at the ferry a few minutes before the stated time of departure."

By 1851 the American Railway Guide and Pocket Companion (and in 1851 you could slip the Guide into your pocket easily) showed the ferry connecting with six trains each way from Jersey City on the Ramapo, Paterson and Hudson River Railroad, now part of the Erie's main line.

And half those trains ran all the way to Suffern, where they made connections with Erie Railroad main line trains. In those days, of course, the eastern end of the Erie main line was at Piermont Dock.

The fare in 1851 was four cents, and the Manhattan ferry house was at Duane Street. Later the ferry was to run to 23rd Street, and to Chambers Street. The 23rd Street ferry was discontinued July 5, 1942.

Beautiful Hoboken

The Jersey Shore was a far different place in 1851 from the Jersey Shore we know today. One notice in the 1851 guide told of the ferry services to Hoboken, where the Lackawanna ferries—two of them former Erie ferryboats—now accommodate Erie passengers.

The Guide had this to say about Hoboken: "This, the most favorite

of summer resorts, now offers to visitors greater inducements than ever. The beautiful walks along the riverside leading to the Elysian Fields are in excellent order."

There followed schedules showing frequent services to Barclay, Canal and Christopher Streets.

Hogs Traveled, Too

The Pavonia or New Jersey ferry was first operated by the Erie in 1861, and by 1864 the fare for persons had been reduced to three cents. Hogs, too, were paid for at that rate.

That rate was not intended to discourage people, or to encourage hogs, as the rate schedules show many other animals and their rates. For example, cattle were moved across the river at the rate of 15 cents a head, with the exception of calves traveling with their mothers, who were carried free.

Children from five to 10 paid at the rate of two cents; until they were over five they traveled free. A mounted man paid nine cents for himself and his horse.

But few will sigh over the passing of the Pavonia ferry. Thanks to the transfer of two Erie ferries to Lackawanna ownership, the service between Hoboken and Barclay Street is
(Please turn to page 34)

Erie Men Solve Housing Problem with Own Hands



LAST STONE IS LAID by Gary Hall, as his wife, Patricia, watches. The two "helpers" are his sons, Kerry, 5 (left), and Kevin, 7.



THE CLARKS ENJOY A quiet afternoon in the living room of the house they built to suit themselves. Left to right: Robert, Bradley, 8 months, and Martha.

Swing Hammers to House Families in Comfort

TWO Erie men have found their own solution to the housing problem.

They and their families are now living in houses on sites they chose, in the styles they prefer, and with floor plans that fit their families and interests. Many dream of living in such houses, but few achieve that dream.

But Robert K. Clark, dispatcher, and Gary Hall, relief operator, are now living in such houses in Marion's Lush Addition, within easy reach of their work, and their debt loads are light.

Built Own Houses

They realized their dreams—and those of their wives—by building the two houses themselves, with their own hands.

"Save for the excavating and the plastering," Bob Clark says, "we did everything ourselves. We not only are living in houses that we could not have had in any other way, but we have the added satisfaction of the accomplishment."

Both houses are modern ranch-type dwellings standing on 110 by 180 foot lots. The Clark house has two bedrooms, the Hall house three, and both have gas-fired hot water heat.

Room for Children

There is plenty of room for children to play—Gary and Patricia Hall have two boys, Kevin, 7, and Kerry, 5, and Bob and Martha Clark have one son, Bradley, 8 months old—and large oaks at the rear of the lots are alive with blue jays and squirrels.

Perhaps the most startling thing about the houses is something invisible. In recent years some savings and loan companies have made special "build-it-yourself" loans. But the Clark and Hall houses had no formal financing until after they were built.

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Erie Railroad Magazine

Build Own Houses

The two men, who worked as a team in building the houses, found a lumber dealer who would advance them material until the houses were completed, and meanwhile help them with advice.

Financed Later

Once the houses were completed, money was borrowed in the usual way, and the dealer repaid. Incidentally, the lumberman told Clark and Hall that he had been following that practice with about eight houses a year for the last 20 years, and had only one loss in all that time.

Among the joys of living in a house you built yourself, the new owners say, is that you know just how well every utility connection was made, and just where it is. Too, it makes a super-handyman of you. You know, once you have built your own house, that there is nothing in or about it that you do not know how to repair.

Plans for the houses were bought from a stock plan service, but they were revised by the builders before the construction started.

Thus the Hall house has a stone front not shown on the original plan, and a porch as well.

Would they advise others to build their own houses?

To this their answer is an unconditional "Yes." They are enthusiastic, even after all the long hours of labor, and if they experienced any frustrations or disappointments, they do not remember them now.

• • •

Travel by Rail, Check All Cares

E. B. Padrick, chairman of the Railway Travel Promotion Agency, Chicago, gives the following reasons why people should travel by train:

Comfortable, non-skid travel in all weather. No flat tires to change, road maps to decode, parking problems or mothers-in-law in the back seat. Rent the only home you'll ever have where you can see the world go by your window. Eat good food, meet congenial companions, or be a recluse in your all-purpose, "smooth-as-a-Pullman" roomette. Wherever you go, the best travel guide to a care-free vacation is the cry: All aboard; En Voiture! Einsteigen! and Par-tenza!

• • •

August, 1957



MODERN AND STYLISH, the Hall house is one of the most sprawling and attractive in the Lush Addition, just outside Marion. The Halls believe they saved more than half the cost of a new house by building their own.



THERE WAS A TIME when the Clark house looked like this, even after thousands of nails had been driven and hundreds of saw cuts made. But the amateur builders persevered.



AND NOW THE HOUSE is as pleasant as any, and more attractive than many. It has become a place in which to live pleasantly. The house has been finished, the ground leveled, and the lawn planted.

Brilliant Sun Beams on Erie Veterans at Annual Outing

Games Canceled by Heat as 2,100 Meet at Lake



BOARD CHAIRMAN Paul W. Johnston gives Mrs. Johnston the plaque of appreciation that had been presented to him by Walter W. Turner (right), president of the Erie Veterans.



THE HOTEL PORCH MADE AN IDEAL spot to sit and trade news of friends.

BRIGHT SUN in a blue sky made the 1957 annual Erie veterans' outing at Conneaut Lake Park one to remember. It also caused the 2,100 veterans and guests who attended to seek the shade, and spend their time trading news of old friends in shady spots.

For a while it looked as if the baseball game, the egg-and-spoon, three-legged and sack races would go off as scheduled, for the rain that had marred recent outings was missing.

But the hot sun proved as efficient a deterrent to violent exercise as the heaviest downpour, and all the games were canceled because of hot weather.

Many of the veterans attending took speedboat or sightseeing rides on the deep blue lake, set in emerald green hills not far from Meadville.

Those who attended included veterans from all along the line, from off-line agencies, and many retired veterans, some of whom now live most of the year in Florida.

The day began with the arrival of three special trains from all parts of the line. Passenger service even ran to and from Buffalo that day—July 20—and some of the 38 Pullman cars assigned to the movement started there. As the trains arrived, hundreds who had made the trip by car also crowded around the registration desks set up on the hotel lawn.

Children, Too

Some chapters even had their own headgear—white cloth peaked caps for Hornell members, and paper butcher hats for members of the Jersey City chapter.

Gayest uniforms of all were worn by the Erie Huntington Band, dressed in Erie Blue and Erie Gold. The band had little time for chat. While other veterans were holding reunions and finding out what had happened in the lives of friends they had not seen since the last outing, the band was busy playing current hit tunes, among them many from the score of "My Fair Lady."

Many veterans had brought children with them—their own, their grandchildren and friends of their children and grandchildren. These quickly scattered, after receiving

(Please turn to page 21)



PRESIDENT VON WILLER congratulates Thomas H. Stapleton, who won medal as oldest veteran at the picnic.



YOUNG MAN AT LEFT was afraid to watch the acrobats, but everyone else kept his eyes glued on them.



FOUR GIRLS FROM WEEHAWKEN take a little nourishment—if spun sugar and candy apples are nourishing—while their elders visit. Left to right: Audrey Matthews, 16, and her sister, Judy, 13; Eleanor Schlosser, 13; and Rosemary Weir, 12. The Matthews girls are the daughters of Roger Matthews, checker; Rosemary's father, George Weir, is a checker too. Eleanor was their guest.



BLUE AND GOLD of the Erie Huntington Band matched the sky and the sun.

Traffic Rise Forecast for Second Half

Erie President Sees ICC Ruling as Big Factor

FAVORABLE business conditions for the rest of 1957 and an improvement in freight traffic, especially in the heavy goods industries, are forecast in President Harry W. Von Willer's mid-year report to Erie shareowners.

But he warned that net income results for the year will depend largely on the decision expected from the Interstate Commerce Commission on the 15% rate increase the railroads have asked for on a basis of return on investment.

The railroads have asked for a 6% return in the first hearing in which investment was made the basis of the petition. Last year the Erie earned 3.79% on its investment; the industry as a whole earned 3.95%.

In reviewing the first six months of the year Mr. Von Willer pointed out that 1957's first two months were good ones, but that there was a lessening of demand for transportation in the succeeding four months.

By the end of June, the six-month total of carloads originated on the Erie and received from connecting lines was 6.5% below 1956, and revenue ton miles of freight handled had fallen 3.3%.

Even though traffic volume was off, total operating revenues were about the same as last year because of an increase in freight rates which went into effect on Dec. 28, 1956.

Effect of Wage Boosts

However, higher wage costs and increased prices for materials increased operating expenses more than 5%, so that the net income per share of common stock for the first half of 1957 was 61 cents; in 1956 the income per share in the first six months was \$1.45.

In June the downward trend of business was seen to ease, and revenues in July should show a good improvement over 1956, when the steel mills were shut down because of a 34-day strike.

(Please turn to page 23)

400 New Cars to Roll over Erie

The first of 300 new gondola cars, 50 of them equipped with skids and steel covers for the transportation of steel in coil and strips, and 100 new roller-bearing covered hoppers will be rolling over the Erie Railroad when you read this.

All 400 cars are being built by Greenville Steel Car Co.

Roller bearings were specified for the covered hoppers, which will be used in general covered hopper service, so that they may be used in high speed freight service.

The gondolas, of the fixed end type, will have a capacity of 70 tons, and will be 52 feet 6 inches long.

Army Rail Vets Plan 12th Rally

Veterans of military railway service from all parts of the country will gather in Atlanta, Georgia, September 13, 14 and 15 for their 12th annual reunion. A lively program has been planned for this group of railway service veterans who carried guns, ammunition and equipment to the battle fronts during World War II and the Korean War. Special activities are also being planned for the many wives expected to attend. Arrangements are being handled mainly by R. E. Godley, manager of stores of the Illinois Central Railroad. Inquiries regarding the organization should be directed to Fred W. Okie, secretary-treasurer, P.O. Box 536, Pittsburgh 30.



"Uh-uh, here comes somebody from the club car."

Kinzua Bridge, Once Wonder, Slated for Scrap

KINZUA VIADUCT, the Erie Railroad's way across the deep gorge cut through the Pennsylvania landscape by Kinzua Creek just north of Mount Jewett, will be abandoned and sold for scrap if the Interstate Commerce Commission approves a petition presented to it on July 15.

The petition asks permission to abandon 14.15 miles of track through the Pennsylvania hills from Mount Jewett to Lewis Run—and there are no intermediate stations—and to confirm a trackage agreement giving the Erie rights to run trains over the Baltimore & Ohio double track line between Mount Jewett and Limestone, N. Y., a distance of 28.8 miles.

The two railroads run roughly parallel between J&B Junction, just north of Mount Jewett, to Limestone, and there are no stations on the Erie between Mount Jewett and Lewis Run. The Erie would continue to operate its line between Lewis Run and Limestone, serving the intermediate stations of Howard Junction, Custer City, Bradford and East Bradford.

The mountainous nature of the landscape, and the high costs of operating the railroad between Mount Jewett and Lewis Run can best be illustrated by Kinzua Viaduct, the longest and highest structure of its kind in the world when it was built in 1882 of wrought iron, and the fourth highest and longest when it was rebuilt in 1900 of steel.

The new route is expected to save the Erie Railroad \$333,699 a year in taxes, and \$30,139 in maintenance costs, plus crossing protection costing \$12,960.

Track Pact 108 Years Old

The earliest trackage agreement entered into in the United States was one made about 108 years ago between the New York & New Haven and the New York & Harlem railroads for the joint use of tracks between Williams Bridge and New York City. The agreement is still in force, the present railroads being the New York Central and the New Haven.

Artists, Public, Still Love Erie's Starrucca Viaduct

Painting of Span Outsells Other Rail Art

WHEN the early men of Erie ordered the building of Starrucca Viaduct they had only one thought in mind: to provide a path for the railroad across the deep gorge of Starrucca Creek.

They did not intend to furnish artists a subject for their pens, pencils and brushes. They did need to pass over that gorge on their way from the Hudson River to Lake Erie, for there was no way around it.

And they did successfully pass over the gorge. Their viaduct, beautifully simple in design, as well built masonry often is, is stronger today than when it was completed in 1848. But the size and grandeur of the work have attracted artists from the first, and photographers since the invention of the camera.

Even while the bridge was building it attracted artists, drawn by the news value of the work, for it was to be the biggest such structure of its day. In the midst of the wilderness a village of bridge workmen and their wives, together with the blacksmiths, stablemen, carters, wheelwrights, and all the other auxiliary trades then needed, sprang up on the site, and offered subjects to delight anyone.

"Starrucca Vale"

That was the by-product of the building of the viaduct, the thing that probably did not enter the minds of the men of Erie, save fleetingly.

And ever since its building the viaduct has been a favorite subject of artists. Perhaps the most famous of the paintings is that by Jasper Francis Cropsey, a member of the Hudson River School, whose oil, "Starrucca Vale" now hangs in the Toledo Museum of Art.

