

**RAINCOAT FOR
STARRUCCA**

OUR 54TH YEAR OF PUBLICATION

AUGUST 1958

• The President's Page

THE ERIE VETERANS PICNIC is always one of the highlights of the year for me. This year was no exception. I had a wonderful time meeting and chatting with so many fellow "oldtimers." I kept thinking of what my two predecessors, P. W. Johnston and R. E. Woodruff, always said about the Erie Veterans--that they are the finest people they ever knew.

A gathering like this gives us an opportunity to renew lifelong friendships. It also gives us a chance to exchange views with the older employees whose help we need in our attempts to create better working conditions for employees and improved service for customers.

In talking with them I gained the distinct impression that they have a sense of satisfaction in their work and that they believe in the fundamental importance of what they are doing.

Year after year we have seen how this attitude of responsibility and genuine interest is passed along to the younger employees of the Erie family. This is an in-

tangible quality that some business organizations have and others do not. I am more firmly convinced than ever that the Erie has it.

As we all know, current business conditions have reduced our total employment which means that temporarily a greater responsibility falls on the shoulders of a higher percentage of employees with longer service records.

With this challenge we are being put to the test. But as so often happens when the going gets tough, I am certain that the Erie will come out of it stronger than ever, thanks to the loyalty and enthusiasm of the people who make up the Erie organization.

H. W. Van Weller



Oldest Employee Magazine in Railroad Industry . . . Our 54th Year of Publication

Contents

President's Page	Page 2
Business Indicator	Page 4
Track Plan Approved	Page 5
New Raincoat for Starrucca	Page 6
Erie Golf Tourney	Page 8
Transportation Act	Page 10
How's It Coming	Page 11
Allegany Division	Page 12
Retirements	Page 17
Erie Veterans News	Page 18
Erie Family News	Page 19

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, 1958

Volume 54, No. 6

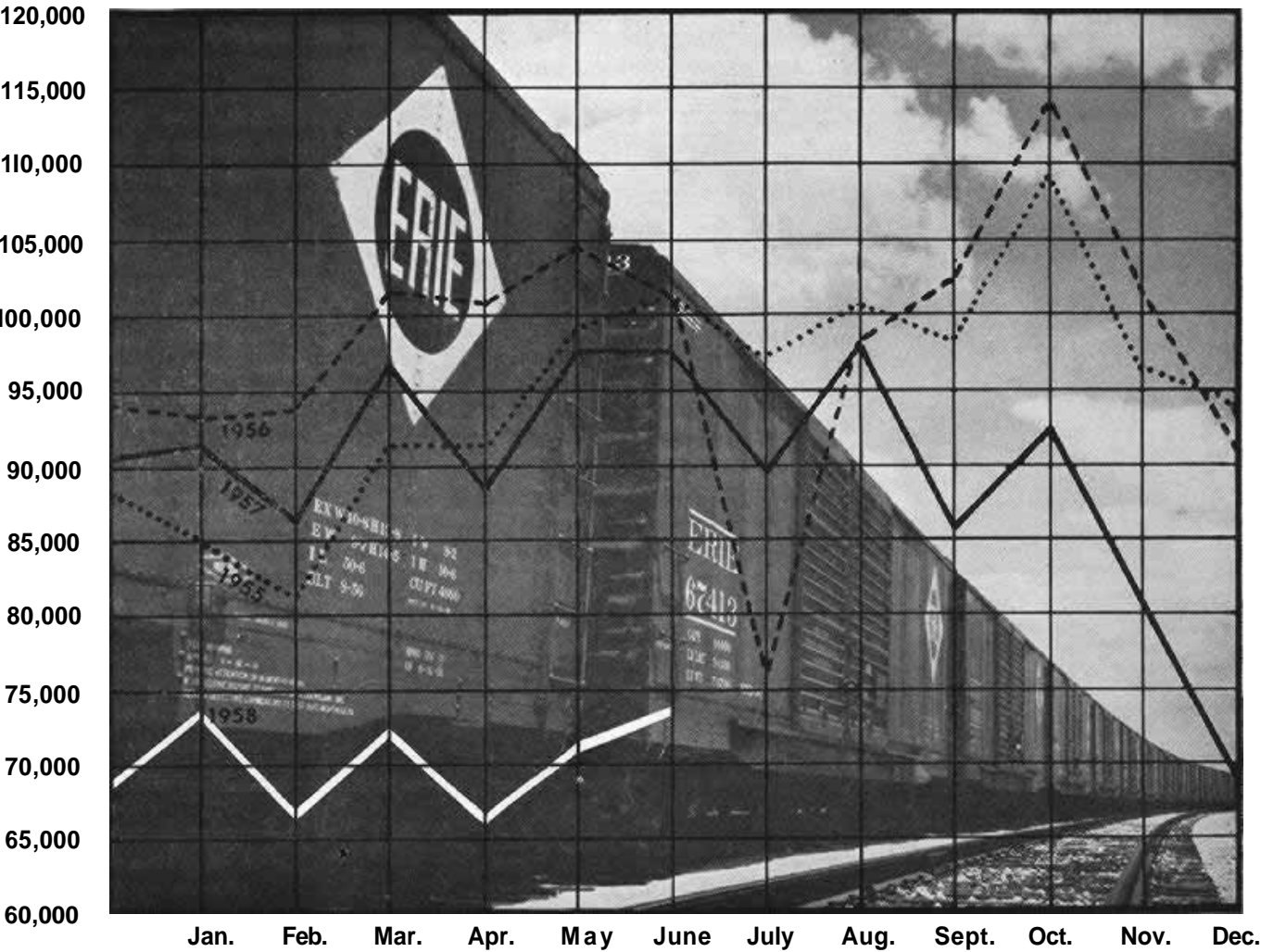
THE COVER:

Starrucca Viaduct, one of the wonders of the Erie, is now 110 years old. And this year the famous bridge was given a new raincoat. Details on Page 6. See page 12 for a description of the Allegany division's main line and the River Line.

George C. Frank Asst. to President
Talbot Harding Associate Editor
William S. Gamble Secretary
John F. Long Photographer-Reporter

Distributed free of charge to Erie Railroad employes. To others, \$1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices. 1327 Midland Building, Cleveland 15, Ohio.

Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

ICC Gives Erie, DL&W Clear Track on Plan

Binghamton-Gibson Line to Carry Traffic of Both Roads

THE INTERSTATE COMMERCE COMMISSION gave the Erie Railroad and the Delaware, Lackawanna & Western the green light for coordination and joint use of track between Binghamton and Gibson, N. Y. on July 24.

Under the approved plan, all Erie trackage (75.76 miles) between the two points will be retained and used by both roads; the Lackawanna will remove 54 miles of double track main line and 18 miles of one main track.

Annual savings are estimated at \$1,090,000; cost of making the changes for new connections, signaling and the like will cost about \$1,630,000.

Construction will begin before the end of this year.

When the job is complete, both roads will have rights over all remaining trackage in the area; and much of the Lackawanna's yard at Elmira will have been removed.

More Space to Grow

Civic leaders in Elmira have already begun to discuss the possible industrial use of the real estate that will be freed by the removal of the yard.

Hereafter the two railroads will share real estate tax, operating and maintenance costs on a gross ton-

mile basis--which will result in about a 50-50 split of the costs.

Station expenses will be determined on use of facilities, and switching charges at Elmira and Waverly are to be based on the number of cars dispatched at those points.

New Connections

Connecting tracks will be built at Binghamton, Gibson and Big Flats; at Waverly and Elmira connections now in existence will be used to let trains serve customers on the Lackawanna over trackage the DL&W will leave in place.

No shippers objected to the plans, which were filed with the ICC on Nov. 29, 1957.

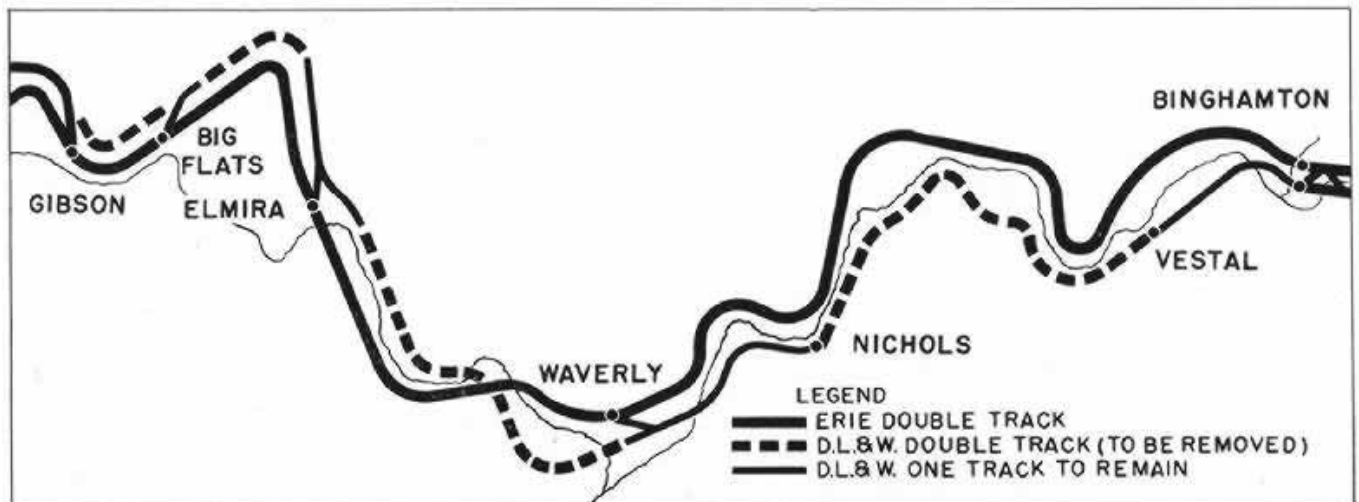
Of the \$1,630,000 cost to make the changes, about \$946,000 will

be spent on Erie property, and the balance on the Lackawanna. Salvage value of the materials removed by the DL&W is estimated at over \$2,200,000.

Passenger trains will use the present Lackawanna station at Binghamton and Erie stations the rest of the way.

In its decision the ICC pointed out that the Erie's present double track main line is more than adequate to handle the traffic of both railroads. The ICC also observed that nowhere in the territory concerned are the lines of the two railroads more than 1.5 miles apart; are generally less than a mile apart and at some points run side by side.

• • •



CO-ORDINATION PLAN will increase efficiency of railroad service between Gibson and Binghamton.

Both Erie and Lackawanna trains will use the present Erie double-track main line.

Starrucca Given \$54,000 Raincoat for 110th Birthday



FABRIC SATURATED WITH asphalt was laid on the bridge deck.



A LAYER OF HOT ASPHALT was mopped over the fabric.



ASPHALT PLANK was placed on the inner faces of the parapets.

Famous Viaduct's Strength Grows with Age

STARRUCCA Viaduct has a brand-new \$54,000 raincoat, a raincoat that will help the famous structure serve the Erie for the centuries of railroading to come.

Now 110 years old, and stronger and more solid than the day it was finished, the viaduct is probably the railroad's oldest "employee" in point of service, and certainly the most famous Erie structure.

And the new raincoat is one that will serve for many, many years. It is made of copper, rubber, asphalt, fabric, cement, sand and gravel, and has special arrangements for drainage, and special devices to keep the drains from being plugged up by sand and dirt.

No Trains Delayed

Application of the new waterproofing, elaborate as it is, was made without interruption of service.

And there is no doubt that the strong old fellow needed his raincoat. The last waterproofing job carried out on the viaduct was in 1914. Since that time many new methods and materials for keeping water out of masonry have been developed, and experiences with the 1914 job had pointed the way to more efficient practices.

That masonry bridges need waterproofing may come as a surprise to the layman, especially when it concerns so massive and strong a structure as Starrucca.

Water as Destroyer

But rain and snow do damage such bridges. Water from rains and thawing snow has a way of finding the smallest opening in the deck, and percolating through the mortar between the stones, and even into the stones themselves. Repeated thawing and freezing of that water would make short work

of the strongest work of man--and even of Nature, for that is Nature's way of making gentle hills of mountains.

This new raincoat is the tightest yet devised for any bridge. When the maintenance of way forces began the job they removed the east-bound track, and the operating department began routing traffic over the one left in place.

The track, and its ties and ballast were removed down to the concrete deck of the bridge, and the surface cleaned thoroughly, inspected and repaired. Weepholes that had been installed in 1914 to drain off water, and that had filled up with sand used to give locomotives traction in the years since then, were cleaned out.

Rubber and Copper

Catch basins made in Erie Railroad shops of a special alloy steel were provided to keep the weepholes open.

Then the first layer of the raincoat was applied---copper sheeting sealed in rubber, followed by layers of fabric all laid in hot asphalt.

Both the rubber-sealed copper and the fabric were carried up the side, and out onto the top of the low stone parapet along the bridge. That parapet, incidentally, is one of the few things about the bridge that has been changed since 1848 when James P. Kirkwood succeeded in throwing a bridge across a chasm that had defeated three other builders.

Clearances Widened

But it wasn't a very big change. Back in the old broad-gauge days of the Erie, the bridge carried a single track. When the road was reduced to standard gauge, the line was double-tracked. However, the clearances were close.

During the 1914 waterproofing job the engineers took advantage of the opportunity to widen the clearance, and chipped a wedge-shaped slice off the inside surfaces of both parapets, a slice several inches wide at the top, tapering to a point at the bridge deck. Then, when the tracks were re-laid, they were able to move them a few inches farther apart.

Today's Erie engineers took advantage of that change by designing the waterproofing to take full

A CATCH BASIN is examined by Edward H. Herling, senior construction inspector.

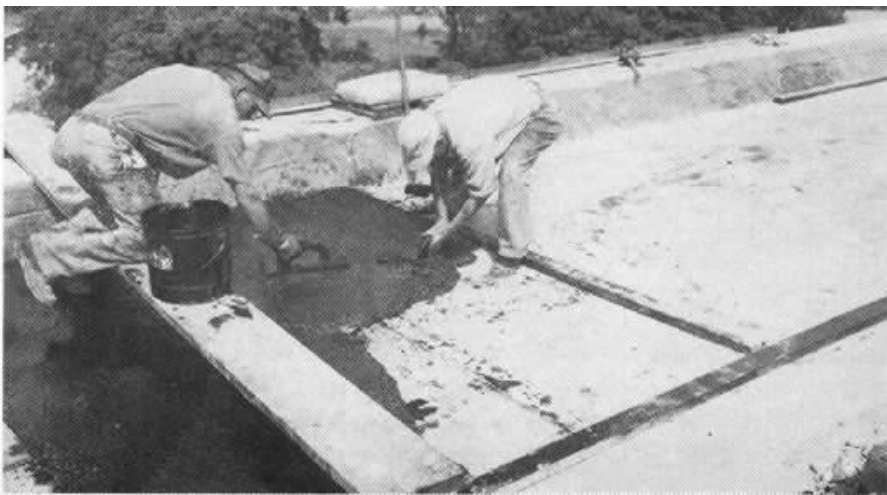
advantage of the obtuse angle formed at the point where the side wall meets the bridge floor. Too, they again increased the distance between track centers, this time by laying the rails off-center on the ties.

Thick Mastic Layer

But back to the waterproofing--after the layers of fabric came a layer of mastic. The mastic looks to the uninitiated like a high-grade hot-mix blacktop used in highway construction. An inch and a half thick, the mastic layer was made
(Please turn to page 28)



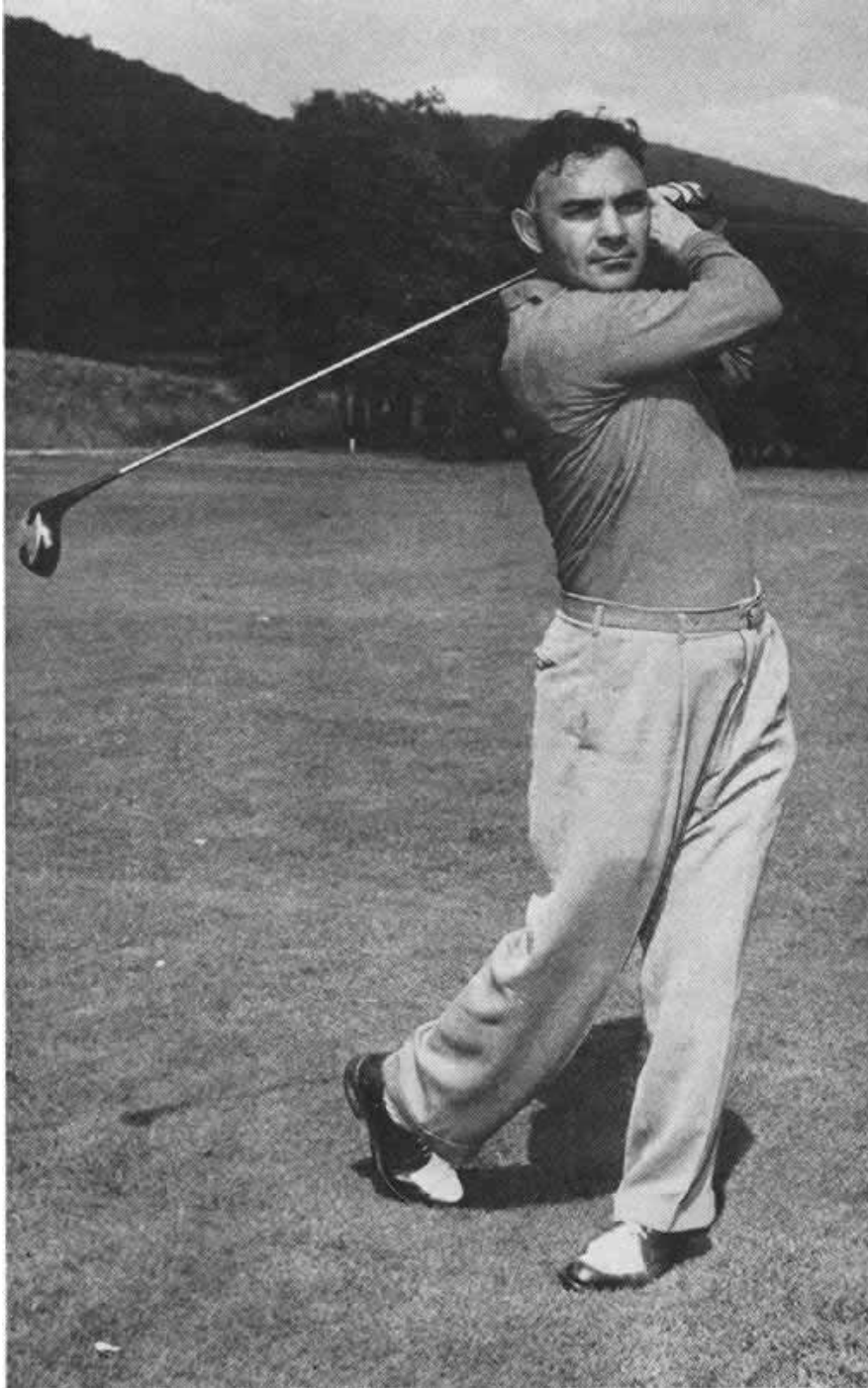
HOT MASTIC WAS POURED from wheelbarrows on the deck.



IMMEDIATELY AFTER IT WAS PLACED, the mastic was spread

1 Under Par, 63 Over, Win Erie Golf Tourney Trophies

Scores Vary Widely in 3rd Annual Event



RALPH CORSA of Meadville shot one under par to win the coveted **W. A. Carlson Memorial Trophy** for low gross score.

HONORS in the third annual Erie Golf Tournament were shared by two golfers of widely varying skill--the trophy for the low gross score went to a man who shot a 69, one under par, for the 18 holes, and the other to a man who shot 133, 63 over par.

Ralph Costa, a leading storekeeper at Meadville, and an Erie employe for 21 years, won the Carlson Trophy with his low score, beating Les Rettberg of Salamanca, who had two legs on the trophy. Rettberg shot a 36 and a 39, for a total of 75.

Winner of the Woodruff Trophy was Wallace K. Thomson, Cleveland, who played his first game of golf in 1957, and whose appearance on the Elkdale Country Club Course was about the eighth game of his life.

Stunned by Win

At first, Thomson was stunned by his win.

"I just went along for the experience," he said, "and to be with friends. I had no thought of winning a trophy."

Actually his win was due to the perfection of the Calloway System of handicapping, an accepted method of equalizing the scores of golfers with varying skills in the absence of established club handicaps.

Former Golden Glover

Thomson, who works on the price desk checking invoices in the purchasing department, has been an Erie employe for 13 years. He has two children, Kathleen, 10, and Patricia, 7.

Costa is a former Golden Gloves champion. He and Mrs. Costa live at Meadville.

Playing conditions on the Elkdale course, set in the mountains surrounding Salamanca, were

called "ideal on the first day of the tournament and even better on Sunday" by those who participated. Days of play were July 26 and 27.