Nor has the viaduct lost its charm for the public, who have, over more than a century, been eager for more pictures. The latest is by a man who never saw the viaduct, never set foot in America, yet he has caught both the viaduct and the public fancy. His



NEWEST PAINTING OF STARRUCCA Viaduct is this one by an English artist who has never been in the United States. It has proven so popular that the Kalmbach Publishing Co. reports that it is the best seller in their line of railroad subjects.

name is Richard Ward, and he did the work without leaving England.

Full color reproductions of his tempera, which was commissioned by the Kalmbach Publishing Co. of Milwaukee, are selling for a dollar apiece, and according to A. C. Kalmbach, it is currently the best seller of all their painting series.

That the artist, who has never been in America, should have caught the "feel" of the scene so well as to please the highly critical readers of Kalmbach publications—among them "Trains," "Model Railroader," and "Model Trains"—is the more remarkable, as Kalmbach instructed him to paint the viaduct as it was in 1910. And that was in 1956!

Ward worked from numerous photographs of the bridge, including carefully chosen color shots of the stone, and a large file of pictures and drawings of Erie Railroad and Delaware and Hudson equipment of the first decade of this century.

For the sake of composition, he did take liberties with the arrangement of the viaduct—but the details of his rolling stock are said to be correct. Can you spot any errors? Or are you unable to remember 1910 rolling stock that well?

• • •

'Trains' Reaches Its 7th Edition

TRAINS by Robert Selph Henry.
(Electronic Age Edition.)

Bobbs-Merrill, Indianapolis. 152 pp.
\$3.95.)

Ever since its first appearance in 1934 Col. Henry's book has been regarded as a standard popular work on American railroads and railroad-ing.

Designed to appeal to all age groups, and to a wide range of interests in railroading—history, operation, maintenance, rolling stock—the work has been brought up to date from time to time over the years. Since its author is vice president, public relations, of the Association of American Railroads, it carries an authority that many other books do not.

This edition, the seventh, is, like its predecessors, richly illustrated, and is the second edition to appear within three years.

A new chapter has been added to the material in the 1954 book that tells how electronics plays its part in modern railroading, in ticket offices, in classification yards and in dispatching.

Erie's New York Division Offers Varied Railroading

Multiple-Track Main Line Runs Straight to Goal; Branches Wind Through Hills



JOHN R. EBERT is superintendent of the New York division.

IN its 303 miles the Erie Railroad's New York division offers every kind of railroading there is, from multiple-track super-railroad that runs straight toward a definite goal, passing through deep cuts and vast marshes to single-track lines winding in a series of S-curves up steep grades, seemingly bent on going nowhere—and arriving there.

Its heart is the vast Croxton yard, with two modern humps, and a capacity of 5,600 cars. Out along the main line the high-speed freight and passenger trains roll through modern cities with gates and traffic lights interlocked to assure no interruption of rail or road traffic; on some of its branches that wind through the hills, the trains stop at every crossing, and are flagged through.

Among its customers are concerns so vast that multiple-track yards served by six locomotive crews are busy 24 hours a day, yet much of the division runs through the vast uninhabited Jersey Meadows, a lonely area where nothing grows but bulrushes, higher than a man's head, and as dense as any jungle.

This is the division that last year originated 115,000 carloads of freight, and delivered 240,000 carloads.

And the freight was as varied as the topography of the road: Paper and coke, pitch and pipe, coal and clothing, pills and boilers, perfume and detergent, fine wines and acid, adhesive tape and glass.

Giraffes, Too

Even giraffes and hippopotamuses do not surprise the train crews who handle the cars, nor the clerks that make out the bills of lading. For among the points served on the Newark Branch is the United States Animal Quarantine Station, and prize bulls from abroad bound for the western ranges, and exotic animals destined for zoos and circuses must stop off there until the government is sure they bring no diseases with them.

All this movement of freight is complicated enough, especially over the varied types of railroad that make up the division, to challenge

(Next page, please)



JAMES W. CONWAY is assistant superintendent.

THE NEW JERSEY & New York, and the Northern and Piermont branches are among the special responsibilities of Trainmaster Robert L. Downing.



RICHARD R. MITCHELL is road foreman of engines.



JAMES T. CORBETT is one of the division's four trainmasters. The Greenwood Lake and the Newark branch are his special responsibilities.

the most expert staff of railroad men. Yet the men who make this complicated railroad work under the direction of John R. Ebert, superintendent of the division, have certain added problems.

These problems are the dozens of commuter trains that carry a flood-tide of passengers, 18,000 strong, to and from New York, inbound in the morning, and out again at night.

Commuter Trains

Somehow they must weave the commuter trains in and out, keep them on time, deliver and pick up the freight on time and make the whole thing work.

That is not too easy, either. For one part of the division is not part of the Erie. It is the New Jersey and New York, operated under court order by the Erie, but in receivership. That makes for difficulties undreamt of by many railroaders. For its expenses are under court control, and if a new length of rail is needed, it must be found in one of its less busy sidings.

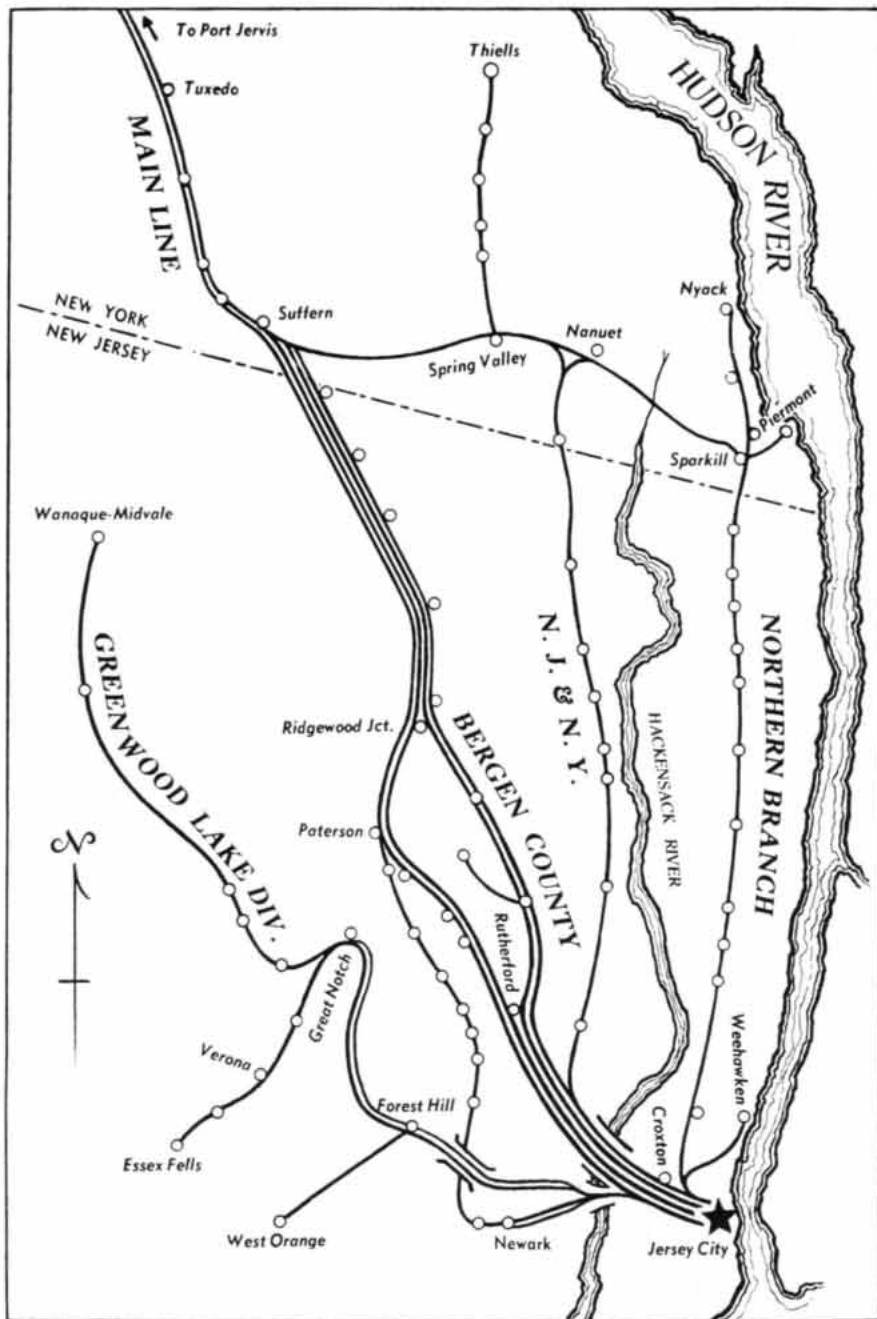
People, too, make life interesting for the staff. There are underprivileged children in the less attractive parts of Newark who use the tracks as a playground; and, at the end of one branch, in a town where it is said that the chauffeurs keep chauffeurs, there is a woman who thinks it would be nice if the Erie painted its station Easter Egg style every Easter Eve.

Easter Egg Plan

This, she says, would give the children of her neighborhood a pleasant surprise on Easter morning, but she feels it would lose its point if the station were not repainted in its usual colors by Monday morning.

Complications like that are as nothing to the men who make the Erie's New York division work as a smoothly-operating unified machine.

(Turn the page, please)



THIS MAP SHOWS THE GENERAL relationship of the Erie's lines near Jersey City, where the New York division ends. The complicated division's western boundary is at Sparrowbush, just west of Port Jervis.



NEAR JERSEY CITY THE ERIE'S main line cuts straight across vast marshes.



WEST ARLINGTON CUT, on the Greenwood Lake, seems hundreds of miles from any city, yet Newark is close by, and New York only minutes away.



HOWARD B. HART is trainmaster-road foreman of engines at Port Jervis.

WILBUR J. BETZ is passenger trainmaster.



ONCE THE EASTERN TERMINUS of the Erie, Piermont Dock was a wonder of its age. Over a mile long, it jutted out into the Hudson, and was covered with busy shops, roundhouses, offices and yards. Today mounds beneath the bulrushes mark the sites of the larger buildings, and the cries of wild duck are the only sound of life.

New York Division

(Story begins on page 12)
despite its diverse nature. But even they admit that the division can't be learned in an hour.

Perhaps the easiest way to learn the division is to start where the railroad had its eastern terminus in the days when laws complicated matters by forbidding the Erie to operate outside the state of New York, or to connect with any other railroad, and return to the present main line in a later chapter.

Great Work Deserted

That starting point is at Piermont-on-Hudson, on the east bank of the Hudson River, where that river seems to pause on its way south to New York Bay. Here the river is at its widest, and forms a lake that the Dutch settlers named Tappan Zee. Here too, the early men of Erie saw, was the closest point to New York City they could reach.

Far out into the Tappan Zee they built a great artificial causeway, more than a mile and an eighth long, and wide enough to accommodate all the road's shops, a roundhouse, and many freight and passenger tracks, as well as berths for the passenger and freight steamers and the lighters that would connect the early Erie with New York City and its harbor.

From this point the road ran west to Suffern's (now Suffern) as close to the New York-New Jersey border as the hilly and mountainous country would allow, and then turned toward the northwest on what is still the main line.

Bulrushes Sway

Today bulrushes sway in the wind for most of the length of the pier, and only at the shore end is there any activity. There a paperboard company has a factory. But standing at the shore end, and looking out over the pier, an observer can see hillocks that once were busy shops.

In the day the pier was built, earth had to be moved by men with shovels and horses with carts. The pier was one of the wonders of the world. Even today it is an awe-inspiring work. Most of it is maintained by its present owners as a game preserve, and a fence keeps life safe for the wild duck and geese that nest where once thousands of men worked.

Now that part of the old main line is the single-track Piermont Branch,
(Next page, please)

Erie Railroad Magazine

a line marked by deep cuts, heavy grades—one of them nearly eight miles long—and sharp curves.

So it is little wonder that the present main line follows the route of a group of New Jersey railroads which, by 1851, had become the 4 foot 10 inch gauge Ramapo, Paterson and Hudson River, which ran from Pavonia Ferry Landing to Suffern and Ramapo. At Suffern passengers would alight and transfer to the 6-foot gauge Erie cars, if they preferred not to take one of the Erie steamers from Manhattan to Piermont.

On its way west from Piermont the Piermont Branch crosses the Northern Branch at Sparkill, called after the little stream of that name, which the Piermont Branch follows for a while.

On its way to Suffern the branch passes through Nanuet, where it is joined by the New Jersey and New York coming up from the south, and a little farther on, through Spring Valley, where the NJ&NY, which enjoys trackage rights between those points, leaves it for Thiells, the sylvan and beautiful, but very quiet, northern terminus of the NJ&NY.

And a few miles farther on the Piermont Branch reaches Suffern, now the northern boundary of the New York City commuter traffic and the point where the old Ramapo road, part of the Erie for many years, heads in a bee-line, four tracks wide, for Jersey City and Hoboken.

Truly Rural

But let us return to the shore of Tappan Zee, a few miles north of Piermont, where Nyack, a pleasant residential town, and the home of Helen Hayes, stands. Nyack is the northern terminus of the Northern Branch, once the Northern Railroad of New Jersey.

The Piermont Branch is truly rural; but the Northern Branch has a split personality, scenic from Nyack to Cresskill, and industrial in the extreme from Cresskill south. Too, it is single track from Nyack to Palisades Park, and double track to the point where it joins the main line just outside Jersey City.

At Nyack the Northern is close to, and high above, the Hudson, on the top of the cliffs called the Palisades. But a series of hills and steeper cliffs soon pushes it toward the river, and it descends the Palisades on a long grade to run beside the silver river—very beautiful, and as any operating

(Turn the page, please)

August, 1957



INDUSTRIAL IS THE WORD for the district through which the Newark branch passes. In Kearny and Newark factories are thick along the right of way.



WESTWOOD STATION is an expression of the pride of the community it serves. It was built by the community, and stands in a park maintained by the town.