Entries Show Rise

During the three years the tournament has grown in popularity, and a steady increase in the number of players has taken place. Last year 71 played; this year 83 participated.

The committee in charge of the tournament hopes to schedule next year's event at Meadville.

Scores of the players, in, out, total gross, handicap and net, follow:

R. Costa, Meadville, 34-35-69-0-69; L. F. Rettberg, Salamanca, 36-39-75-21/2-721/2; J. Reese, Youngstown, 38-39-77-6-71; Ray Gray, Salamanca, 37-40-77-6-71; J. W. Bowers, Huntington, 38-40-78-7-71.

W. G. Carlson, Cleveland, 37-41-78-5-73; D. J. Schoonmaker, Marion, 37-42-79-6-73; D. R. Berry, Hornell, 38-41-79-6-73; G. Costa, Meadville, 40-39-79-5-74; J. Lucas, Ferona, 42-37-79-5-74.

J. Bauer, Huntington, 39-42-81-10-71; Tom Kilmurray, Salamanca, 42-39-81-10-71; J. Minoski, Huntington, 41-40-81-9-72; George Stanislaw, Youngstown, 42-43-85-10-75; William Bailik, Youngstown, 41-45-86-16-70.

William Blascak, Youngstown, 43-44-87-14-73; A. V. Cannon, Cleveland, 43-44-87-14-73; J. Heneks, Youngstown, 44-43-87-14-73; D. Brunswick, Hornell, 44-43-87-13-74; R. Mockler, Jamestown, 46-41-87-13-74.

W. T. McGraw, Salamanca, 40-47-87-13-74; E. J. Briner, Chicago, 44-43-87-13-74; B. G. Cosenza, Cleveland, 43-44-87-12-75; W. C. Craft, Marion, 42-46-88-13-75; H. Vinquera, Bradford, 45-43-88-13-75.

J. Scullion, Cleveland, 41-48-89-15-74; M. Roseberry, Marion, 45-45-90-14-76; J. Zuchero, Meadville, 44-46-90-12-78; B. Broestel, Cleveland, 47-44-91-16-75; J. H. Owens, Marion, 47-45-92-21-71.

T. P. Lavin, Huntington, 51-41-92-191/2-72 89 C. Zimmerman, Sus-
(Please turn to page 30)



WALLACE K. THOMSON, Cleveland, won the Robert E. Woodruff trophy for the player with the lowest net score.



THREE FROM YOUNGSTOWN compare their scores. Left to right: William Blascak, William Bailik and James Rees.

Rail Measure Is Hailed As Congress Passes Act

Much Remains to Be Done if Roads Are to Have Equal Chance

ON JULY 30 Congress passed the Transportation Act of 1958, formerly known as the Smathers-Harris Bill. It was the most encouraging legislative event for the railroads in over 38 years.

Hailed by leaders of the railroad industry as indicative of a growing realization of the nation's need for a fairer basis of railroad regulation, the bill had received the support of thousands upon thousands of railroad men and women throughout the country, not least among them the men and women who help make the Erie.

President Harry W. Von Willer, in commenting on the act, warned that the passage of the legislation does not mean that all of the competitive problems of the railroads have been solved.

"We are encouraged," he said, "that for the first time in recent history Congress has taken serious recognition of the inequities and restraints that exist in our nation's transportation policies. The passage of the Smathers-Harris Bill is a progressive step toward correcting some of these conditions.

More to be Done

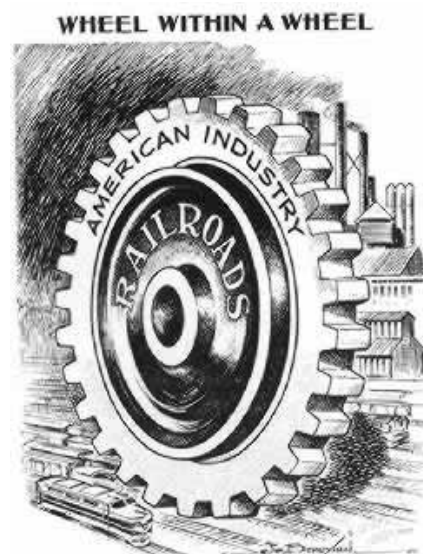
"It will help to clarify some of the regulations under which we must operate, but will not relax them to any great extent. However, it should enable the railroads to do a better job in meeting the needs of the public.

"A great deal more remains to be done on both a federal and state level before all forms of transportation are on an equal basis. Only when this goal is achieved can the public have the benefit of truly efficient transportation at the lowest possible cost."

Thanks Erie Employees

"At this time I'd like to express my thanks to the Erie men and women who wrote their congressmen and senators. I wish I could thank them all personally. They played an important part in the passage of the legislation."

In his statement Mr. Von Willer noted that the Senate Rules committee (Please turn to page 29)



S. 1313 Aims at Pay Check of All Railroad Workers Take-Home Would Be Cut; Deduction Would Rise to \$432 a Year

A MEASURE aimed straight at the pocketbook of every man and woman who works for a railroad, and aimed at the very heart of the railroad industry itself, is in danger of being made into law as Congress hurries through the last weeks before adjournment.

Known as S. 1313, and as H.R. 4353, the proposed bill would increase railroad retirement and unemployment payments. That sounds nice. What doesn't sound so nice is the increase in contributions by railroad workers and railroads, as those who would like to see the bill passed don't talk too much about that phase of the proposed law.

Under the bill, costs to present employees of the Erie would rise from the present 6¼% (employees under Social Security pay 2¼%) to 7½% on June 30, 1959. In addition, the rate would go to 8% in 1965, 8½% in 1970 and 9% in 1975.

\$169.44 More a Year

The new rates would be applied to a \$400 a month base instead of the present \$350 a month base.

For example, an employee now earning \$400 a month or more now pays \$262.56 for railroad retirement every year. Under the new plan, he'd be paying \$360 a year

beginning next July; by 1975 he'd be paying \$432 a year--\$169.44 more than in 1958, or a 64.5% increase.

During the 12 months ended May 1958, railroad employment declined from more than one million to fewer than 825,000, or at the precipitate rate of nearly 15,000 jobs a month. To increase railroad costs as proposed in these bills can only mean that still more railroad workers will suffer the same loss as the man who sought to obtain the golden eggs faster than the goose was able to provide them.

Effect on Railroads

The effect on the railroads would be even greater than that on employees.

The retirement provisions of S. 1313 would add \$2,400,000 to the Erie's payroll costs in the first year--a figure that should be studied in conjunction with the Erie's losses for the first six months of 1958 of \$4,885,000.

(Please turn to page 29)

Erie Honored for Financial Report -It's a Habit

For the 16th successive year the Erie Railroad has won one of the most desirable honors in industry --Financial World's merit award for excellence in annual reporting to shareowners.

Now that the Erie's 1957 annual report has been singled out for that award, it is automatically in the contest conducted by the investment and business weekly to find the best annual report in all industry.

In 1951 the Erie's statement won the Gold Oscar offered by Financial World for the finest statement issued by any American corporation.

Over 5,000 Companies

Over 5,000 companies were represented in the contest. Last year the Erie won the publication's award for the finest advertisement of an annual statement in the transportation industry.

All statements reviewed by Financial World are first screened by a committee of security analysts to determine their worth purely as sources of financial information. Then experts in the fields of business administration, accounting, and graphic arts weigh them for proper presentation of that information.

Merit awards mean two things; first that the report measures up to a pre-determined standard of excellence; second, as soon as the award is made the report finds itself in competition with all those made within its own industry. Winning reports in that group are then compared with those from other groups.

• • •

During 1957, the ferrous scrap returned by the railroads to mill furnaces included about 16,000 retired freight and passenger cars and locomotives with a combined weight of more than 350,000 tons. The remainder of the 2.8 million ton total consisted of dismantled cars, used rail, worn brake shoes and other heavy equipment.

August, 1958

How's It Coming Press-Time Report on Pending Projects

Joint Track Use

The Interstate Commerce Commission has approved joint use of Erie and Lackawanna tracks between Binghamton and Gibson, N. Y. by the two railroads. Original application was filed Nov. 29, 1957. Full details elsewhere in this number of the magazine.

Mail Pay Case

The ICC has rejected a Post Office petition for a reconsideration and rehearing of the mail pay case. Last month the ICC ruled that the Eastern railroads, among them the Erie, had been underpaid for handling the mails.

The commission ordered that the rate be increased, and awarded the railroads retroactive pay. The

ERIEGRAM

The sound way to success is to fill needs.

Post Office requested the rehearing and reconsideration, but did not suggest an alternative award.

The railroads immediately asked the commission for a prompt denial of the Post Office request, on the ground, among others, that further delay would prevent the Post Office from obtaining money to pay the amount the ICC has ruled due before Congress adjourns. Congress is expected to adjourn this month.

Smathers-Harris Bill

Congress has passed the Smathers-Harris Bill, and the law will be known as the Transportation Act of 1958. The bill was the result of extended hearings designed to strengthen and improve the national transportation system.

Payroll Tax Boost

Hearings were continuing on S. 1313, which would increase deductions from railroad workers' pay, and boost the amount contributed by the railroads to the Railroad Retirement Fund. Details elsewhere in this number.

Personal Income Tax

The Ways and Means Committee of the House, after studying the disparity between what most employees pay toward Social Security (\$94.50 maximum) and what railroad workers pay (\$262.56 maximum) every year, has suggested that railroaders be granted a deduction of the difference, but not to exceed \$200 a year, from income, before figuring federal income taxes. Congress had not acted on the suggestion at press time.

Jersey City Ferry

One of the clauses in the Transportation Act of 1958 clarifies the jurisdictional question on elimination of money-losing services like the Jersey City ferry and places it in the hands of the ICC. Therefore, the case pending before the Supreme Court, in which the State of New Jersey's position is that the ICC did not have the right to let the Erie stop the service, and the Erie's that it did, has become moot, and the court need not hear it.

Steps are being taken to end the service by the middle of September.

Suburban Service.

Hearings before the utilities commissions of New York and New Jersey looking toward reduction in the number of passenger trains operating in midday, Saturday and Sunday services have been completed.

The New Jersey commission has given the Erie permission to discontinue Northern Branch Saturday trains on not less than 15 days' notice to the public; the New York commission has authorized changes in schedules, especially between Port Jervis and Suffern, that will result in savings to the Erie without discommodating passengers.

• • •

Erie's Allegany Division Seen an Example of Rail Growth



DONALD A. LOGAN is superintendent of the Allegany, Meadville, Bradford and B&SW divisions.



DIVISION ENGINEER of the Allegany, Meadville, Bradford and B&SW divisions is Louis Rossman.



JAMES G. AINEY is trainmaster, Allegany and Bradford divisions.

Main, River Lines, Branches Show How Roads Change over Years

UNLIKE MOST CREATIONS of man, a railroad is a living thing. Like a fruit tree it sends forth shoots that, in time, become rich branches; sometimes tiny shoots are allowed to become the main trunk of the tree by the orchardist, who may prune the tree from time to time as circumstances direct.

No better illustration of that growth quality of a railroad could be found than in the Erie's Allegany, Meadville, Bradford and B&SW divisions, which have their common nerve center at Salamanca. There in what was once an Indian village of the Seneca Nation, Donald A. Logan, superintendent of all four divisions, maintains his offices.

For the four divisions have parts that illustrate railroad change and growth. The Dunkirk Branch was once part of the main line, and the town of Dunkirk was famous the world over as the western terminus of the world's longest railroad; Bradford Branch, originally built to reach a coal field, had its business boomed, nearly a century ago, by the world's first oil rush.

Yet today those two lines, once so important, are quiet compared with the River Line, opened in 1910 as an alternate route to the Allegany division, the Erie's main line between Hornell and Salamanca, and the route of Erie's fast freights between western points and New York.

The Allegany division is part of the Erie's original main line. Maintenance begins at the western end of the Susquehanna division, just west of Hornell, 332.13 miles west of Jersey City and ends just west

of Salamanca yards at milepost 413.98, 81.85 miles and 112 curves later. The division's eastern boundary, however, is at the Cass Street crossing at the west end of Hornell yard, MP 331.76.

Climb Begins Early

There trains bound over the Allegany division have already begun their long climb to Tip Top, highest point on the Erie's main line, 1776.3 feet above mean sea level, a climb of 621.6 feet in 12.24 miles from the division boundary, for an average gradient of 1%.

The grade begins even before the train enters Allegany division territory, for in front of the Hornell station the road rises at a rate of .2%; as it crosses Cass Street the road's grade becomes .6% ; at West Street the grade has reached .98% and from there to Tip Top the rate of climb varies from .96 to 1.04%.

In all the 12.24 miles from Hornell station to Tip Top there is no

THIS MODERN PLANT at Wellsville makes combustion equipment for power plants and other large users of fuel.



level place, nor is there any down grade to interrupt the steady rise. Finally, just at the crest of the hill the grade drops from 1.05% to .22% before leveling off to start down the other side. Average grade is 1%.

During the climb 24 curves are encountered. The road lies on good solid ground; the cuts are through shale and stone and the fills are stable. Chief danger to the solid work of the maintenance of way department are the sudden run-offs of water that rains cause in this mountainous region.

But that threat is small today compared with the run-off problems that faced the pioneer railroaders, who built this stretch of track in 1850 and 1851.

In those days the waters of Canacadea Creek, which runs parallel to the road between Tip Top and Hornell, were an ever-present menace even to the solid work possible with the good natural materials at hand. Today that creek has been controlled by a dam between Hornell and Almond.

1776 Feet Up

At Tip Top the high point is marked by the concrete base of a water tank--a mute reminder of what the arduous climb meant to steam locomotives, that used to arrive in need of more water to make more steam. Here there is a short level stretch, .3 of a mile long, and one of the six level stretches on the main line of the division.

The natural formations under the roadbed, and the care of the Erie men for more than a century, have resulted in such a stable track between Hornell and Tip Top that at only one place between Hornell and Tip Top is there a speed limit below 60 m.p.h.--at a reverse curve near Alfred, where the limit is 50 miles an hour, and most of the track bears a 70 mile limit. Those limits, however, are of academic interest for westbound trains. East-bound passenger trains, thanks to the help of the grade, make the top speeds with ease.

Tip Top is of more than passing interest to the geographer, too, for it lies so close to two divides that the headwaters of three drainage systems can be found nearby. The waters of Canacadea creek join the Canisteo and eventually reach the

August, 1958



A WESTBOUND FAST FREIGHT rolls over Belfast Viaduct across the Genesee, avoiding the long grades of the main line.

Atlantic by way of the Susquehanna River and Delaware Bay; the Genesee rises here, and flows into Lake Ontario, and its waters form part of the St. Lawrence System; the headwaters of the Allegheny, the waters of which finally mingle with the Gulf of Mexico, begin nearby.

A little more than two-thirds of the way up Tip Top is Alfred, home of Alfred University. Both are Seventh Day Baptist foundations, and the students and most of the townspeople observe Saturday as the Sabbath. Even the post office is closed on Saturday, and open on Sunday.

Since the Sabbath is observed from sundown Friday to sundown Saturday, football games may not be played during the daylight hours on Saturday, but may be played Saturday night.

Beside the Erie tracks here at Alfred is a huge gravel pit that prepares gravel and sand left by one of the glaciers that once covered this area.

Once over Tip Top the railroad follows Railroad Brook and Dyke Creek to Wellsville, some 13 miles away, starting a descent broken only by a slight up-grade in the yards at Wellsville, 13 miles from

(Please turn the page)

Allegany Division

(Story begins on page 12)



A DIZZYING DISTANCE BELOW THE RAIL, thousands of tons of rip-rap and concrete make a solid pier for Belfast Viaduct.

Tip Top. The downhill run is nearly 22½ miles long, and trains making it descend 426 feet.

At Andover, just five miles past the crest of the hill, are a number of artificial ponds, built by the Erie before the days of mechanical refrigeration to furnish the railroad with ice.

As the line approaches Wellsville, it crosses the Dyke time after time, and as the Dyke makes for well-watered pastures, the area shows signs of the wealth that dairying can bring in New York State.

Suddenly, just before Wellsville is reached, a modern factory ap-

pears in the rural setting--it is one of the plants of a Wellsville company that makes combustion equipment for factories and power plants. The plant is served by its own side track.

Wellsville is a beautiful Southern Tier town, old elms arching above its streets of neat houses and well-kept lawns. It is a town, moreover, where a generous ice-cream cone is still a nickel.

Here at Wellsville the Erie's way freights exchange traffic with the Wellsville, Addison and Galetton as well as serving the town's industries, which include a steam turbine plant.

As the Erie leaves Wellsville it is paralleled by the Genesee River, a pretty stream, but one that is of concern to the maintenance of way department, for, as rivers will, it seems to have a mind of its own, and a desire to change its course from time to time, to pile up gravel where gravel should not be piled, and to take gravel away from where it should be.

At Belmont the Erie crosses the Genesee on a deck plate girder bridge, and follows that river for only two more miles, when it crosses VanCampen Creek and begins to climb along it toward Summit, the second of the two big hills between Hornell and Salamanca.

In slightly less than 10 miles the road climbs 345 feet. Here intermittent watercourses, a danger to both railroad and other property, run beside the railroad--raging torrents after a rain and dry at other times. The railroad keeps them free of debris to permit the dangerous flash floods from the mountains to run off without damage to its property or that of neighboring farmers and townsmen.

Down to Salamanca

Once past Summit, the road begins its downhill course to Salamanca, downhill all the way with the exception of only four short levels and slight upgrades--and Salamanca is 26 miles away.

At first the gradients range from .75% to point .89% and again the railroad, as it did on the western slope of Tip Top, runs among artificial ponds, and at two points the right of way seems to go to sea, so close are the ponds to the track.

Here the mountains press close to the railroad, and dams in the streams form fishing and swimming holes for the residents of Cuba. Just before the road reaches Cuba the steep down-grade becomes a gentle one, and the railroad and Oil Creek run side by side.

And 1.6 miles beyond Cuba is Cuba junction. From this point onward the railroad is double track again, for here the two tracks of the main line divide, and the River Line low-grade cut-off, the route of Erie fast freights to and from the east, joins the old main line.

Today service between Hornell and Cuba Junction on the main line consists only of passenger

trains and way freights, so steep are the grades over Summit and Tip Top.

Now the main line grades are gentle, and the road follows Oil Creek to Olean, a city of 23,000. Olean, like Wellsville, experienced its greatest growth in the early days of the oil industry. Newest industry there today is the manufacture of transistors, tiny elements that are taking the place of electronic tubes in such diverse devices as radio receivers and depth finders.

Other industries include furniture manufacture, oil field supplies and floor tile.

Too, one company specializes in a type of chromium plating, a plating said to give a very hard wearing surface.

From Olean the railroad follows the right bank of the Allegheny River all the way to Salamanca. Much of the double track line lies through forest lands where bear and deer--some of them a beautiful golden color--pause before they spring across the Erie tracks on their way to drink from the Allegheny.

The Seneca Nation

And at the town of Allegany, there is a gravel and sand operation that contributes traffic to the Erie.

At Vandalia, where the Erie crosses Nine-mile Creek, the Erie enters the Alleghany Indian Reservation at milepost 402.856.

Currently the Indians of the reservation, who hold it by a treaty made with George Washington before he became president, are engaged in a court battle to keep their lands, which would be submerged by a proposed dam. The Indians are Senecas.

The story is told that when the Erie's founders tried to persuade the Indians to give them free passage for the railroad through their lands, which extend for a half mile on either side of the river, the Senecas demurred.

"The land we want," the railroad men said, "is of no actual use to you. You cannot raise corn on it, you cannot raise potatoes on it. What is it good for then? It isn't good for anything."

Whereupon, the story goes, the
(Please turn the page)

August, 1958



WHERE THEIR ANCESTORS hunted, two Seneca Indians help to maintain the Salamanca Yards. Left: Leonard Redeye, assistant foreman; right, Arthur Johnny-John.



AT ALFRED ON THE MAIN LINE'S path over the height called Tiptop there is a busy gravel pit and loading point.



DESCENDING FROM THE HEIGHTS the main line passes between two ponds once used to provide ice for the railroad's use.

Letter Suggests Lifting Load of Track Costs from Rails

Writer Wants Government to Own, Maintain, Rights of Way

THE FOLLOWING LETTER was written to the editor of *The Cleveland Press*. Its writer has suggested a method to equalize competition between railroads and other forms of transportation.

What do you think of his suggestions? We'd be glad to hear from you. Address your comment to "Letters, Erie Railroad Magazine, 1327 Midland Building, Cleveland 15, O.

Sir:

Railroads are a necessary form of transportation for heavy hauling, to move foodstuffs, and for national defense. In fact, the very life of many towns and cities is dependent on them.