THIS NEW FACTORY IS TYPICAL of the industries rising everywhere along the Erie. A tile plant, it is located beside the tracks of the Greenwood Lake division in a formerly rural area near Mountain View.

New York Division

(Story begins on page 12)

man can tell you, very demanding on locomotives and expensive to operate. Between Grandview and Sparkill, mansions, usually rare so close to railroad tracks, cling to the cliff directly above the line, squeezed be-

tween it and a road cut out of the cliff above their roofs.

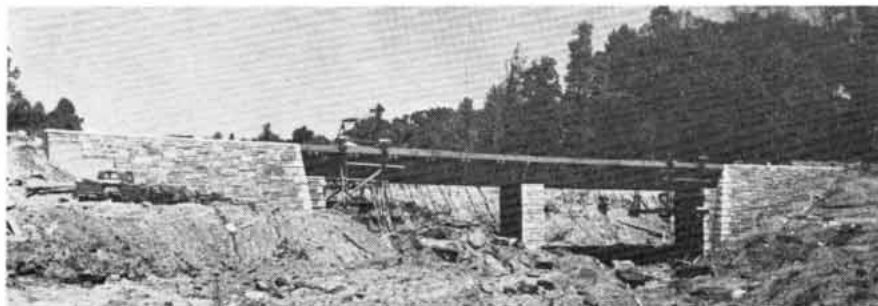
As Jersey City is approached the scenery gets more and more industrial, with heavy industry following light, and finally the Northern reaches Susquehanna Transfer, and begins the last lap into Jersey City.



HERE IN THE PASS AT GREAT NOTCH, the Greenwood Lake's double tracks become two single tracks, one turning off to the left to form the Caldwell branch, the other continuing to Wanaque-Midvale.



NEAT LITTLE VERONA STATION, on the Caldwell Branch, still bears the monogram of the Caldwell Railroad above its door.



BUILT OF STEEL AND CONCRETE, and faced with limestone, this new bridge will carry the historic Piermont Branch, once the Erie's main line, over the new Interstate Palisades Parkway.

Mystery Solved

And here the mystery of why Northern trains still use the Jersey City station is solved. The Lackawanna line from the west emerges from a tunnel cut through the solid granite of Bergen Hill far above the tracks of the Northern, and at right angles to those tracks, and enters Hoboken station on a trestle. The Northern runs along the east side of the hill, and cannot turn, nor can it climb to join the Lackawanna.

The New Jersey and New York parallels the Northern Branch, but it can reach Hoboken as it leaves the main line well to the west of the Archways through Bergen Hill. Until recently it served an almost wholly residential area, but now, in its first 12 miles north of the main line, the Jersey Marsh is being filled in, and factories and warehouses are springing up. All are modern, and there are so many of them that in those 12 miles the switch crews of the way freight have 71 consignees to serve.

However, once these 12 miles have been passed the NJ&NY's path lies along a series of residential towns, towns proud enough of themselves that one, Westwood, even erected and maintains a stone railroad station of modern design for its residents to use. Like the Northern Branch its scenery grows more beautiful as it goes northward.

Newark, Greenwood

Just as the Northern Branch and the New Jersey & New York form two parts of the Erie network, one on either side of the Hackensack River to the east of the main line, so do the Newark Branch and the Greenwood Lake division to the west of the main line.

From Jersey City the way to the two western lines lies through Croxton, where the way to the branches turns off toward and over a drawbridge across the Hackensack River, in the midst of the marsh south of the main line.

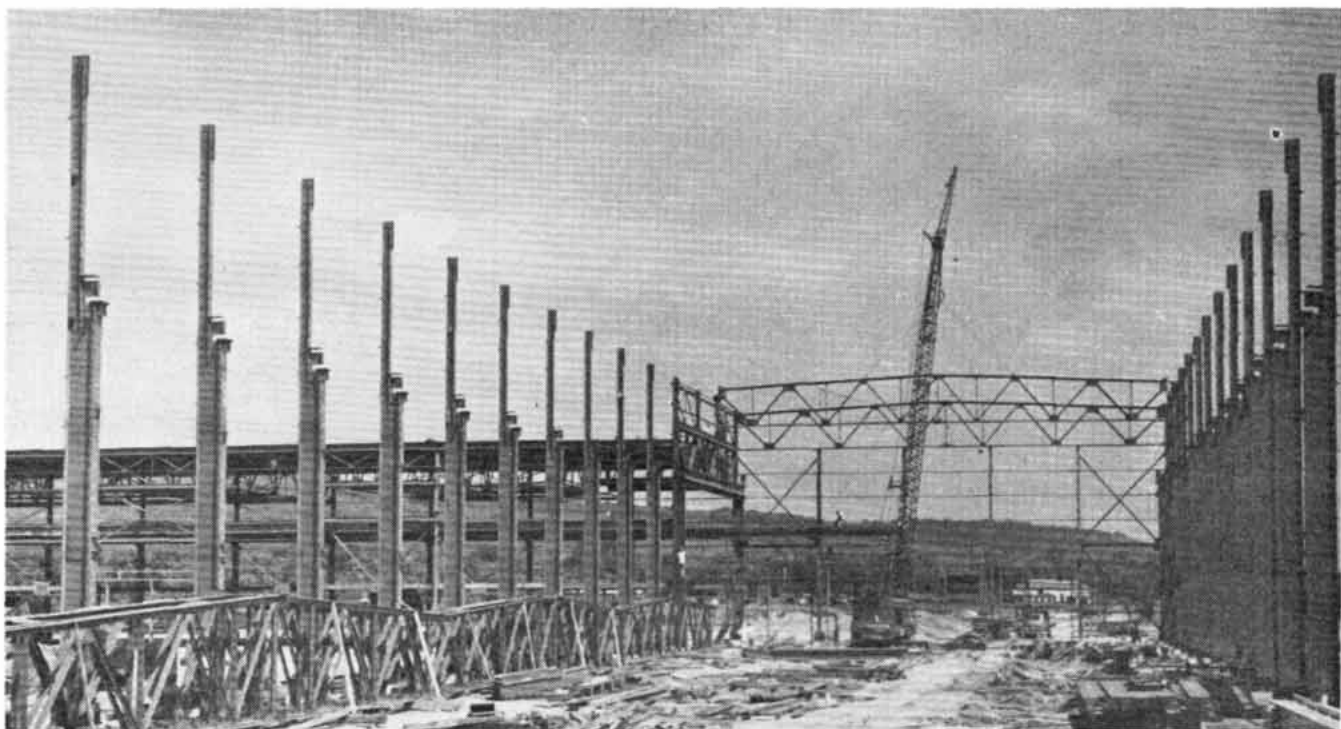
Just west of the bridge the two lines take on their own character, and on the ground it is easy to see why the Newark Branch, which looks mysteriously pointless on the map, is one of the Erie's important lines.

From the drawbridge the Newark Branch cuts directly west across the marshes to Kearny and Newark, where, from the solitude of the bulrush jungle, it plunges into the factory area of those two towns, and, running close to sea level, its double-track line passes the back doors of factories

(Please turn to page 34)

Erie Railroad Magazine

Steel Traces Outline of New Erie Car Shop at Meadville



STEEL COLUMNS OUTLINE THE NEW CAR SHOP and roof trusses are being placed.

Plastic, Glass, Aluminum to Form Walls of \$3.3 Million Building

STEEL is rising rapidly on the site of the Erie Railroad's new \$3,341,000 steel, aluminum, plastic and glass car repair shop at Meadville, just south of the main line, and engineers estimate the building is about 30% complete.

The L-shaped structure, which rests on treated wood piles driven deep into the earth, has already taken shape, one wing is being roofed, and it is possible to trace the outlines of the second wing by the long lines of columns, spaced 25 feet apart, on which roof trusses, girders and the two-foot deep flanged supports for the crane tracks are now being applied.

Once the building is complete—and it is now scheduled to open for business in February 1958—it will be equipped to build new freight cars as well as to maintain and repair the 21,000 which now carry the Erie diamond.

Among the new shop's facilities is a modern locker room, 300 feet long and 27 feet wide. It is designed and equipped with the comfort and convenience of the 250 men who will work in the shop given first consideration.

Following the best modern practice, there will be no floor columns in the whole building, even in those areas where bridge cranes do not operate, so that working spaces will be completely unencumbered.

One of the wings of the vast building will be 1,423 feet long, the other 377 feet long. The shorter wing will be 75 feet wide throughout its length; the longer varies from 51 to 215 feet wide.

(Please turn to page 33)

Road Crashes Kill 40,000 in Year

Forty thousand persons were killed and 2,368,000 injured in accidents on American highways in 1956, according to statisticians for the Travelers Insurance Companies.

Causes of the highway accidents were varied, but most of them, the insurance men say, fell under the following ten heads:

Exceeded speed limit	812,750
Did not have right of way	485,000
Reckless driving	193,000
Drove off road	150,220
Wrong side of road	124,670
Cutting in	73,400
No or improper signal	62,080
Passed on wrong side	23,550
Passed on curve or hill	4,050
Car ran away, no driver	3,880

All this makes a seat in a railroad train look most attractive. There one is safe even from the 3,880 cars that ran away without their drivers—although how they could do that if their drivers took the most elementary safety precautions is hard to understand.

• • •

PEOPLE YOU KNOW



JOHN C. GRUBER
Conductor
Train No. 12



All Working on the Erie at Ashland and Creston



HARRY W. BECK
Trainman
Train No. 12

HAROLD D. ADAMS
Agent
Ashland



WILLIAM F. HERRON
Delivery Clerk
Ashland



GEORGE J. KYSER
Trucker
Ashland

EARL B. PEAKE
Agent
Creston



PAUL E. ALLISON
Operator-Ticket Clerk
Ashland



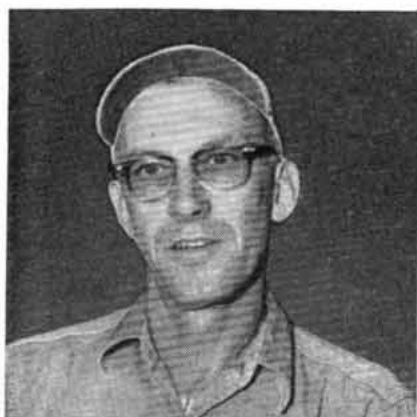
DELBERT CHAPMAN
Trucker
Ashland



PHILLIP A. SNYDER
Chief Clerk
Ashland



EARL W. JONES, jr.
General Clerk
Ashland



RALPH R. RUSSELL
Checker
Ashland



ELBERT WOODFORD
Rate Clerk
Ashland



THOMAS E. SCHLINGMAN
Yard Clerk
Ashland



EDWARD H. CROW
Car Inspector
Creston



LARRY BUCKINGHAM, jr.
Chief Clerk
Creston



AMOS D. MUMAW
Cashier
Ashland

Erie Veterans News

Salamanca

Our regular meeting-dinner at Myers Hotel on June 21 was our last until September.

All members are urged to attend the annual chapter family picnic at Gargoyle Park, Olean, Aug. 17, which will be up to our usual standards. **L. B. Tullar** was appointed picnic chairman, with notice of committee and meeting date to be announced.

The September dinner-meeting will be held at Myers Hotel. The October meeting will be at Cuba, with **C. R. Fralick** as dinner chairman. Ladies are invited.

While the current system membership drive is over, our chapter membership will continue for the remainder of the year, and for the coming years, so please do your share toward securing new members.

Jersey City

By G. C. Kalle

Frank J. Reichardt, our treasurer, was taken ill while at work on June 14 and was removed to St. Vincent's Hospital in New York. He was showing improvement at latest reports and by the time this column appears he may be at home, or at least moved nearer to his home.

We are pleased to report that **Douglas Horn** also is much improved after an illness.

At our last meeting **Frank P. Belting**, director of social activities, presented 50-year veteran's pins to **Roy E. Hart** and **M. H. Hall**. **Tracy Cole** and **J. J. McGlinn** were ill and could not be present.

Mr. and Mrs. Karl Walther celebrated their 45th wedding anniversary on June 1.

Our membership drive netted 58 new members and 15 reinstatements. The 1956 total, 99 new and reinstated members, is still within our ability to reach, and possibly surpass. It should be the ambition of each of us to bring in a new member or the return of a former member. Thus we can easily beat the record set a year ago.

The Unity boat ride to Rye Beach, being handled by the Erie and DL&W

veterans, is in charge of **Harry J. Smith** of the DL&W marine department. The steamer *Peter Stuyvesant* has been chartered for Aug. 17 and will accommodate 2,500 passengers.

Tickets at \$2 for adults and \$1 for children up to the eighth grade can be obtained from **Brother Smith** at the Hoboken terminal, or through the secretary at Weehawken.

We have approximately 30 unpaid dues, and would appreciate prompt remittances so we can clear our records.

Marion

The annual picnic at Lincoln Park on June 22 was attended by 68 members.

The committee in charge consisted of **Mr. and Mrs. Forest Hayman**, **Mrs. Richard Kester**, **Mrs. Rolland Reamsnyder**, **Mrs. Adam Eiseman** and **Mrs. Henry Smith**.

Games and contests were conducted by **Mrs. Frank Lyons**, and there was community singing.

The chapter reports 53 new members and four transfers.

Buffalo-Rochester

By Ruth Nise Munger

Donald Sears, son of the **Gordon Sears**, will enter medical school in the fall to work for a D.D.S. degree.

Among those occupying summer homes are **Mr. and Mrs. Henry Mattheis**, Lime Lake; **Mr. and Mrs. E. V. Jimenez**, Angola, N. Y.; **Mr. and Mrs. Ed Lafferty**, Waterport, N. Y.

Mr. and Mrs. Robert Heimlich have returned from Florida.

Mrs. William Carpenter left for Florida July 1.

Mr. and Mrs. Clarence Baldwin of California, while en route to New England with their auto and house trailer, called on **C. F. Roberts**, agent, Silver Springs, and **Mrs. Roberts**. They also stopped at Buffalo for the 50th alumni meeting of the Class of 1907, State Teachers College, and at Alden to visit his brother, **Leon P. Baldwin**, retired chief clerk to superintendent, Buffalo.