They, therefore, must be put on a self-sustaining or money-making basis as soon as possible and

they should be competitive with other forms of transportation in their field.

Loaning money to the railroads, as they are now constituted, is merely pouring that money down a rathole, which can only add to our present tax load or increase our deficit, or both.



WHEN JAMES A. FARLEY, nationally prominent figure, went to call upon Democratic county chairmen in New York's Southern Tier, he chose the Erie. Here he is welcomed aboard by Andrew G. Oldenquist (extending hand), passenger traffic manager, and George W. Krom, assistant general passenger agent.

There is, however, a way that could put the railroads on their feet without further unbalancing our financial structure. Trucking companies neither own nor maintain our roads, though they help pay maintenance costs through taxation.

The airlines neither own nor maintain the air. Neither do boat owners own or maintain directly the seas, harbors, rivers or lakes.

That's where the railroads are hopelessly caught financially, as they own the rights-of-way which are taxed and they must maintain the roadbeds, which is costly. The same pertains to signal equipment vs. traffic lights.

The Government should purchase and nationalize all railroad rights-of-way, including trackage and signal systems, and it should maintain these.

This should come under our Corps of Army Engineers the same as our rivers, harbors, etc. The money from the sale of rights-of-way, etc., would give the railroads the needed additional working capital.

The purchase assets would be capitalized by the Government at cost. The Government would then collect from the railroads an appropriate fee, based on usage. Railroads would then have similar elements of cost to other forms of transportation and should be competitive. Instead of throwing money down the sewer the Government would be getting valuable equity. The railroads would get rid of a needless tax burden.

In addition to the above, the Government, as an interested party, should insist that costly feather-bedding practices in the industry that have grown up through the years and have been increased by technological changes, be eliminated.

If the Government fails to do so, such costs should be deducted from any fees paid the Government by the railroads. Likewise, a study should be made to see that the most efficient use is made of the existing trackage regardless from what railroad that trackage was procured.

L. K. WILDBERG,
16300 Van Aken Blvd.

• • •

Erie Railroad Magazine

YMCA Plans Fall Drive Along Rails

This fall, as in previous years, the Railroad Young Men's Christian Association will again actively seek the wholehearted support of both management and labor in a membership campaign designed to make 1958 a banner year for the railroad man and his "Y."

For over 86 years, countless railroad people have passed through the friendly doors of the Railroad "Y's" in the United States and Canada, some in pursuit of their jobs, others in quest of program purposes, and still others just for relaxation among folks with similar interests.

Since it first came into existence, the Y.M.C.A. triangle symbolizing Body, Mind and Spirit has meant to the railroad man that this was his "Y"--offering a warm, wholesome atmosphere and facilities especially designed to take care of his personal needs whether away from home temporarily or on a permanent basis.

Responding in support of their "Y's," railroad employes have been increasing their membership participation. Likewise, the Railroad Young Men's Christian Association has increased its services and programs. Many older building renovation projects coupled with new building projects have kept pace with modern trends. Railroad men using these new accommodations find they are second to none.

Veterans of Army Railroading to Meet

The 13th Annual Reunion of the Military Railway Service Veterans will be held at the Mayflower Hotel in Washington, D. C., September 19, 20 and 21, 1958. General assembly of the entire organization will convene at 10 a.m., Saturday, September 20, for a short business session, and a varied program is planned for the entire period of the reunion. Inquiries regarding the MRSV and the reunion may be directed to Fred W. Okie, P. O. Box 536, Pittsburgh 30, Pennsylvania.

August, 1958



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Grant J. Anderson	Trackman	Mansfield	8-11-58	39
Walter M. Birtel	Road Conductor	Dunmore	6-16-58	40
Edward J. Casey	Engineer	Hoboken	6- 2-58	35
Roy Cozad	Operator	Ohio City	6-11-58	46
Joseph E. Cox	Trackman	Binghamton	6-11-58	21
Joseph A. DelVecchio	Car Repairer	Cleveland	5-27-58	33
Lloyd F. Dumbleton	Clerk-Car Cleaner	Silver Springs	5- 8-58	41
William H. Evans	Clerk	Lighterage Dept.	7-31-58	34
James F. Farrell	Asst. Chf. Rev. Clerk	Accounting Dept.	7-31-58	40
George D. Fatso	Section Foreman	Warren	6-25-58	42
Joseph P. Frontin	Machinist	Jersey City	6-11-58	38
Mrs. Frances A. Gillick	Investigator L&D	Cleveland	7-31-58	41
Michael H. Gray	Brakeman	Port Jervis	6- 5-58	45
Basil W. Iwinski	Mill Hand	Susquehanna	6-19-58	49
Albert A. Jones	Trackman	Cattaraugus	5-15-58	20
Theodore T. Laskey	Claim Investigator	Cleveland	7-31-58	42
Vanstan Lee	Managing Clerk	Cleveland	7-31-58	49
John Mackovich	Signal Maintainer	Youngstown	6- 2-58	42
Sherman H. Magee	Relief Clerk	Mansfield	5-27-58	22
Michael Mentuck	Car Repairer	Elmira	6-30-58	45
John Nagy	Blacksmith Foreman	Hornell	7-31-58	37
George Nicholas	Acetylene Gen. Attndt.	Dunmore	5-14-58	35
Gerald M. Ruane	Frt. Car Painter	Susquehanna	6-13-58	36
Frank J. Rydzik	Car Inspector	East Buffalo	6-11-58	33
Clarence W. Sehllinger	Agent	Avon	5-27-58	45
Charlotte M. Scholz	Bookkeeper	Cleveland	7-31-58	41
Antonio Scillieri	Carpenter	Paterson	6- 5-58	47
Leo V. Simmons	Yard Clerk	Binghamton	5-31-58	36
Raymond A. Stabell	Agent	Hasbrouck Hts.	5-31-58	41
James J. Tallarico	Welder	Dunmore	5-28-58	33
Beatrice R. Turner	Investigator L&D	Cleveland	7-31-58	41
Henry H. Waiters	Engineer	Cleveland	7- 8-58	51
Teunis Wouters	Master Mechanic	Jersey City	1-31-58	34
Stanley Yablowski	Car Inspector	Kent	6-20-58	38

Old Locos Live Again in Pictures

Lovers of picturesque pictures of early steam engines will be glad to hear that builder-type pictures of two engines of a century ago are now available in a form suitable for framing.

Both were built on the Erie at Paterson, N. J., one by the New Jersey Locomotive and Machine Co., and the other by Danforth, Cooke & Co. Their pictures are typical of the careful draftsmanship of the time the early 1850's --and the pictures, on heavy stock 14 by 22 inches, have been colored with inks that look like water colors.

W. A. Lucas has informed the Erie Magazine that one of the locomotives-the Governor Williamson

--was built in 1852. The other, the Empire State, is of the same period.

The pictures have been reproduced and are for sale by Visual Discoveries, 4 W. 40th Street, New York 18, N. Y. at \$1.95 each, or \$3.75 for the pair.

Tough on Brakemen

The longest railway station name in the world is LLANFAIRPWLLGWYNGYLLGOGERYCHWYRNDROBWLLELLANTYSILIOGOGOGOCH (58 letters). The name is said to mean "The Church of St. Mary in the hollow of a white hazel, near to a rapid whirlpool and to St. Tysilio's Church, near to a red cave." The station, located in Wales is called Llanfair (pronounced Klan-fare) in common usage.

Erie Veterans News

Salamanca

Frank J. Chambers, chief clerk in the Jamestown revision bureau, who retired on May 31st was honored at a testimonial dinner at the Holy Cross Athletic Club, Salamanca. Eighty persons attended.

Representatives were present from most of the stations between Hornell and Meadville, Dunkirk Branch, Bradford Division and B.&S.W. Division as well as Oil City and Franklin.

Thomas Enright of Cleveland, **W. J. Bowen** of Ridgewood, **N. J.** and **A. L. Owens** of Akron, Ohio represented the auditor of revenues dept. in which **Frank** was employed. Mr. Enright was the principal speaker.

Also present were **C. F. Lauer**, division freight agent, and **Kenneth Johnson**, traffic manager of Grandin Milling Co., Jamestown.

Co-chairmen for the dinner were **Harold Van Buren** and **Leo R. Smith**.

Frank had more than 55 years of continuous service at time of retirement. He entered the service on May 18, 1903 as laborer at the transfer in Salamanca and in 1912 was promoted to clerk.

He was presented with a 50 year Veterans pin by **J. L. Murray**, chapter chairman, and was given a lounging chair by his railroad friends and fellow workers.

Although stationed at Jamestown since 1927 **Frank** continued to make his home in Salamanca. He plans to remain in Salamanca now that he is retired.

Youngstown

By **S. D. Bean**

Warm greetings to **Joe Campi-nino**, machinist, and **J. Harvey Carr**, special inspector, new members from Brier Hill shop, Youngstown.

The annual family picnic in Mill Creek Park, June 29 was a great success. There were about 125 present to enjoy the games, races, and food. The weather was perfect.

The annual stag party at our picnic grounds this year is August 24th. The new pavilion will be open, and it is hoped that additional improvements, including painting, will be completed by that date.

The Veterans were guests of the Ladies Auxiliary June 19, at the home of **Joe Rishel**, Warren, O. **Mrs. Reebel**, **Mrs. Devenny** and **Mrs. Rishel** were hostesses.

There were games, cards, prizes and refreshments. We all had a good time.

C. C. "Pete" Peters, is visiting in Youngstown and we understand he contemplates a short trip to Lincoln, Nebr. before returning to St. Petersburg, Fla.

Our next regular meeting will be Wednesday, Sept. 3, at 8:30 p.m. DST at K of C Bldg., Youngstown.

We do wish the members who have joined us in the last year would come to the meetings--also that somebody would give us an item once in a while for this column.

Jersey City

By **Ernest Mastriani**

The July meeting at Paterson Odd Fellows Hall was well attended. This was a gratifying display of the interest our members show in the government of our chapter affairs.

Remember, the chapter belongs to you, and you all are invited to take part in the discussion and execution of its plans.

Brother **Tom Decker** is back at his desk after a several weeks confinement in the hospital.

Jack Hazzard, chairman of the Buffalo '60 Club and of the membership committee, reports good progress in the work of both groups.

George Sisco and his committee met to discuss plans for the 1959 system election.

Chairman **Jack Hazzard** spoke on our efforts to secure new and reinstated members. He was satisfied with our efforts in the February-May campaign, he said; but he called attention to the need for our continued effort in this year-round drive.

A word to your fellow worker, plus a handy application blank at

the time of the contact, will often succeed in getting that new member.