Get-well wishes are extended to **Mrs. A. L. Beatty**, **Mrs. Feltz, Sr.**, **Mrs. T. J. Martin** and **Mrs. Francis Murphy**.

Charles G. Thoman, retired agent, Silver Springs, hale and hearty, celebrated his 87th birthday June 9. His nephew came from Syracuse to join in the festivities.

Members are making plans to attend the annual meeting of the United Association of Railroad Veterans at Portland, Me., Oct. 11-13.

BO Railway Is Dream of Road

The yen to run a railroad is probably in every railroad man's heart. A few realize their ambition; thousands do not. One railroader who has blazed his own way to the top and has had a wonderful time doing it is **R. G. Terrell**, of Pasadena, Calif.

Terrell built himself a model railroad equipped with a locomotive and several cars. It is a 15-inch gauge road, named the **Baxter Ozark Railway**. Terrell is not only chairman of the board and president, but he is also listed on the railroad's literature as general manager, general superintendent, master mechanic, purchasing agent, advertising manager, chief special agent, and a few other things.

The **Baxter Ozark** is 1,875 feet long. The largest—and in fact the only—locomotive operated on the road is a 2,500-pound **Wagner** steam engine and draws such trains as the "Clark Ridger," "The Monkey Runner," "Udall Flyer," and "Viola Sunset." The passenger cars are modeled after British coaches with separate entrances for every compartment, Terrell explains.

Terrell owns a printing press and issues timetables and annual passes. The latter bear code letters, such as "PF" for "personal friend" and "BS" for "big shot."

Since Terrell owns and runs his own railroad with the aid of **Mrs. Terrell**, who carries the title of assistant to the president, his labor problems are almost nil. Since the railroad does not engage in interstate commerce, he is entirely free from innumerable regulatory, traffic and financial problems which beset the common-carrier railroads and plague railway managers generally. All of which gives him abundant reason to be the happiest and most envied railroad man in America.



"... and next time that will cost you days."

Veterans' Outing

(Story begins on page 8)
tickets for rides in the park, and left their elders to their visiting.

Nearly 400 of those who attended ate noon-day dinner in the hotel dining room, while the rest gathered to chat and eat cold fried chicken and other traditional picnic dishes on open-air tables under roofs that shielded them from the sun.

After lunch everyone gathered in the hotel's Crystal Room for the one formal event of the day, the mid-summer business meeting. Even there an atmosphere of informality prevailed.

Plaque for Mr. Johnston

Speeches were kept short, and the highlight of the affair, other than routine business, was the presentation of a plaque of appreciation by the veterans to Paul W. Johnston for his services to the railroad in 45 years that have seen him rise from baggage handler to chief executive officer and chairman of the board.

In referring to his coming retirement as chief executive officer, Mr. Johnston said: "The only prerogative left to me is the making of speeches."

He told how glad he was to be at the outing, where he felt himself among a lot of good friends who had grown up together, and told of his pride in the staff he was leaving behind him.

President Harry W. Von Willer greeted the veterans briefly, and said of Mr. Johnston's retirement: "I have been given an excellent pattern to follow, and will do my best to follow it."

The presentation of the plaque was made by Walter W. Turner, president of the Veterans. Mr. Von Willer made the traditional presentation of prizes to the oldest veteran, the youngest veteran, and the veteran with the longest service.

Oldest veteran present was Thomas H. Stapleton, 87, who, before his retirement, was a locomotive engineer on the New York division; youngest was Willis A. King, 36, gang foreman in the locomotive department at Kent; and the veteran with the longest service was George H. Nichols, agent-yardmaster at Endicott, who, before his retirement in 1954, had worked 58 years and 16 days for the Erie.

Stapleton and Nichols were both awarded medals; King, a gold wrist-watch and a medal.

The affair was presided over by Frank P. Belling, director of social activities of the Veterans, and a member of the Jersey City chapter.

Hubert A. Kelly, Huntington chapter, second vice president and membership chairman of the Veterans, reported that 276 new members had joined since Dec. 20, bringing total membership on May 31 to 4,780, an increase of 6.13%.

Greatest percentage increases had been shown by the Susquehanna chapter, 30.61%, and the Marion chapter, 27.01%, he reported.

The election committee, Edward McCue, Youngstown chapter, chairman; J. R. Fero, Youngstown chapter; and Frank J. Troyano, General

Office chapter, rendered the election report.

Of 4,110 ballots mailed to members, 1,827 were returned. Harry C. Travis, Hornell chapter, was elected second vice president, and Leonard P. Johnson, Salamanca chapter, treasurer.

Three officers were re-elected. They were: Leslie H. Arold, of the general office chapter, financial secretary; Rex P. Reeber, Youngstown, recording secretary, and Frank P. Belling, Jersey City, director of social activities.

• • •



WILLIS A. KING, Kent chapter, youngest veteran present, shows his prize, a gold wrist watch, to George H. Nichols, Hornell chapter, veteran with the longest service among those attending the picnic.



EARLY ARRIVALS FLOCK AROUND the registration tables on the hotel lawn.

Praise Earned by Erie Men, Women at Work

Sir:

The airplane hull which you just handled for us came through with flying colors.

The shipment left Genoa on the SS President Jackson on Jan. 10, and the car was placed in our plant for unloading by 2 p.m. on Jan. 29. This was possible due to the very prompt handling in getting the shipment moving out of New York and also the good handling in keeping it moving through and out of Chicago.

Your Milwaukee office is also to be complimented on the way they kept us posted on exactly what was happening to this shipment from the time the ship arrived in New York until the car was spotted in our plant. I have given Mr. Trecker a complete in-transit record on this movement.

Hull No. 225 was shipped from Genoa on Jan. 22 on the Hawkey Mariner, American President Lines, and I hope you can do as well with this one. . .

H. K. Dawe, Traffic Mgr.
Trecker Aircraft Corp.
Milwaukee 14, Wis.

Sir:

Just a note of thanks for the wonderful service you gave us going in and out of Chicago on our recent road trip. Your brand of personal service was highly appreciated and if ever you need a recommendation, please feel free to call upon me at any time.

William F. Walker
Public Relations Manager
The Vickers Petroleum Co., Inc.
Wichita 1, Kans.

Sir:

Thanks a million for your nice job on the Ziegler car. It made every connection as scheduled and was delivered right on the button last Wednesday. This is the kind of service we all appreciate and I made sure that every one of the organization was told of the part you played in getting this car on time to a very touchy customer.

J. S. Gill, Pres.
Upson Co.
Lockport, N. Y.

Sir:

It is unfortunate that many of us do not take time out from our busy days of press frequently enough to say a word of thanks to people who have extended themselves to give us the service that we need at times. We take that service as a matter of fact, I guess. But let a complaint come up and we really squeal loudly.

I want to compliment your railroad for the service granted my wife and myself by our ticket agent at the Ridgewood ticket office. We requested a difficult travel arrangement to Chicago on your road, and your Mr. J. E. Jacobus was most courteous and went to considerable extra effort to satisfy us. We got exactly what we wanted and are very happy about it.

E. L. Shattuck
Glen Rock, N. J.

Sir:

The girls of the Helping Bluebird group liked the ride on the train on March 23. We wrote this note to thank you.

Jane Ryan, Corr. Sec'y.
Helping Bluebirds
Cleveland 9, Ohio

Sir:

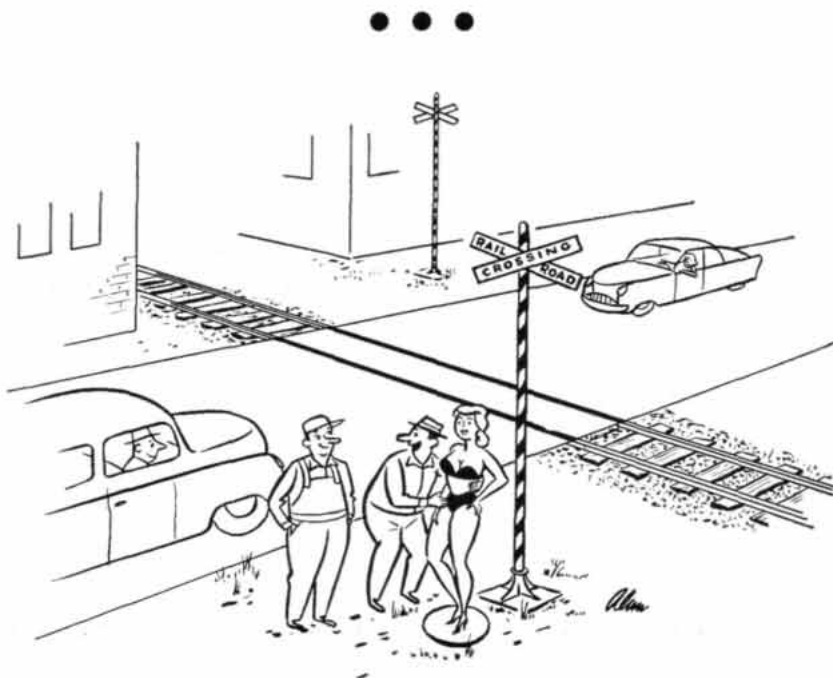
The Gast Construction Co. wishes to express its thanks and appreciation for the splendid job done by the Erie Railroad on our recent contracts at Kouts, Ind.

Your local representative, Mr. [L. G.] Hoover, did an outstanding job for both the Erie Railroad and the Gast Construction Co. He handled his job better than any freight agent has ever handled the job on any of our construction contracts in the past.

His task was not an easy one. As you know, we unloaded from 25 to 30 cars a day during the summer months. Never once did we run out of material. This in itself is quite an achievement. However, the service did not end here. A number of times we were forced by unavoidable circumstances to ask the railroad to perform extra services—rush needed cement through, make special switches, expedite cars. Mr. Hoover and all members of the Huntington [Marion] division of the Erie were always eager and willing to do all in their power to help us stay in top production.

We sincerely hope that this recent business has been as rewarding for the Erie Railroad as it has for our company. . .

Robert W. Gast
Gast Construction Co.
Warsaw, Ind.



"Now maybe those automobile drivers will notice these crossing signals."

Erie Railroad Magazine

Sir:

I shall never forget your kindness to me during my recent trip to New York.

Looking back on it now, I realize that you [William F. Lightholder, passenger representative] must have been on the platform when I boarded the train and that you personally delivered my baggage. I am deeply grateful for all you did for me, although I appeared to be indifferent about it at the time.

Erie Railroad officials are to be congratulated, not only upon their excellent passenger service, but upon their present passenger representative.

Susan White Curry
La Lisa, Marianao, Cuba

Sir:

Some weeks ago we ordered a carload of wood dimension parts from Missouri and requested your [Ken Morrison, agent, Union City, Pa.] advice as to the best routing to expedite the shipment to Union City.

The carload left Cape Girardeau, Mo., Oct. 12, and the car was placed on our siding Thursday morning, Oct. 18, better than six days' delivery.

We compliment you and the Erie Railroad Co. on this fast shipment and particularly thank you for routing it properly and getting it placed on our siding immediately.

Louis J. Bosse, Pres.
Standard Chair Co.
Union City, Pa.

Sir:

May I express to you, both for ourselves and for our client, the Ingalls Shipbuilding Corp., our appreciation of the efforts which you and your colleagues in the traffic department of the Erie made to work out the successful handling of an oversize shipment of steel from Constable Hook Shipyard in New Jersey to Pascagoula, Miss.

The clearances which were worked out permitted large savings in both time and money over what would have been necessary if the material had been dismantled to meet ordinary clearances.

We know how time consuming this type of work is and we want you to know that the efforts put forth were certainly appreciated.

G. A. Heft
G. A. Heft & Co.
New Orleans 12, La.

Sir:

For nine months of each year I commute daily on Train No. 1 between New York and Middletown, where I serve on the faculty of the Orange County Community College. The high quality passenger service offered by the Erie enables me to devote my time to this splendid new college, some 70 miles from my home. For this I am thoroughly grateful.

I cannot let my "commuting year" close, however, without a word of appreciation for the courtesy and attention afforded me by John Bushnell, trainman aboard No. 1 for the past six months. Mr. Bushnell is far more than a passenger conductor—he is a prime salesman for the Erie Railroad.

I have traveled on trains from one end of the country to the other, but I have yet to see the equal of Mr. Bushnell's devotion to the comforts of his passengers. His attention to older travelers and to children, in particular, is a pleasure to behold, particularly in an age when the old-fashioned concept of "service" seems to have permanently eluded most transportation companies. As a management engineer by profession and a railroad enthusiast by avocation, I compliment you on having such an ambassador of good will in your service.

My felicitations again for running such dependable and efficient passenger operations.

Alfred V. Sloan, Jr.
Business Management Dept.
Orange County Community College
Middletown, N. Y.



"Your dog up in the baggage car keeps asking for you."

Taxes Bite Deep Into Rail Income

Taxes take a big slice of railway earnings.

To illustrate: In 1956, the railroads of the United States operated many thousands of passenger trains daily.

On these trains they transported 429 million passengers an average distance of 66 miles each, performing upwards of 28 billion passenger miles of service.

For this service they received \$757,000,000.

In the same year they carried an immense volume of United States mail on daily schedules to and from all parts of the country.

For this service they received \$287,000,000.

Railway passenger and express trains transported millions of express packages in 1956.

For this service they received \$119,000,000.

In the same year, railroads paid federal, state and local taxes totaling \$1,129,000,000.

Thus, tax payments by the railroads exceeded their total revenues for the transportation of passengers, plus their total revenues for the transportation of United States mails, plus approximately two-thirds of their total revenues for the transportation of express.

The foregoing tax figure represents the amount which the railroads paid out of their own pockets. It does not include the hundreds of millions of dollars which they collected from the traveling and shipping public and turned over to the Federal Government in the form of transportation excise taxes.