Your secretary wishes to remind all area dues collectors that some dues are still uncollected or unreported. Please give this duty your prompt attention. And dues in arrears will be more than welcome if sent in directly by any members who aren't caught up.

Wishes for good health and a long and happy retirement go out from the chapter to its members who have retired since the first of the year.

Susquehanna

By **B. W. Iwinski**

Susquehanna chapter held their regular monthly meeting July 7th in the Erie hose rooms.

After the meeting, which was well attended, refreshments were served which were enjoyed by all.

The chapter voted to have an outdoor picnic at Soop's Grove, Lanesboro, August 30th. All members and their wives are invited to attend.

Committee in charge of the picnic are **Edward White**, **James Ivey** and **H. Harold Perry**.

Congratulations to **Paul Plutino** for bringing in four new members during July. They are **Maurice Botts**, **Robert McElroy**, **John Brown** and **O. Morzel**.

Fred C. Wolf, sr., retired welder, has returned from a visit with his brother and sister at Camden, N. J. He reports a very enjoyable trip.

Marion

By **Lucile Osmun**

The annual picnic of the Veterans and Ladies Auxiliary at Marion was held Thursday, June 19th, attended by approximately 65 members.

It was originally scheduled for out-of-doors but due to inclement weather, it was held in the usual meeting place, Grotto Hall. Everyone reported a wonderful time.

Colored slides were shown by **Thomas Hayman**, son of **Forest R. Hayman**, rate clerk at Marion freight station, which were taken during his tour of service in Japan and which he personally narrated during the showing. Our thanks to Thomas.

Latest Chatter

About All the

Erie Family

Buffalo Division

BUFFALO MACHINE SHOP

By Frank Haibleib

Walter Christ, clerk in master mechanic's office, and his family spent their vacation at Black Lake, New York. . . .

Mahoning Division

CLEVELAND FREIGHT

By R. M. O'Connor

Homer Williams, former janitor, visited old friends at the freight house and surprised everyone with the announcement that he had moved back to Cleveland.

J. W. Fogarty, warehouse foreman, is finding that home-owning is both a lot of fun and a lot of work.

Congratulations to Milton Kohler, vacation relief clerk, who recently became a father. Wife and baby are doing nicely.

POLICE DEPARTMENT

By J. O. Sheets

Patrolman C. E. Tally's son James, age 18, fell out of a tree and broke both wrists and both thumbs.

D. H. Carr, patrolman, and his family took a motor trip through Virginia and Tennessee on his vacation.

C. H. Pageler, lieutenant, and his family have returned from a motor trip to California.

A. Herrick is driving a new car.

Buddie R. McKay, patrolman, spends some of his spare time fishing in Pymatuning Lake.

Joseph M. Holleran, 18, grandson of G. D. Schirmer, patrolman of Meadville, Pa., was recently graduated from Meadville High School. Joseph was a member of the school football team which completed the 1957 season without a loss.

His parents are Mr. and Mrs. J. J. Holleran, Girard, Ohio. Mr. Holleran is employed as foreman at the Brier Hill shops.

New York Division

SUPERINTENDENT'S OFFICE

HOBOKEN, N. J.

By Mary A. D. Meyer

Nice to have Tom Decker back after an illness.

Wedding congratulations for month of June to Mr. and Mrs. H. A. Rhoads, 30 years, and Mr. and Mrs. Abe Kleinman, 45 years.

Visitors to our new location, Hoboken, N. J., were Bill McLeod, Harry Coleman, Dan Crowley, Joe McGuirr, Charles Wiessert, Harold Terwilliger, Jack Dillon, Mary Quinn and Roy Haslam.

Carol Garezynski and Mary Siemor spent the long holiday week end at Chicago, Ill.

John Campbell spent the second week of his vacation fishing in Maine.

Good luck to Joe E. Nolan, now assistant agent at Carlton Hill, N.J.

Mr. and Mrs. Carl Hansen took an auto trip to Grand Canyon, Yellowstone Park and California.

Cards have been received from Mr. and Mrs. William Ruffing who are visiting their son and daughter-in-law, Mr. and Mrs. Robert Ruffing at Fort Worth, Texas.

Welcome to Jack Clancy from north yard as night report clerk, temporarily, in place of Stanley Galowacz.

Miss Antoinette Geerinck entertained Mr. and Mrs. Frank Barry and their family, recently returned from Germany, at her home. The Barrys will make their home in New Mexico where Mr. Barry is stationed.

Barbara Meisten is spending a week's vacation at Point Pleasant, N.J.

PASSAIC, N. J.

Miss Mary M. Molinaro enjoyed her vacation touring New England states.

Mrs. Myra Glinski will leave for a Maine vacation.

Mrs. Marion Kaiser will spend a week at the seashore.

Harry Flanagan took a fishing trip the first two weeks in July at Ship Bottom, N. J.

Fred Keesler is looking forward to deep sea fishing along the Jersey coast.

Al Stoebe was a color bearer in

the Memorial Day and Fourth of July Veterans parades.

Frank Volpe is expected to spend his vacation at the seashore, Arthur J. Katz up in the White Mountains, and Winnie Wagner touring New England states.

WEEHAWKEN DOCKS & LOCAL

By Violet Schmitt

June is the month of brides and grooms, and the Presbyterian Church of Hackensack, N. J. was the scene of the wedding of Arthur Brown, son of Mr. and Mrs. H. H. Brown, agent, to Andria Blake of Allendale, N. J. Charles Brown, brother of the groom, and his family motored from Columbus, Ohio to be best man for the occasion.

A reception followed at the Ridgewood Women's Club, after which the couple left for a trip to Washington, D. C.; Virginia, where they plan to visit scenic Williamsburg; and points south.

Also on the Brown family calendar of events: Mr. and Mrs. H. H. Brown observed their 31st Wedding Anniversary on the fourth of the month.

June is also the month of graduations, and Mr. and Mrs. F. L. Pizuta, westbound clerk, attended the graduation exercises at Weehawken High School where daughter Frances received her diploma.

Lois Horvath, daughter of Mr. and Mrs. L. Horvath, checker, was just appointed captain of the Garfield High School majorettes.

Due to the fact that Joe Welsh, general foreman, never did receive his birthday card due to conditions beyond our control, we take this opportunity to wish him a Happy Birthday; also to Leo Hudson, dock clerk, who was lucky enough to get his card.

Recent visitors to our station were Dan de Cesare, retired cooper, who is looking younger than ever; and tanned Meyer Miller, former checker, now employed at Eden Roc Hotel at Miami Beach, Florida, who would welcome a visit from anyone on a Florida vacation.

We welcome J. McSweeney, extra checker, back to work after a leave of absence.

William O'Donnell, son of Mr. and Mrs. Harry O'Donnell, trucker, (Please turn the page)

recently completed his four years at high school and was all set for a position when the U. S. Navy called him to duty.

He is scheduled to leave for the Great Lakes Training School, having had previous training while in the Naval Reserves at Bainbridge, Maryland. We certainly wish him the best of luck.

On these delightful summer days one may find **J. Sheridan** getting a beautiful tan in the park; **A. Viaud**, claim clerk, and **J. McGowan**, tally clerk, doing some remodelling on their homes; **Bud Reed**, demurrage clerk, at his daughter's bungalow at the lake; and the rest of us envying those at any swimming resort.

When **J. Sheridan**, general clerk, transferred to the yard office, **Leo Hudson**, dock clerk, bid farewell to him by treating to coffee. Only hitch is **Al Hennigan**, checker, put up the cash.

• • •

Marine Department

By **Jesse E. Baker**

Gordon Rowe, stockroom keeper in the marine yard, is back on the job following an eye operation.

George Witter, tug dispatcher, and his boat **Eleanor W.**, an 18-footer, made a trip to Jamaica Bay Inlet and caught eight fluke. The largest one weighed three and a quarter pounds.

Mike Roche, mate on the tug **Akron**, sends cards from Miami, Fla.

George Bowman, float-bridge operator, is in Bermuda and writes that it is a photographer's paradise.

Tug Engineer **Chester Bielecki's** son **Edward** received a citation from Stevens Institute of Technology at Hoboken, N. J. in recognition of his superior scholastic achievement. We extend our congratulations, Edward.

• • •

Susquehanna Division

HORNELL BACK SHOP

By **R. L. Hammond**

We welcome **Gene Harold**, machinist apprentice, recently transferred from Salamanca to Hornell diesel shop.

Hornell back shop is on annual vacation from June 30th to July 21st.

Lighterage

NEW YORK CITY

By **Regina F. Frey**

Helen Hefferan has returned from her European vacation looking very well.

Superintendent **O. A. Frauson** visited his young grandson in Rochester on his vacation.

Dorothy Fisher is cruising around New York Harbor in her motor boat taking pictures of the skyline and other vessels.

Sal Francipane is spending his vacation in Keansburg, N. J.

Congratulations to our August birthday gang--"may their tribe increase": **Ed Peterson**, **Ed Vreeland**, **Tom McGowan**, **Paul Romeo**, **Regina Frey**, **Clarence Gannon**, **Alice Norton**, **Dot Shea**, **George Ullrich**, **Harry Mondello**, **Herman Miller**, **Ann Schreier** and **Caesar Seville**.

• • •

Marion Division

TRANSPORTATION DEPT.

AND M. OF W. DEPT.

By **C. R. Swank**

The Huntington Erie Band under the direction of **E. H. Rahn** is making preparation for the summer season. The band will play ten concerts, including the outing of the Erie Veterans at Conneaut Lake, Pa. on August 9th.

This is the 43rd year for the band since its organization by Erie President Underwood.

Congratulations to **George Boh**, who received the God and Country Boy Scout Award at an investiture service in the First Presbyterian Church.

The Rev. D. R. Hutchinson made the presentation to **George**, a star scout in troop no. 123, and **Dan Collins**, scoutmaster, presented the candidate. George is the son of **W. E. Boh**, road foreman of engines at Huntington.

T. E. Poe, secretary in superintendent's office, and family spent a week's vacation at their lake cottage.

J. C. McCauley, car distributor at Huntington, and wife spent a week's vacation touring Yellowstone National Park.

Carpenter **H. E. Chapin** and wife have returned following a vacation trip to the southern part of California.

E. L. Martin, chief clerk to division engineer, and family have returned after having spent their vacation in Miami, Florida with their daughter's family, **Mr. and Mrs. Robert Rouch**, formerly of Huntington.

Congratulations to **A. N. Burgett**, former track supervisor, and wife of Huntington, who recently celebrated their 60th wedding anniversary.