Midyear Report

(Story begins on page 10)

Railroad operating expenses continue to climb. In addition to the 10-cent-an-hour wage increase of last November, a 3-cent cost-of-living increase went into effect on May 1 of this year.

Further increases of 7 cents an hour are due on Nov. 1, 1957 and Nov. 1, 1958. What this means is brought home by Mr. Von Willer, who points out that an increase of only one cent an hour per man adds approximately \$432,000 a year to the Erie's operating expenses.

Class I railroads placed 1,453 new locomotives in service in 1956, compared with 1,097 in 1955.

Latest Chatter About All the Erie Family

Marion Division

CHICAGO GENERAL OFFICE

By Marilyn I. Minch

Happy Birthday to Beverly O'Bel, Sophia Ciulla, Frank Kovarik, Al Roberts, Louise Le Veille, Walter Myrer, Phil Morgan, William Powell, Robert Kolalis, Ronald Bullard, Ray Jongsma and Shirley Lenz.

We welcomed to the force Shirley Lenz and Dick Rebmann.

Speedy recovery wishes to Warner Holcombe.

Bernie Klein has been elevated from Cloud Nine (see June issue) to Cloud Ten since receiving a sparkler for her third finger. Bernie also is wearing a new short hair style.

Denise Valkutis, a recent cooking school graduate, has been bringing us samples of her fine cookery.

Being allergic to elevators, our latest visitor flew in the window—a fine feathered pigeon.

Verne Zipfel won the long-distance award of his hiking club.

Due to the huge success of his Fourth of July picnic, Art Hofer is planning a Labor Day picnic. Dick Taylor has volunteered to be chef.

Etta Hendricks and Ron Schaaf are proud owners of 1957 cars.

Al Watkins and Bill O'Dea already are preparing for the Christmas season. They have a miniature tree on their desk.

Ray Jongsma has bought a sparkler for his favorite girl.

Vacation items: Grace Battaglini journeyed to Birch Tree, Mo., for the graduation of her nephew, Steve. Toni and Carl Griffith motored to the Smoky mountains.

Blanche Lewan headed east. Phil Morgan relaxed at home. Ronnie Towns did some fishing in Canada. Len Schukei was lost all night in the North Woods.

Bernie Klein flew to California. Bob Knox attended the Erie Veterans' picnic in Pennsylvania. Verne Zipfel traveled via the Erie to New York to look over the operations.

Edna Anderson has cancelled her trip to Ireland.

TRANSPORTATION

By T. E. Poe

The regular correspondent, C. R. Swank, and family are spending their vacation with relatives in New Jersey.

Train Dispatcher J. B. Bauer shot 68, four under par, at the LaFontaine Country Club, Huntington. A reporter for the Huntington Herald Press devoted his entire golfing column to a glowing account of Bauer's accomplishment.

Lt. of Police J. E. Zinsmeister spent his vacation fishing at Barbee Lake. Jake says a big turtle innocently grinned up at him as he sat fishing in his boat. When he pulled up his net the turtle had eaten through it and all Jake's fish were gone.

Chief Dispatcher J. R. Michael and family are vacationing in Colorado. They planned on some camping and should have some interesting experiences to relate.

Fred Snyder, first trick operator, "N" office, took advantage of the first Fourth of July holiday that has fallen on his day off in several years, and he and his family spent the day on the beach at Lake Manitau, Rochester, Ind.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Lewis M. Akom	Trackman	Wren	5- 3-57	26
Harry J. Bouquin	Conductor	Buffalo	6- 2-57	45
Michael J. Callahan	Barge Captain	Jersey City	6-17-57	36
James M. Cordaro	Freight Carman	Susquehanna	6- 3-57	34
William H. Costello	Yard Clerk	Binghamton	6-11-57	45
William E. Dolan	Trackman	Franklin	5-29-57	25
Anthony Genett	Freight Carman	Susquehanna	12-28-56	33
Cataldo Guarneri	Freight Carman	Susquehanna	5-27-57	34
Ralph Hartsough	Switchtender	Marion	6-10-57	38
Wallace Hill	Stower	Jersey City	5-27-57	30
Raymond N. Knight	Engineer	Avoca	6- 7-57	44
Peter Latta	Passenger Carman	Susquehanna	6-20-57	32
James J. Lillis	Baggage Clerk	Cleveland	6-14-57	66
Michael J. J. Lynch	Yardmaster	Jersey City	7-31-57	33
Martin C. Madison	Conductor	Meadville	5-31-57	46
Clarence L. Miller, Sr.	Cribber Operator	Meadville	2-19-57	15
Frank Pfahler	Stockkeeper	Dunmore	5-20-57	34
Fidel R. Reiger	Crew Caller	Youngstown	6-13-57	25
Edward J. Ruch	General Clerk	Hornell	6-11-57	49
John J. Saunders	Gang Foreman	Cleveland	7-31-57	47
Aubrey M. Shea	Road Conductor	Hornell	6-10-57	41
Thomas J. Timlin	Yard Brakeman	Youngstown	5-31-57	37
Sidney W. Torr	Box Packer	Avoca	6-14-57	31
Cecil H. Uline	Checker	Hornell	4-28-57	33



"We're to have it in good order by 3:25 today."

Erie Railroad Magazine

CHICAGO POLICE

By J. S. Steen

Patrolman J. C. Oberrath and his wife spent a vacation in Miami and Orlando, Fla.

Patrolman F. A. Harris vacationed in Alabama and Florida.

14TH STREET, CHICAGO

By Chris Hardt

Bruce Brewer, delivery clerk, and wife, Elsie, and family motored to her father's home in Denison, Texas. They narrowly escaped several tornadoes, which they will never forget.

James Lancaster and family motored in Kansas and Iowa, stopping to visit relatives. They, too, had narrow escapes from several tornadoes.

Evelyn Coakley, bill of lading clerk in the general offices, and the correspondent-revision clerk, represented Victory Lodge, Brotherhood of Railway Clerks, at a testimonial dinner in the George Bernard Shaw room of the Hotel Sherman, to celebrate the promotion of Les Dennis from general chairman, Chicago & North

Western System Board of Adjustment, B. of R.C., to the office of assistant vice grand president. About 300 members attended the affair.

Louise Reck, clerk, is pinch-hitting as clerk-typist for Virginia Stone, while Virginia is on leave of absence, awaiting the arrival of the stork.

Frank Novacek, interline switching clerk, has recovered from a kidney ailment and we are all happy to see him back at his desk.

Vacation-bound office associates are Mary Slater, statement clerk, Miami, Fla., Ronnie Bradley, OS&D clerk, Los Angeles.

Bob Lee, of 51st Street, now stationed at Fort Gordon, Ga., and wife, Nanette, had a few days' vacation at Savannah Beach.

J. J. Novotny, chief tracing clerk, and family are visiting their children and grand-children at Colorado Springs.

We welcome new office associates, Leo G. Myschak, mail clerk, and Alan C. Jorgensen, switchboard operator.

MAINTENANCE OF WAY

By Maralene Trainer

We wish many happy retirement years for Trackman L. M. Akom of Van Wert.

Trackman R. L. Abbett has returned to work following surgery at the Huntington County Hospital.

Communications Maintainer F. C. Erickson and wife are proud grandparents of Cynthia, born to Robert Erickson and wife recently.

Congratulations to Lt. and Mrs. J. E. Zinsmeister of Huntington who have celebrated their 25th wedding anniversary, and to Signal Helper William Mann who was married to Ethelind Keller and spent the honeymoon in the South.

Assistant Chief Clerk A. C. Smith and wife spent their vacation motoring in the South, stopping with their daughter and family in Knoxville, Tenn., and their son and his family in Miami, Fla. They were accompanied on the trip by their granddaughter, Carla Smith, daughter of Section Foreman E. D. Smith. While in Miami, they called on Theodore Jacobson and wife. My apologies are due Mr. Jacobson. His correct address is 745 Meridian Ave., Miami Beach 39, Fla.

Mrs. G. H. Robison and Mrs. A. H. Poehler have returned to their homes following surgery at the Huntington County Hospital.

(Turn the page, please)



JUDITH ANN DECKER, daughter of David H. Decker, superintendent of the Erie's coach shop at Susquehanna, will enter Centenary College in September. She is a graduate of Wyoming Seminary.



ROBERT E. BEECHING was named outstanding airman of the month at Parks Air Force Base (Cal.). His father is A. K. Beeching, electrician at Akron for the Erie.



AFTER HIS GRADUATION from Iowa State, John W. Hazard, son of William Hazard, office engineer for the Erie at Youngstown, accepted a forestry post in Oregon.



HAROLD D. TERWILLIGER, assistant chief dispatcher at Jersey City, has retired after 44 years of railroad service, the last 23 of them with the Erie. His associates gave him a wrist watch at a farewell party.

HAMMOND CONSOLIDATED

By Grace Connoles

Leverman **Jimmy Moscatello** and wife have returned from a delightful vacation, which included a trip to Texas, and then back along the coast, stopping at Tallahassee and other points in Florida.

Conductor **E. J. LaVigne** and **Mrs. LaVigne** drove all the way to the west coast and supplied us with post card descriptions of the various places they visited. First we received a card from Springfield, Mo., where they spent the first night, having driven 600 miles the first day. Other cards were from the Navajo reservation in Winslow, Ariz., a small sack of salt from Salt Lake City, and cards from Hollywood and San Francisco.

Pipefitter 3rd Class **Karl J. Martin**, son of the correspondent, has returned to the USS Norton Sound at Port Hueneme, Cal., after spending a 30-day furlough with the family.

Emma Bunce, typist, and **John Foley**, ticket clerk, are back on their respective jobs after vacations. **Emma** visited relatives in Ohio and **John**

caught up on local points of interest.

Patricia Sowell, typist, is currently enjoying a vacation in Georgia and will stop in the Great Smokies on her return trip.

We welcome **Ralph Wall** and **Kenneth Cutler**, relief yard clerk and vacation typist respectively. **Kenneth**, who attends Wabash College, Crawfordsville, Ind., is the son of Bill Clerk **Raymond E. Cutler**.

Having spent three weeks at McCleary's Clinic at Excelsior Springs, Mo., Rate Clerk **H. L. Kinzie** is back on the job, willing and able.

The daily nap during the lunch period has had to be forfeited by **Ronald Ward**, relief clerk, since he and his family, including Corky, the dog, have moved into their new home at Griffith, Ind.

Kent Division

AKRON, OHIO

By Besse Westbrook

Oscar Westerberg, stowman, spent his vacation with his son, **Robert**, and family in Jacksonville, Fla.

F. M. Smith, claim clerk, and wife made short motor trips to points in Ohio and Pennsylvania.

We welcome back **Howard Halcomb** as vacation clerk. **Howard** is on leave from the University of Akron, where he is majoring in business education.

A. J. Campbell, patrolman, and wife spent their vacation in the Smoky mountains.

D. B. Johns, night rate clerk, and family visited relatives in Martins Ferry, Ohio, on vacation.

ASHLAND, OHIO

By E. E. Woodford

R. M. Keller spent two weeks sightseeing in the west.

R. D. Swartz, operator-clerk, vacationed in Michigan.

Kent Herron, son of **W. F. Herron**, delivery clerk, pitched a one-hit game for the V. F. W. baseball team in the Little League against the Elks' team (11 to 0). The Vets have won every local game. Last season they won the state tournament and placed second in the All Star finals at Indianapolis.

We welcome **Tom Benson** as clerk-typist.

Ida A. Kerr, retired cashier, has returned from an exciting two-week visit in Illinois and Wisconsin.

P. A. Snyder, chief clerk, and family spent a three-week vacation on the Gulf Coast, doing lots of fishing. **T. E. Schlingman**, yard clerk, also had a "fish-cation" for a week at Elk Lake, Ontario, Canada.

Diana Mumaw, 11, daughter of **A. D. Mumaw**, cashier, fell and fractured her arm recently. She is getting along fine now.

E. W. Jones, Jr., general clerk, and family have moved to a new home.

The correspondent and **Bob Osborne**, rate clerk at Mansfield, motored to Harlan County, Kentucky, for a weekend recently. We took in quite a few points of interest and climbed one of the highest peaks in the Cumberland Mountains.

Latest Promotions

Name	Location	Promotion	Date Started With Erie
James A. Humble	Youngstown	Dist. Claim Agt.	6-16-28
Leonard V. Quirk	Jersey City	Dist. Claim Agt.	5- 7-28
Earl W. Farley	Marion	Chief Clerk (M. of W.)	7- 2-23

Erie Railroad Magazine

MARION, OHIO

By Lucile Osmun

Charlie Sidenstricker, stores clerk, and his wife, Geneva, file clerk in the superintendent's office, attended the Jaycee national convention at Milwaukee June 24-26. Charlie was installed as president of the Marion Jaycees on June 20.

C. O. Phallen, retired trainman, and his wife visited here recently. They are now living in Florida.

Dave McWherter now is stenographer to Division Freight Agent J. L. Tjaden in place of Donald M. Watt. Don resigned and has taken a position with an insurance company.

We are happy to report that Denny Murphy, retired lineman, is doing well after undergoing surgery.

D. J. Schoonmaker, chief train dispatcher, spent a week of his vacation in Salamanca and at a golf tournament in Toledo June 13-15.

H. C. Smith, captain of police, has resumed duty following his vacation.

Mary O'Donnell, accident clerk in the superintendent's office, won the grand prize slogan contest sponsored by the Altrusa Club. Her slogan, News Bayou, was used for the Convention Daily which Altrusa published during the New Orleans convention July 21-26.

The prize included the convention registration fee, which is the equivalent of \$40, and all sessions, all official planned convention meals (three luncheons, two dinners, formal banquet, gratuities and a boat ride).



"Forget what day this is?"

August, 1957



MR. AND MRS. JOSEPH KROLIKOWSKI of Meadville had this picture taken on their 50th wedding anniversary. Until his retirement Krolikowski worked in the scrap and reclamation plant. The couple have four children and 17 grandchildren. Their son, Marion, is a carman helper for the Erie.