Their family attended an open house at the home of a daughter, **Mrs. Grant Kelley**.

Other children present were daughters **Mrs. Earl Phillips**, **Mrs. McCabe** and **Mrs. Eiffel Plasterer**, all of Huntington, and son **A. L. Burgett** of New York City.

•

HAMMOND CONSOLIDATED

By **Grace Connole**

Conductor **E. J. LaVigne** and wife have returned after a 26 day vacation tour of Wisconsin, Michigan, Minnesota and points in Canada. Much of the route through Minnesota and Canada was along beautiful Lake Superior.

It is plain to be seen the vacation agreed with **Gene** who has lost 12 pounds of his avoirdupois and looks slim and fresh as an Indiana daisy.

H. L. Kinzie, rate clerk, and wife spent three weeks visiting in California recently where they have a daughter and three sons. Three of Mr. Kinzie's children are married, so he had the additional pleasure of seeing his nine grand children.

Mr. Kinzie's 87-year-old mother accompanied them on the motor trip and stood up under the pressure better than any of the party, he said. In fact, she already has plans for next year's trip.

Karl Martin, youngest son of the correspondent, has now completed four years with the U. S. Navy and is now home and ready to take up the serious business of earning a living. During his tour of duty he served on the Carrier **Wasp** and the U.S.S. **Norton Sound**, Port Hueneme, Calif.

•

14th STREET, CHICAGO

By **Chris Hardt**

Joan Blaul, rate desk, and husband **George**, formerly of our rate desk and now with the traffic bureau, Wabash Railroad, enjoyed

their first trip to New York City where they watched their favorite ball team, Yankees, at Yankee Stadium. They also took in a few races at Belmont Park.

Russell Pullano, son of **Leonard Pullano**, assistant cashier, is now a Specialist, 3rd Class, 508th M. P. Battalion with the United States Army at Riegensburg, Germany.

Russell and wife **Beverly**, plan to visit Rome, Italy during the latter part of July when Russell will enjoy a long earned furlough.

We congratulate **Wanda Kelley**, general clerk, and family on the arrival of their new exemption, this time a 9 pound son. The Kelleys now have two sons and one daughter.

Mother of **Donna Major**, rate desk, is visiting Donna at her Hammond home from Fort Lauderdale, Florida. She will vacation with Donna during the month of August in northern Wisconsin.

William O'Neill, yard clerk, 51st Street, is working 51st Street vacation jobs, but expects to return to college in the fall.

Walter Mills, foreman, and family toured through Wisconsin, Minnesota and Michigan.

John Novotny, chief claim clerk, is sporting a brand new 1958 salmon top, cream body car. He expects to tour the western states with it on his vacation in the near future.

Jeremiah Dempsey, relief rate clerk, will tour the eastern states with wife **Denise**, in their new Burgundy-white hard top. They plan to visit their home town Swampscott, Mass.

William Bolton, trucker, is back from his vacation with relatives in Mississippi and Kentucky. We really missed William while he was away and are happy that he enjoyed the long trip.

Edward G. Fulcher, retired veteran of our local Erie police department, is back home at Amherst, Virginia and writes that if any of us tour Virginia, to be sure and stop off at Amherst for a visit with him. Thanks, Ed, we will.

CHICAGO POLICE

By J. S. Steen

J. E. Zinmeister, lieutenant, and his wife are spending their vacation at Barbee Lake in northern Indiana.

tion at Barbee Lake in northern Indiana.

J. C. Oberrath, patrolman, and his wife toured the New England states and reported an enjoyable trip.

CHICAGO GENERAL OFFICE

By Bernie Klein

We are happy to see **A. Ellsworth Breland** back at the office after his three week illness.

Al Watkins is busy landscaping the yard of his newly acquired home in Glen Ellyn, Ill.

Birthday greetings are extended to **Beverly O'Bel**, **Sophia Ciulla**, **Frank Kovarik**, **Al Roberts**, **Louise Leveille**, **Walter Myrer**, **Phil Morgan**, **Charles F. Bell** and **Ron Bul-lard**.

Roger Kirtland spent the July 4th holiday at Green Lake, Wisconsin water skiing.

Vern Zipfel has been busy painting. We hope the color looks as well on his house as it does on his hair.

In case you were wondering where **Bill Stenfelt** acquired his suntan, it is from racing his cabin cruiser up and down the lake every weekend.

Tom Carlton and **Bob Randall** have taken up fencing. They are planting fence posts in Tom's back yard.

Art Hofer has been very successful with his rose bushes. They are blooming nicely this year.

We have a new officer in our midst. **Evelyn Coakley** has been elected vice-chairman of the International Division of Railway Business Women Association.

Joan Tejkowski is sporting a new hairdo---blonde bangs.

Vacation notes:

Mr. and Mrs. Carl Griffith spent a week at Little Barbee Lake near Warsaw, Indiana. **Elaine Berlinski** and her husband drove around Lake Michigan, winding up at the home of **Elaine's** parents near Grand Rapids.

Helen Griffin's vacation trip to Minocqua, Wisconsin proved to be more interesting than she expected. Seems she reversed the usual procedure of catching fish and hauled one in tail first, much to the surprise of fish and fisher. **Mr. and Mrs. Ronald Towns** enjoyed a week's fishing trip in Canada.

Car Accountant

CLEVELAND

By Ella Carpenter

Norma Simmons took a Cook's Tour of New England and especially enjoyed keeping cool in the beautiful Green Mts. and White Mts. after the heat wave at home.

Louise Landers and her sister visited Cape Cod and other well known New England points such as Provincetown, Martha's Vineyard and Nantucket.

Joe and Mrs. Pearson also went east, dividing their time between Indian Lake, the Jersey seashore and New York City.

Les Arold and family enjoyed a quiet vacation at their old stamping grounds, Greenwood Lake.

A western trip thru the Canadian Rockies, climaxed by a stop-over at Lake Louise and Banff, was thoroughly enjoyed by **Mabel Thomas** and her sister.

Dan Lazor spent two weeks with the National Guard at Camp Breckinridge, Ky. but we haven't heard yet whether he enjoyed it.

Christine Lesniak drove to Fort Leavenworth, Kansas with her family, where Chris was bridesmaid at her brother's wedding.

Carold Gacom has returned from an interesting trip to New York.

Sandra and **Dave Zmek** are happily established in their new home in Fairview Park.

Mabel Goss is a happy Grandma since her daughter and son-in-law returned home from Germany with **Denny**, age 1 year.

• • •

Allegany-Meadville

SALAMANCA

By S. Minneci

Congratulations to **John R. Kennedy**, general yardmaster, who was appointed to the vacancy on Salamanca's city water and light commission by Mayor James J. Crowley. He will serve until Jan. 31, 1959.

Recent visitors to the Salamanca yard office were **Martin Discavage**, retired yard brakeman of Orange City, Fla.; **W. L. (Wiggy) Wales** of Oklahoma City, Okla.; and **A. N. Foster**, retired Allegany division conductor of Tucson, Ariz.

A. F. Rojek, yard conductor, and his wife spent a three weeks vacation in Los Angeles with their sons Eugene and Jerry, both of whom

live "there.

Welcome to the new arrivals in the families of **John M. O'Brien**, yardbrakeman, and **J. R. Smith**, Allegheny division trainman.

Both men are proud fathers of baby girls--**Elizabeth Ann O'Brien** and **Deborah Smith**--born the same day, June 12, and at the same hospital, Salamanca District.

Anniversary congratulations are extended to **Anthony J. Pruner**, file clerk, and his wife who celebrated their 35th on June 29. Fifteen members of the family helped them celebrate.

GEN. FOREMAN & WRECK-MASTER, SALAMANCA

A daughter was born on June 15th to **Mr. and Mrs. Thomas J. Paprocki**.

After minor surgery at Millard Fillmore Hospital, Buffalo, N. Y., **S. F. Nolan**, vacationed for two weeks in West Virginia visiting relatives.

Vacationing during June were **Joe Cemane** in Canada, **Edgar Sheare** in Port Jervis and **John Paklepa** in Detroit.

Adam Ambuske returned to Salamanca after spending the winter months in Florida with his daughter.

Jim Miess from Miami, Florida spent several weeks visiting his daughter in Philadelphia.

Kent Division

MARION

By **Lucile Osmun**

Congratulations to **T. R. Goetting**, operator, and wife on the arrival of **Wendy Sue**, June 22nd.

Ralph McGill, correspondence clerk, general yardmaster's office, is driving a new car.

J. E. Durham, dispatcher, is spending his two weeks' vacation fishing and watching the trains go through Caledonia.

Approximately 35 guests enjoyed a testimonial dinner in honor of **Frank Judy**, work equipment foreman, who retired May 30th. The dinner was held at the Marion County Fish & Game Club, prepared by fellow workers **George Fulcher**, **Jess Downs**, **Kenneth Chancy** and **C. W. Sidenstricker**.

Dave McWherter, clerk at Gallon freight station, is driving a new foreign sports car.

MANSFIELD

By **E. E. Woodford**

Our congratulations to **Bob Osborne**, asst. rate clerk, proud father of a baby girl.

W. F. Rathburn, agent, has returned from a week's vacation of swimming and fishing in Lake Erie.

Gust R. Rehberg, cashier, and his family recently spent a week-end in Milwaukee, Wis.

R. F. Layer, chief clerk, and **G. L. Ruley**, ticket agent, are both back from their vacations.

AKRON

By **Besse Westbrook**

F. M. Smith, claim clerk, and wife are enjoying their vacation driving through the Smoky Mountains, stopping at Berea College in Kentucky, Gatlinburg, Tenn. in the Smoky Mountains reservation, and Cherokee, N. C.

Monroe R. Craig, lieutenant in the police department, is driving a new station wagon.

E. F. Kale, chief clerk and wife motored to Ft. Wayne, Indiana to visit relatives while on vacation.

Accounting

AUDITOR OF REVENUES

By **Ray Stevens**

In a ceremony at Lakewood Presbyterian Church on June 14th, **Ed Courtright, jr.** and **Donna Bochar** were united in marriage. After the reception the happy couple motored to New York City for their honeymoon.

Mike Von Duhn proudly announced to the office staff that his wife **Donna** had given birth to their second, a boy on June 10th. The youngster has been christened **Michael James**.

The call of the wild beckoned, and **Bill Von Stein** answered as he spent his vacation in Canada.

Despite the miserable weather **John Latkovich** and **Len Wichert** still managed to get their houses painted.

Al Cerny spent his vacation in his back yard digging his hobby--which is, of course, gardening.