• • •

Mary's record with the club is a perfect attendance for the past 20 years.

Thirty-two members of the Trowel Club held a picnic June 15 at 6 p.m. in Lincoln Park. Prayer was by the chaplain, Walter Lyon. After supper and a short business meeting, games were played.

S. L. Lessley, yard clerk at Harding, has received greetings from Uncle Sam.

Congratulations to Gene Norris, dispatcher, and wife on the arrival of a son.

DAYTON, OHIO

By Hannah E. Conley

Jack Weaver, chief clerk at the freight office, spent a vacation in Pennsylvania.

Tom Mundy, retired yard conductor, has returned here after spending several months in Florida.

Richard Clerk, chief clerk in the division freight office, spent his vacation with the Army Reserves in summer training at Indiantown Gap, Pa.

C. P. Underwood, division freight agent, vacationed at Whitewater Lake, Wis.

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Stores

MEADVILLE SCRAP & RECLAM.

By George Smith

Happy Birthday to Ralph Farzalo, Ralph Foster, Ralph Hansen, George Lewandowski, Al Spearhouse, Carl Stadler, Roosevelt McClure, R. J. Wade, Willie Carter.

Glad to report that all plant employees had a safe Memorial Day holiday.

Stockkeeper Stanley and Mrs. Lawhead spent part of a two-week vacation in Reading, Pa., attending the I.O.O.F. grand lodge convention.

The plant was shut down July 1 for the annual vacation, with the exception of a skeleton force.

John Brecht, carman, had a close call on his way to work June 29. A deer ran across the road, jumped on the rear of John's car, and his legs went through the rear window. Fortunately no one else was in the car.

Conductor William Stuart Allen was given a 40-year pin for continuous membership in the Brotherhood of Railroad Trainmen. Ed W. Petrie was honored at the same time with a 55-year pin. He retired as passenger conductor in December 1952 and was replaced by Allen.

(Turn the page, please)

Mahoning Division

M. of W., YOUNGSTOWN

By Catherine E. Holzbach

P. L. Crowe, retired assistant division engineer, was honored at dinner at the Grotto Restaurant on June 15, when 65 friends and associates presented him with a farewell gift. H. J. Wecheider, engineer M. of W., was master of ceremonies.

W. L. Luce, master carpenter, spent three weeks vacation in Chicago and at home.

Tom Vestal, clerk in the office of the supervisor of communications and signals, visited his sister in Fort Wayne during his two-week vacation.

William E. Dolan, trackman, Franklin, retired May 27 after 24 years with the Erie.

L. R. Henderson has replaced P. L. Crowe as assistant division engineer.

Congratulations to J. T. McCarthy, track supervisor, who is a grandfather for the first time (son of Marian McCarthy Baker, former secretary).

Bernice Kulesa is secretary in place of Marian McCarthy Baker.

YOUNGSTOWN FREIGHT

By Dorothy Gettig

Congratulations are extended to James Bowser and Bob Terrill who celebrate birthdays this month.

A hearty welcome is extended to Richard Sontag, new messenger-junior clerk.

Congratulations also to Mr. and Mrs. Ralph Fero and Mr. and Mrs. Paul Moldovan who celebrate anniversaries this month.

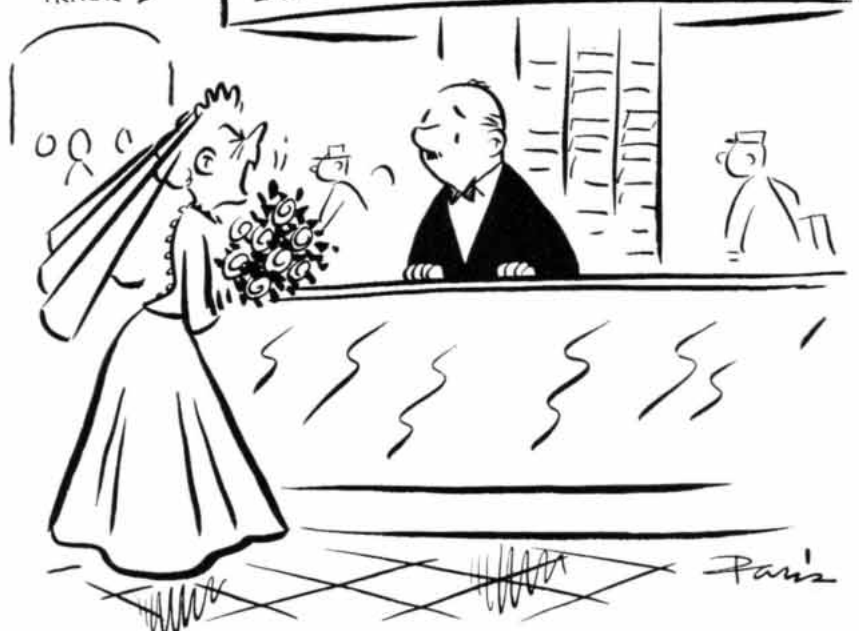
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TRACK 3



"Just tell me one thing—which train did he take?"

Ralph Fero and his wife have returned from a vacation spent in North Dakota.

Mary Kay Bell is back from her vacation. She spent a few days in New York City.

CLEVELAND FREIGHT

By R. M. O'Connor

Agent C. H. Schlegel's wife is resting at home after several days in the hospital. Jake Tischler also is home from the hospital and will be back at the rate desk soon.

July vacationers were Ray Martley, demurrage clerk, and J. W. Fogarty, warehouse foreman.

Bob Hildebrand, OS&D clerk, spent a weekend visiting friends in Columbus.

Chief Clerk Carl Grunwald and wife, Tillie, observed their 30th wedding anniversary on June 18.

Julius Gaewsky is retiring this month after several years as freight trucker.

Gerry Goldstein, general clerk, is proud of his new daughter. Lynn weighed six and three-quarters pounds.

George Kilcoyne, chief bill clerk, is learning the art of water skiing the hard way. But he enjoys it so much he is considering buying a boat although he says nothing about skis.

ROAD FOREMAN OF ENGINES BRIER HILL, OHIO

By Catherine E. Campbell

The Samuel J. Badger (locomotive fireman) family had a happy reunion in New York on June 24 after one and a half years, when Mrs. Badger, son, Samuel, and daughter, Jacqueline, arrived in America for the first time from their native Scotland.

The Badgers now live in Girard and we welcome them to the Erie family. An appreciative "thank you" is extended to Mrs. Badger for the Scotch plaid change purse and gem she brought the correspondent.

Seventy co-workers, retired friends and supervisors attended a dinner at the Arco Club in Sharon June 29, honoring Yardmaster R. J. Allen and Locomotive Engineer John S. Olson. They were retiring after service of 36 years and 48 years respectively.

Remarks were made by Supt. F. J. Mulligan, Asst. Supt. Ward Wilson, Trainmaster P. R. Rice, General Yardmaster T. M. Gibbons, former General Yardmaster Winton Arnold and Road Foreman of Engines Walter Coleman. Both were presented with certificates of service years, and purses.

Mr. Olson will spend his leisure with hobbies and friends. Mr. Allen has taken up permanent residence (Next page, please)

Erie Railroad Magazine

at 681 N.W. 41st St., Fort Lauderdale, Fla.

George (Rusty) Minze, son of Locomotive Engineer **G. C. Minze**, departed from San Diego in June for Japan, where he is in the Marine Air Wing. His duties will be with helicopters in air envelopment. For the present **Mrs. Minze** will remain in Newport, Ky.

Locomotive Engineer **R. W. Horgan**, who is a member of the National Guard, spent two weeks at training camp.

A son was born to **Mr. and Mrs. Paul Seifarth** on July 5 (**Mark Evan**).

Locomotive Engineer **A. V. Hall** and **Mrs. Hall** spent vacation days on short trips and stopped with relatives in Toledo.

Engineer **J. A. Nollen** is missed occasionally and can be found at his fishing cabin at Pymatuning Lake. Haven't found out yet whether **Mr. or Mrs.** gets the biggest ones.

The correspondent had a pleasant chat with Road Conductor **Charles E. Webb**, who is convalescing at home after a stay in the hospital. He tells some interesting facts about his 50 years' service and that gold badge he wears.

Again we welcome newcomers to our roster, this time, **George Wydick**, locomotive fireman, transferred here from Hammond, and **Fred Hinkson**, fireman.

We're glad to see Engineer **Millard Waugh** back on the job after an illness.

Speedy recovery wishes to our convalescents, **Mrs. H. F. Byers**, **Mrs. A. V. Hall**, **Mrs. Joseph Franko**, and Locomotive Engineers **Earl R. Ashby** and **John J. Fader**.

Engineer **William A. Pfiller** spent all his vacation making changes in the home he acquired recently.

Engineer **Leslie Paquet**, with **Mrs. Paquet** and daughter, **Ruth**, spent a week in New York City.

Nicholas Boros, locomotive engineer, took his sons on an educational tour of Washington, D. C. They visited many points and brought home a suitcase full of literature, enough to share with the boys' teachers.

Engineer **Fred V. Nolan** shares with his wife and son, **Timothy**, 3½, his registered western horses. **Fred** works the horses one and a half hours regularly each morning. **Timothy** rides his own horse. **Mrs. Nolan**, too, is an expert rider.

Martin Embert, locomotive engineer and keeper of the bees, twice within a month has come to the aid of distressed ladies. He handles

swarms of bees by cutting off the tree limb with the bees and hive on it. Then he puts branch and all in a box, and takes the box home. And the honey from **Martin's** bees is delicious.

W. G. Coleman, **P. R. Rice** and Inspector of Operations **Eugene Wogan** are the marathon trio. If you're curious, the answer is a military secret.

This reporter can't promise a column for the next issue. She will be on vacation, but will try to catch up with the news for the following issue.

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Accounting OFFICE OF COMPTROLLER

By Lou Paul

Mr. and Mrs. C. G. Lehmann had a pleasant and exhilarating stay at the seashore.

Wilma Kanovsky had an unusually interesting and delightful vacation trip by rail to New York, then through New England to Portland, Me., and Halifax, N. S., returning via the same route.

Good luck to genial **Chuck Percent**, who has moved to the operating department. A hearty welcome to his successor, **Norm Kitzerow**.

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HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Jack Burlingame, **Bruce Dungan** and **Frank Bottomley** do lots of fishing at Seneca Lake.

Bob Pebbles turned in his Green Hornet for a newer car.

Harvey Schneegas received a letter from **Ralph Horseman** who sent his regards to all his buddies.

Bob and Ginnie Argentieres' radio was struck by lightning.

Jack Starr made a good exchange of sport shirts before going to the Fifty Club steak roast.

William Cregan and **Harry Vanderhoof** went to Albany on union business.

George Hussong, third ward alderman, has announced his candidacy for re-election.

Jack Meehan has bought transportation for his wife and family.

"Sailboat" **Sayles** is really showing the rest of the Loon Lake Yacht Club how to sail a boat.

The Fifty Club held their annual steak roast and a good time was had by all.

Mary Pollinger spent her vacation at New Haven, Conn., visiting **Mrs. William Lane**, a former employee of the bureau.

Harvey Miller has traded cars. **Edna Metzger** visited in the Bronx.

Stan Walter is a patient in the VA Hospital in the Bronx and his wife, **Carolyn**, is spending her vacation there to be with him.

Don Crowley has enlisted in the Army.

Tom Piacenti has been called back to work at the Erie shops. He was given a farewell party by bureau members at **Jack Smith's Restaurant**.

Bill Barnett visited brother **James** in Buffalo. **Jim** is a former bureau employee.

Walter Coston is enjoying his new movie camera.

All of the golfers worked overtime getting ready for the annual picnic.

The **Burlingame** family spent a vacation at their cottage on Loon Lake.

Leon Hopkins visited the office, looking fine after an operation.

One hundred eighteen members of the bureau and 44 of their dependents belong to the Credit Bureau. Under the capable direction of **Walt Coston** the Credit Union now has over a quarter of a million dollars in deposits in 2½ years.

This reporter has completed seven years of writing for the magazine. Many thanks to all who have given me assistance and to those who have complimented me on the column, especially those people along the line who have sent word that they enjoy reading the bits of news in this column.

Best wishes for speedy recovery to **S. Walter**, **L. Hitchcock** and **A. Zannieri**, who are off duty due to illnesses and operations, also to former bureau employee, **C. K. Rhodes**.

(Turn the page, please)

NEED MONEY?

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Action
phone

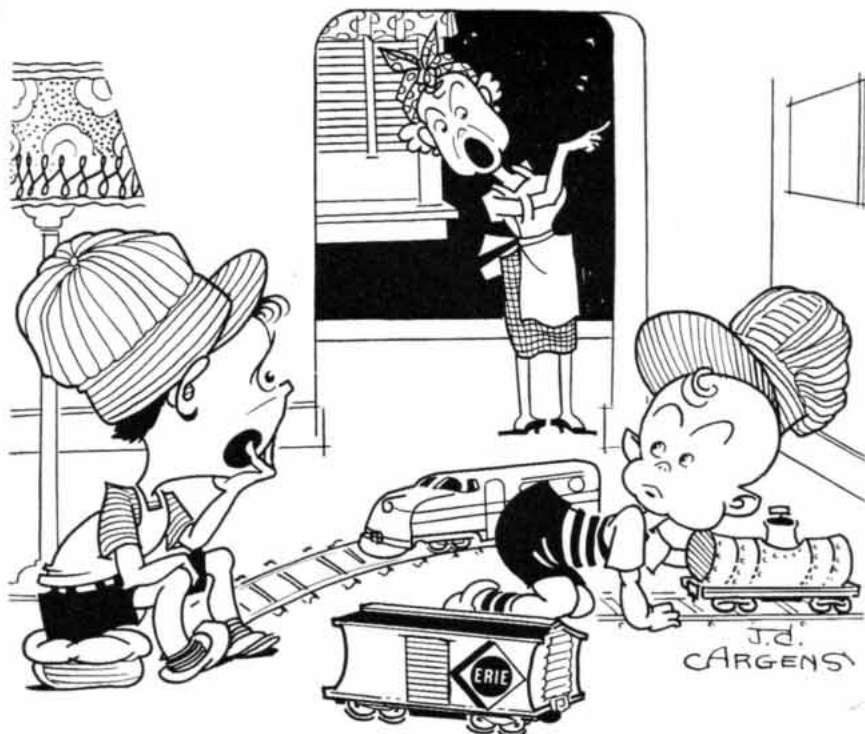
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AUDITOR OF DISBURSEMENTS

By Denny Kish & Dorothy Buday

Don Keister has finally transformed his greenhouse back to a garage. It took him one whole day to shovel out the topsoil and wash out the cobwebs.

Frank Kelly is still apartment hunting and finds the going a little rough.

Steve Gall and **Denny Kish** are on two weeks' duty at Camp Breckinridge with the Ohio National Guard. This is the first time for Steve but old stuff for Denny who is a staff sergeant.

George Ernest and his wife spent two weeks at colorful Madeira Beach, Fla. They motored and **George** said the trip was scenic as well as relaxing.

There is no need to ask **E. T. Draney** and his wife where they spent their vacation—New York State of course!

Marilyn Haely was a recent visitor at Cuba Lake and Olean, N. Y.

We are all happy to have **Leon Hopkins** back after a six weeks' illness.

Jim Hough is limping around the office with a sprained ankle.

Quite a controversy has arisen in the machine room between **Al Okeson** and **Nelson Potter** over the performance of their new cars. So far it has stopped short of racing.

A hearty welcome is extended to **Art Coscia**, new messenger, and **Carolyn Collins**, stenographer, who is one of this year's five Erie scholarship winners.

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AUDITOR OF REVENUES

By Jimmy Murphy

The Columbia building is getting all spruced up. There seems to be a mild epidemic of stiff necks around the office, probably the result of indulging in the fascinating pastime of watching the electricians perform on their scaffolds.

The beauty of the Marine building has been further enhanced by the ad-

dition of **Jean Scholleart** to the corps of efficient correction clerks.

Among the 31,000 fans who took in the All-Star baseball game in St. Louis was **Frank Buck** whose brother, **Jack**, is the Cardinals' radio announcer.

A warm Erie welcome to **Carol Mathison**, **Bob Ostrander** and **Carol Kindler**. Other new faces among us are **Ray Austin**, **Rich Daley**, **Tom LaBarbera** and **Allen Goetz**.

We were about to introduce you to the new typist, but on second glance it's **Judy Oldenburg**, just returned from Miami with a lovely tan which should last through the winter.

Regretfully we said au revoir to Baggage Clerk **Jim Lillis** who retired June 14 after 66 years' service. More than 400 associates and officials participated in a testimonial. **Tom O'Neill** emceed the affair and presented Mr. Lillis with a substantial remembrance from his many friends.

Jim was a highly esteemed employee and always had a smile and a cheerful word to go with it. He was equally pleasant with everyone and we'll all miss him. We wish him health, happiness and contentment in the years to come.

Marsha Braunlich, talented daughter of our assistant GBL clerk, was graduated with high honors from Marquette U. Mr. and Mrs. **Braunlich** may well be proud of such a fine daughter.

Marty Marcellino is very uncomfortable these days with a banged-up finger as a result of his baseball activities.

There are so many additions nowadays we feel duty bound to mention a subtraction. **Sue Witwer** left July 8 to await a visit from the stork. **Sue** was showered with gifts and good wishes at a dinner given by her friends.

The pleasant week-ends have increased the activities of golfers like **Bill Maurer** and **Chuck Von Duhn**; **Rip Ripepi** and **Benny Cosenza**, while **Helene Toth** continues her par busting out at Highland.

Although the news may be late, the elation of being one of the prettiest brides of the season does not wear off rapidly, so we extend best wishes to **Maureen English** who was married to **Jay Murray** in St. Colman's Church on June 1. After a reception at the Lakewood Community Center, the couple left for a honeymoon in the Pocono mountains.

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Erie Railroad Magazine

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

Quarry at Huntington, Ind., on the Erie Railroad

Ask Us For Prices

**THE ERIE STONE COMPANY
TOLEDO 4, OHIO**

Land and Tax

CLEVELAND

By Pat Masterson & Barbara Sadlo

Best wishes are extended to **Elayne Sacks** who became the bride of **Robert Kwait** on June 23. The honeymoon was to Florida and Nassau.

Ray Humble has given **Gail Symes** an engagement ring.

Pat Serio's wedding has been set for Oct. 5 and she's busily counting the days.

Florida has attracted **George Winter** and **Phyllis Reeve**. **George** spent his vacation there and hopes to go back sometime. **Phyllis** and her husband, **Paul**, liked Miami so well that they have settled there, **Paul** having started in business.

Camping was discussed at length after **Jack McClelland** and **Kenny Dolphin** returned from Michigan with the Scouts. **Jack** goes every year with the Girl Scouts. This season there were 15 of them, ranging in age from one to 15 years.

Don Boyd's parents are on a European tour.

Sue Ann Brockel is our new messenger.

Car Accountant

By Ella Carpenter

Culminating an office romance, **Lucille Frater** and **John Babli** eloped to Angola, Ind., on June 27 and became **Mr. & Mrs.** They are in their new home in Shaker Heights and report that the cash gift from co-workers will go toward the purchase of a porch glider.

It was a happy day for the **Harold Stroms** when **Harold, Jr.** finished his four-year hitch in the Navy and came home for good. The whole family enjoyed a week at Atwood Lake.

Mr. and Mrs. Joseph Nicholson, Sr. entertained her father, **Fred Klingenberg**, Port Chester, N. Y.

Mr. and Mrs. John Michel and **Mr. and Mrs. Percy Treible** and family had a delightful vacation in the Pocono mountains.

Mr. and Mrs. Charles Halusker preferred the seashore. While visiting relatives in the east they found time to go crabbing on Long Island.

Mr. and Mrs. Leslie Arold spent some time at their favorite vacation spot, Greenwood Lake, N. J.

Lynne Priest attended the Railway Business Women's weekend party in Buffalo, held at the Buffalo Field and Trap Club.

We were sorry to have **Mary Ann Sabo** leave us, but our loss is the pass bureau's gain. The old fashioned lamp to complement her Colonial

bedroom furniture, presented to her as a farewell gift, was quite a conversation piece around the office all day and very much admired.

I'm on my way again, this time to New York, Philadelphia and Villanova, Pa.

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Allegheny Division

SALAMANCA, N. Y.

By S. Minneci

Chief Crew Caller **Ernest G. Abers** and wife, and **Mr. and Mrs. Carl Abers** of Stockton, N. Y., motored to Seattle during July where they visited a brother, **Delbert**, and his wife. A fishing trip in the Pacific Ocean was a highlight of the trip.

Yard Clerk **Howard G. Stephens** attended the Cleveland vs. Baltimore baseball game at Cleveland on June 15.

Yard Brakeman **Ralph W. Scouten**, with his wife and son, visited **Sgt. Theodore Tingwall** and his wife at the helicopter school at Fort Eustis, Va. They also stopped at the Newport News Naval Station.

General Yardmaster **Harry J. Kamholtz** and wife visited St. Anne's Shrine in Canada, then crossed into Maine and returned through New England.

Congratulations to **Mr. and Mrs. Gerald Fordham** on the arrival of a daughter weighing seven pounds one ounce June 22. The mother is **Barbara Fordham**, M. of W. clerk-steno.

Congratulations also to Train Dispatcher **James O'Brien** and wife on the arrival of a daughter weighing seven pounds four ounces June 29.

Lieut. (JG) **Allan Carry** and family visited with Section Foreman **Nick Reach** and his wife late in June. The lieutenant is stationed at Groton, Conn. **Mrs. Carry** is a daughter of the **Reaches**.

Four local students on the academic honor list at St. Bonaventure University are **John S. Maier**, **James O'Brien**, **Robert Pawk**, second trick caller, and **Neil Rojek**, son of Yard Conductor **A. F. Rojek**.

Congratulations to **Carman Eugene Yehl** and wife on the arrival of a girl (seven pounds two ounces) June 30.

Barbara Jean Logan, daughter of Supt. **Donald A. Logan** and **Mrs. Logan**, and **Daniel E. Hull** were married June 29 in the First Congregational Church by the Rev. Dr. **Gerald M. Kendall**. The groom is the son of **Mr. and Mrs. Clifford Oakley Hull** of Stratford, Conn.

One hundred fifty guests were present at the double ring service in which **Mr. Logan** gave his daughter in marriage.

Following a trip to Chattanooga, Tenn., the couple are residing in Bradford.

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Susquehanna Division

HORNELL DIESEL SHOP

By R. L. Hammond

On D-Day (June 6), a son was born to **Mr. and Mrs. Joseph Hogan** (electrical foreman) at St. James Mercy Hospital.

Gang Foreman **H. C. Cundy**, who will retire on Sept. 1, is planning a trip to Hawaii.

The back shop closed June 28 for the annual three weeks' vacation.

When the retirement was announced of **Homer Clemens**, test engineer, a dinner was held for him by the mechanical department supervision at Jack Smith's restaurant. Another guest was **Carl E. Maahs**, master mechanic, who was transferred to Buffalo.

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Employment

JERSEY CITY, N. J.

By V. T. Bustard

Nancy Brennan and her new family are now riding around in a new car.

Mrs. H. E. Kelly spent part of her vacation at Beaver Lake, N. J., and **Blake Rhodes** took his annual trip to Lake Winnepesaukee, N. H.

Andy Leishman, formerly of this department, became the father of a second son, **Robert William**, on June 15.

(Turn the page, please)

People 50 to 80 Tear Out This Ad

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Marine

By Jesse E. Baker

At 9:05 a.m., E.S.T., June 7, the ferryboat Chatham (ex-Youngstown) left our marine yard in Jersey City for the Lackawanna ferry slips at the foot of Barclay St., New York, and then to Hoboken Slip No. 4.

Capt. Devaney of the D.L.&W. took over the Chatham and says she handles very good.

The correspondent met Gus Matousek, Sr., retired ferrymaster, in New York where he is doing very well in the jewelry business. Gus sends regards to all.

Capt. Harry Flood, retired inspector, is visiting his granddaughter in Dallas, Pa., and will then spend a few months in Laurel, Del.

John J. Messineo, chief clerk in the marine yard, has been appointed inspector, succeeding Capt. Harry Flood. John started his new assignment July 1.

Elmer Price, ferryboat porter, spent three weeks in Charleston, W. Va., with relatives.

Robert Templin, engineer of the tug Akron, resigned July 5 and will live on his ranch of several thousand acres near Morristown, Arizona.

Capt. William Wolfer of the ferryboat Jamestown is back on the job after a long illness.

Domenick Guirich, blacksmith, marine yard, stopped in to say hello and sends best wishes to all the old-timers.

Do you know that the East River is not a river? It is a sound. The East River connects two large bodies of water and has no source.

• • •

Lighterage

By Regina F. Frey

Al Posochowicz won three prizes for his roses at the Metropolitan Rose Society exhibit.

Rose Aldridge, former typist, visited us with her little daughter.

We are happy to report that Al King, husband of Frances, is recuperating satisfactorily at home after an operation.

Bill Evans spent a week of his vacation in Jamestown, N. Y.

Bill Gannon brought his two daughters to the office while on vacation.

Congratulations to those celebrating August birthdays, Ed Peterson, Ed Vreeland, Tom McGowan, Paul Romeo, Regina Frey, Dot Shea, Harry Mondello, Herman Miller, Anne Schreier, Caesar Seville, and Alice Norton and George Ullrich, retired.

• • •



"Claims he's absent minded.
Says he forgot his ticket."

- Ali -

New York Division

WEEHAWKEN LOCAL & DOCKS

By Violet Schmitt

Pfc. Fred Stankiewicz, son of Casimir Stankiewicz, checker, and Phyllis Gianandrea were married June 1 in St. Ann's R. C. Church. The groom has resumed his duties with the U. S. Army in Germany, where his bride will join him later.

Wedding anniversary congratulations to Agent H. H. Brown and Mrs. Brown (30th); to Agent W. Flusk and Mrs. Flusk (30th); to G. C. Kalle, assistant agent, and Mrs. Kalle (30th), and to Checker L. Horvath and Mrs. Horvath (21st).

Chief Clerk H. H. Gaherin recently reached the 40-year mark with the Erie.

A. Mignoli, dock laborer, J. Dugan, foreman, J. Sheridan, general clerk, and F. Krissler, trucker, are back at work after illnesses. Truckers H. Cuthbert and P. De Candia are expected back soon.

W. Boise, retired assistant crane foreman, called here recently, looking very well.

Birthday congratulations to Joe Welsh, general foreman, and Leo Hudson, dock clerk.

We welcome A. Piazza, from 28th St., New York, as messenger.

J. Lanigan, junior clerk-messenger, has taken up new duties at Dock 8, Jersey City.

Arthur Viaud, claim clerk, rested on his vacation in anticipation of the opening of summer activities at Keansburg.

General Foreman J. Welsh's favorite vacation spot is his back yard in Lodi.

Marie Hayes, employment clerk, and husband, Joe, kept cool at Oak-

land, while J. Chrzanowski, branch clerk, and his 7-year-old son went fishing.

J. Ricciardi, foreman, and Roger Matthews, checker, took their families to Canada on vacation.

Bud Reed, shipping in transit clerk, and family vacationed with relatives at Lake Walkill.

Mrs. J. Murphy and daughter, Betty, are visiting relatives in Ireland, while Jimmy and Jimmy, Jr. enjoyed the scenery as far west as Yellowstone National Park.

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PASSAIC, N. J.

We are glad to have Dick Fitzgerald back again after a serious eye operation.

Harry Flanagan spent part of his vacation at his usual fishing haunts.

Cashier Marion Kaiser motored to Dayton, Ohio, for the women's bowling congress.

Charley Eyth spent a vacation in the mountains.

Al Stoebe was a color bearer in the Decoration Day parade.

Good luck to Mary Molinaro in her new home.

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SUPERINTENDENT'S OFFICE JERSEY CITY

By Mary A. D. Meyer

A retirement dinner at the Union Club in Hoboken June 8 honored Charlotte Armitt, claim clerk, Jersey City Local. Attending from this office were Mr. and Mrs. Joe Stanly, Mr. and Mrs. Itany Close and Mr. and Mrs. Harry Coleman.

Best wishes to Harold Terwilliger, assistant chief dispatcher, who retired June 30.

Wedding anniversary congratulations to Mr. and Mrs. Harry Gihlin (July).

Mary Ellen Nalewaicki, daughter of Mr. and Mrs. Joseph Nalewaicki, was graduated in June from the Academy of the Sacred Heart, Hoboken. Commencement exercises were at Our Lady of Grace Church.

Raymond Joseph Nalewaicki, son of Mr. and Mrs. Joseph Nalewaicki, and Marilyn Gebhardt were married on April 15. Raymond completed school at Fort Monmouth and now is in Germany. His wife will join him in the fall.

John Campbell and Ray Padien went fishing in Tennessee on vacation.

Visitors were Mel Hall, Joe McGirr, Harry Coleman and Mike Lynch.

Cards were received from Eleanore Salley, on vacation at Miami Beach, Fla.

New Car Shop

(Story begins on page 17)

Three bridge cranes, two of 15 ton capacity, the other a 10-tonner, will serve the shop. Three small gantry cranes will handle the smaller lifting and carrying jobs.

Area within the building will be subdivided into a three-track main car repair shop, a truck shop, a plate shop, a blacksmith shop, a machine shop. The paint shop in the longer wing will be equipped with an automatic traveling spray booth and a manual traveling spray booth.

Other facilities in the building will include an undercoating area, a modern lumber mill and a specially designed storage area. For safety, oil, paint and other inflammable materials will be segregated in a special storeroom of their own.

The building will be sided with corrugated aluminum and transparent plastic sheets, with fixed glass sash near the ground level. Large ventilators, 25 feet apart, will rise from the center of the roof.

Replaces Dunmore

The car shop, which replaces the former Dunmore shop, opened in 1880, is expected to produce great savings because of its efficient plan, its central location on the main line (Dunmore was off on a branch), and the fact that men will find it a pleasant place in which to work.

Besides being a pleasant place to work, it will be an efficient one, thanks to the fact that at every stage of the planning John F. McMullen, superintendent, car department, specified what the needs of his department were, and the engineers concerned found solutions to those requirements.

Osborn Engineering Co., Cleveland, who designed a similar shop for the Pennsylvania Railroad, were consulting engineers on the job. They prepared the plans under the supervision of Blair Blowers, chief engineer of the Erie Railroad, and C. A. Roberts, the Erie's engineer of structures.

The work is being carried out by the Hughes-Foulkrod Co. of Philadelphia, under the direction of A. B. Fowler, superintendent of construction for the Erie.

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About 60% of the railroad investment in the United States is in fixed property. The remaining 40% is in locomotives, cars and work equipment.

August, 1957

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Anglemeyer, Charles Sumner	Agent	Mahoning Division	5-10-56
*Baker, Herbert Lester	Engineer	Mahoning Division	9-27-56
*Barrett, John Stocum	Section Foreman	Susquehanna Division	6- 4-57
*Blanchfield, Horace Leonard	Agent	Oil City	6-24-57
*Bullis, Leonard John	Conductor	Delaware Division	6-16-57
*Christoffer, Henry Frederick	Road Brakeman	New York Division	4-28-57
*Clark, Arthur Lee	Locomotive Engineer	Delaware Division	11-10-56
*Cole, Dano Cicero	Yardmaster	New York Division	11- 2-56
*Davis, McClellan	Operator-Clerk	Marion Division	1- 2-57
*Dodge, Frank Edwin	Machinist	Hornell Shop	1-16-56
*Doherty, Raymond Peter	Yard Brakeman	New York Division	5-30-57
Dooley, Andrew John	Yardmaster	Marion Division	6-12-57
*Douglass, Anna Mabel	Ticket Seller	New York (Chambers St.)	2-28-57
*Downey, Michael Edward	Train Dispatcher	New York Division	12-25-55
*Downs, William James	Yard Brakeman	East Buffalo	4-12-57
*Farley, Lawrence Edward	Chief Train Dispatcher	Wyoming Division	2-28-56
*Fitzgerald, James Edward	Telegraph Operator	Jefferson Division	4- 1-56
*Frain, William	Checker	Jersey City Docks	5-17-57
*Ganig, Albert	Welder	East Buffalo Car Shop	5-27-57
*Gillis, Harry Lee	Machinist	Hammond Shop	11- 8-56
Griffith, Edwin Hull	Yard Conductor	Kent Division	5-25-57
*Hann, Charles William	Machinist	Hornell Shop	10-24-56
*Hayes, Grover Cleveland	Trucker	Mahoning Division	
*Hazelton, Charles Francis	Conductor	New York Division	6-19-57
*Heil, Otto Fred	Pipefitter Helper	Marion Roundhouse	6-18-57
Howard, Carl Bernard	Car Repairer	Brier Hill Car Shop	6- 3-57
*Husa, Teofil	Laborer	Salamanca Car Shop	6-18-57
Komar, John	Work Equip. Repairman	Meadville (System)	6- 8-57
Landis, Clyde Harvey	Yard Conductor	Marion Division	6- 2-57
Leavens, John Henry	Yard Conductor	East Buffalo	5-19-57
*Luce, Milton Ernest	Track Foreman	Meadville Division	6- 8-57
Lyons, James Daniel	Machinist	Hornell Diesel Shop	6- 3-57
*Maley, Dennis Joseph	Asst. Vice President	Cleveland (Operating)	11-29-56
*McConnon, Walter Joseph	Accountant	Cleveland (Disb.)	1-16-57
*Meyer, Herman	Engineer	New York Division	7-20-56
*Morris, Samuel Griffith	Agent	Mahoning Division	6- 6-57
*Morrissey, Nellie Genevieve	Matron	Susquehanna Division	5- 6-57
*O'Brien, John Thomas	Crossing Watchman	Meadville Division	4-25-57
*Petroff, James	Yard Conductor	Marion Division	6- 3-57
Reeves, William	Forklift Operator	Jersey City	4-14-57
Riley, Edward Happy	Carpenter	New York Division	6-16-57
Rittgers, Charles Andrew	Carman	Huntington Car Shop	5-29-57
*Rose, Peter Francis	Yard Brakeman	New York Division	3-14-57
*Ross, Lewis William	Machinist Helper	Meadville Roundhouse	6-14-57
*Stainbrook, Samuel Gilman	Engineer	Mahoning Division	1- 9-57
Stapleton, Kenneth Martin	Yard Brakeman	East Buffalo	5-21-57
Stemple, Robert	Machinist Helper	Secaucus Shop	6- 4-57
*Strode, Arthur Lou	Telegraph Operator	Marion Division	6- 9-57
*Venner, Thomas William	Engineer	New York Division	10-16-56
*Wallbank, Thomas	Car Repairer	Port Jervis Car Dept.	8- 3-56
*Welsh, Robert Eugene	Industrial Agent	Cleveland	12-24-56
*Wynne, Mark Matthew	Machinist	Hornell Shop	5-24-57
Zimmerman, Clyde Bernard	Section Foreman	Kent Division	5-23-57
*Retired Employees			

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Ferry to End

fast and frequent; and those Erie passengers who still use the Jersey City station will find facilities ready for them—a ticket office and waiting room for those who wish to use the H&M. Or they may choose to use the convenient bus service.

In recent years, the Erie has incurred annual losses in operation of ferryboat service of nearly a million dollars a year. To eliminate this out-of-pocket loss, the Erie and Lackawanna consolidated their passenger terminals, with the Erie moving its service from Jersey City to Hoboken. Each railroad expects to reduce its losses on commuter operation by approximately a million dollars a year through this joint operation and the elimination of the Chambers Street ferry.

New York Division

of all sorts, including one that makes a special grade of paper used for making government charts.

It then turns sharply north, and passes under the Greenwood Lake at North Newark, meanwhile crossing numerous Newark streets in the oldest part of that town, and continues north through Nutley, a pleasant town, and then through bulrushes again to South Paterson, where it rejoins the main line in an industrial area.

The Greenwood Lake crosses the marsh to the north of the Newark Branch, and reaches high ground at Arlington, climbs a hill there, and descends in a long cut in west Arlington, passes over the Newark Branch in North Newark, and at Forest Hill the Orange Branch leaves the Greenwood Lake to run out through the Oranges and Bloomfield.

At Forest Hill the double-track Greenwood begins to turn north, and to turn into a "mountain railroad" climbing up through Montclair to Great Notch, a pass in the granite hills, where gravel pits break the rural and residential character of the area.

Great Notch is a junction of importance on the Greenwood Lake, for it is here that the two tracks separate, and the division becomes two single track lines, one winding through the hills to exclusive Essex Fells, and the other passing through resort areas to Wanaque-Midvale. But even this area is developing industrially, and promises rich future freight traffic.

(The next installment will discuss the New York division main line, the Graham Line, the Bergen County and its fabulous Dundee Spur.)

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| <input type="checkbox"/> R. R. Diesel Electrician | <input type="checkbox"/> Labor Relations | <input type="checkbox"/> High School | |

Name _____ Age _____

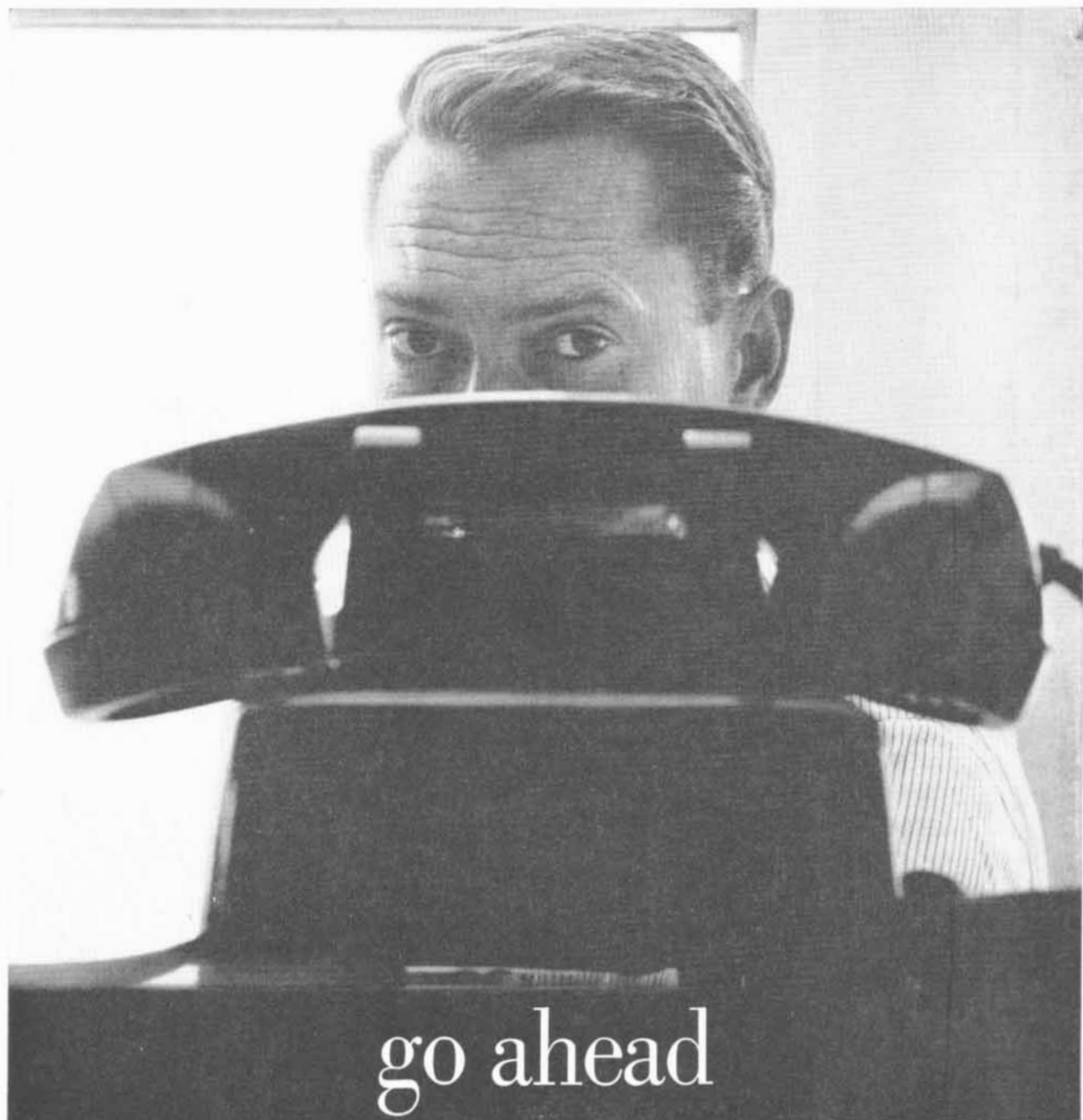
Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____

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It happens all the time. It can happen to you. "Sure," you say, "but just supposing" . . . OK. Let's look at the facts. In past years, we were

saving 1 out of 4 cancer patients. Today, we're saving 1 in 3. And the odds could get better still . . . if *people would call their doctors in time!*

So go ahead...call. See your doctor now. And after your checkup—how about a check for the American Cancer Society? Every dollar sends us further along the road to cure. And when *that* happens . . . it's going to be a wonderful day for us all! Send your check to "Cancer" in care of your local Post Office.

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