Betty Jacobson, former compotometer operator, presented her husband **Chuck** with a baby boy on June 11th. Young Master Jacobson has been named **Michael Thomas**.

Joe McManus and **Charlie Healy**, two members of the grey-haired set, surprised their cohorts when they got crew cuts.

George Joseph joined the new car fraternity when he purchased a 1958 hardtop.

Point Pleasant Beach, New Jersey was the scene of a two-week vacation for **Bill Felsman** and his wife.

Talented **Nancy Kasson** attended a dancing convention in Flint, Michigan. It's been heard from a reliable source that the petite miss can really trip the light fantastic.

Shirley Kaiser, ex-claim checker, and her husband **Paul** announced the birth of a son, **Keith**, on May 24th.

The Army's loss is Erie's gain as **Tom Edwards**, **John Prentice, jr.** and **Jim Feeney, jr.** return from service.

Virginia Peterson left us June 6th to take up her duties as full time housewife.

Paul Jurcisin and **Paul Kovary** each picked up more credit hours this past semester in their labors for a college degree.

Ken Blask and wife **Barbara** spent ten sunny days in Miami Beach.

Frank Buck spent a week in St. Louis with his brother and family and while there took in the welter-weight title match.

Marty Marcellino fashioned a one-hitter and battery-mate **Neil Crann** slammed out three straight hits. **Phil Emery** helped the cause with a long home run.

Game number three brought another victory for our heroes as they won 14-6 in a rain-shortened six inning affair. **Bob Betts** with three hits and **Frank Tracy** with a three run homer were the big guns for the Erieites.

Thus as June drew to a close it looked as if the prospects for a good year for the team were very bright indeed.

Joe Bangert joined the ranks of home owners when he purchased a dwelling in Lakewood.

Al Krause and his wife journeyed to Shelter Island in New York for their vacation.

Some, but not many, people from the office manage to get out and see practically every ball game

that their co-workers play. Their support is well appreciated by the team, so here's a tip of the old fedora to **Ed Austin, Ted Baker, Jim Laggan and Tom O'Neill.**

No cigars were passed out but a blessed event did take place in the **Bill Donahue** household. One of his tropical fish gave birth to fifteen little ones.

Most people, when they go to Florida spend at least a week there. Week-end visitor **Chris Nolan**, however, thought he'd be different.

Pat Von Duhn is beginning to think of herself as a jinx to her relatives. Within a month she was involved in two automobile accidents; one with her sister, **Connie Hagedorn**, and the most recent with husband **Chuck.**

Kathleen Nolan has been elected secretary to the Department of Ohio Ladies Auxiliary, Catholic War Veterans.

Dolores Vasileff is lending her moral support to husband **Jim** these days as he pursues his law degree.

Dolores Wagner and Jeannette Porter are two more who have left to join the swelling ranks of full time housewives.

Neil Crann's wife **Jean** made the front page of both evening papers June 26th when she gave birth to a baby boy. Having a baby is always a big occasion, but ordinarily not headline material. The banner-angle here is that **Jean** had gotten off duty at the hospital where she is a nurse, just four hours before young **John Arthur** made his bawling arrival.

The very next day, June 27th, **Marty Marcellino's** wife **Barbara** presented the ace pitcher with a baby girl. The young miss has been named **Therese Marie.**

•

AUDITOR OF DISBURSEMENTS By Denny Kish and Dorothy Buday

Vacations got into full swing last month. **George Ernest** and his wife made their annual trip to Madira Beach, Florida. **Genevieve Omert** spent a week brushing up on history at Williamsburg, Virginia.

Lottie Sholz and Kathryn Guiton were seen enjoying themselves on number 6 to New York City at the start of the Fourth of July weekend.

Lottie, who retired July 31 after 41 years of faithful service, spent the holiday weekend at Allendale, N. J. and Jones Beach, Long Island.

Kathryn vacationed in New Jersey, visiting her home in Jersey City.

Lucille Arth has returned from her first try at jury duty. She says it was one of the most interesting experiences of her life.

We are all happy to have **Tom Geary** and **Fergie Small** back with us after trips to the hospital.

•

HORNELL ACCOUNTING BUREAU

By Dick Crowley

Congratulations to **Fred die Schmitt** on completing forty years service with the Erie.

Christliebe Marie is the latest addition to the **Bob and Mary Hillman** family.

For **Bud Vanderhoof** and the Mrs., it's a boy, **John Robert.**

The Fifty Club reported their outing was a success and another outing is being planned.

Bobby Sheridan, Jack Burlingame, Dick Miller, Rita Halloran, and **Clarence Buck** are sporting different cars.

Understand **Don Clark** inherited a different car.

The **Francis Dahills** (Mrs. Dahill was formerly **Miss Mary Recktenwald** an Erie employe) were made happy with the birth of a boy, **Charles Dennis.**

The Arkport Inn was the setting for a farewell party given by the women of the office for **Margaret Jane Moore** who left recently to reside in Buffalo. About thirty guests were present.

Jane was presented with a gift and a corsage. **Goldie Loghry** read Jane's fictitious Last Will and Testament, in which Jane left certain of her traits to the fair members of the office. Jane has worked for the Erie for sixteen years.

Good luck to **Pauline Bove** and **Mozzie Piacenti** in their recent engagement. A fall wedding is planned.

Dick Tyson, Ed Leferink and their wives escorted a group of young people to Silver Lake for an over-night outing.

Bob Gregory was in New York City to be on hand for the ball games.

Hattie Haberli has returned after vacationing down East.

Paul Smith and his wife are planning a vacation at Lake Ontario soon.

Harry Vanderhoof, Cliff Friends and **Roscoe Dressier** recently made trips to Cleveland.

Olga Nazar is also planning a trip to Cleveland to visit her brothers.

Edna Metzger was off to Atlantic City.

John Young took in the sights at Roseland Park.

Harvey Schneegas spent several days down East recently.

Bob Hillman will soon be relaxing at his cottage on Keuka Lake.

Initial plans are being made for the annual golf outing to be held soon, the time and place to be decided. More news of the outing will follow in later issues.

Visitors to the office included **Brownson Martin, Harry Drury**, former employes, and **Don Roberts**, former IBM repair man. **Don** is stationed at Fort Dix, N. J.

A pat on the back to **Dave DeLany, Dick Wheeler, Ed Bottomley** and **Ed Leferink** for the interest they are taking in promoting the Grasshopper League in our city. Their teams (in the same order as above) are: Penny Saver, American Legion, Canada Dry Bottling Works and the Moose.

Marjorie Hogue, daughter of Mr. and Mrs. **Harold Hogue**, graduated recently from St. James Nursing School.

Danny Swift is now a fifth ward commuter.

Ronnie Ordway reports that his air-conditioning unit is fine for this kind of weather.

Dave DeLany had the measles. Understand **Bob Kraft** is moving closer to the office.

Shirley Walton and her husband-to-be are building their home.

Howard Pascoe and wife celebrated their thirty-fifth wedding anniversary recently.

Happy Birthdays to: **Mary Jones, Ed Dressier, Bill Siriana, Pearl Waight, Albert Morris, Ruth Hoyt, Margaret Wood, Harold Hogue, Don Matthews, Jimmie Vanderhoof, Shirley Walton, Harold Doty, Harold Dunton, Walt Coston** and **Howard Pascoe.**

• • •

Allegheny Division

(Story begins on page 12)



RUBBER BRIDGE is so called because it has had to be stretched as the embankments changed shape. Note the new approaches.

president of the Senecas replied:

"Pretty good land for a railroad," and collected \$10,000.

The road continues along the narrow valley of the Allegheny, flanked by mountains rising more than 1200 feet above it, to Carrollton, and here, at milepost 407.39 the Bradford division leaves the main line at the point where the Tunungwant flows into the Allegheny.

Five curves and four miles later the main line reaches the Salamanca yard limit.

Back in the days when the Erie was young, Salamanca was a purely Indian town, and was known as Bucktooth. As the Erie grew, so grew the town, and when a Spanish banker named Salamanca helped to furnish the funds for building west

from Bucktooth toward Chicago, the town's name was changed in his honor.

Industrial Now

In the old days, of course, the main line ran out of Salamanca to Dunkirk. That line still exists, and will be described in a later number of the Erie magazine.

Today Salamanca has grown to a city of nearly 9,000 persons. Besides the Erie shops, there are furniture factories, a shoe last factory, a wool-spinning plant, printing press roller plants and a cutlery work here.

Part of the historical interest of the Allegheny division lies in the fact that the last spike was driven at old Cuba Station and the railroad declared "finished" on April 19, 1851. As we know today, the Erie was far from complete---and that applies especially to the Allegheny division.

Today only passenger trains and way freights pass the spot where the "last spike" was driven; the bulk of the traffic follows the River Line, and avoids the heavy grades over Tip Top and Summit.

River Line

Tradition has it that the general route of the River Line was examined by the founders of the Erie, and the hilly main line fixed upon, not as the more desirable route, but the only route that could be followed at that time. For the River Line route crosses two great valleys---the Genesee and that of Rush Creek.

Building viaducts across those valleys was more than the engi-

neering and financial resources of the early railroad could stand. Starucca Viaduct had been problem enough: two more viaducts of similar size would be too many.

Certainly the problem of the grades were always recognized. In 1882 a new study was made of the river route, and the directors were forced to reject it again. Engineering skill and wealth had increased to the point that the viaducts would have been possible, but some phrases in the report concerning two tunnels on the proposed line convinced the board that the time was not ripe for its construction.

Graham's Report

However, by 1905 the technical situation, and the financial situation were both improved to the point where the line might be built. It would lengthen the distance travelled by trains using it; but it would be faster and cheaper to operate over the River Line because the grades would all be easy ones.

Traffic had grown in the more than 50 years since the opening of the road to the point where Summit and Tip Top were literally choking the Erie.

According to Joseph M. Graham, chief engineer of the Erie in 1905, the grades by way of the main line were 65 feet to the mile before compensation for curves. Curves increased the drag on locomotives to the point where the actual effort expended was as great as a grade of 68 feet to the mile would impose.

14,000 Helper Moves

The steep grades required helpers, he said, and reported that train movements in the 12 months ended June 30, 1905 amounted to 2,228 east-bound passenger trains, a like number of westbound passenger trains; 4,084 eastbound freight and 3,574 westbound freight trains. To get these trains over the grades 14,558 helper movements had been made.

The extra movements, including the doubling of trains and the helper movements had so overloaded the capacity of the line that at times when traffic was heavy long delays were caused to shipments, costing the railroad, shippers and the community at large more

NEED MONEY?

For Quick Action Phone

GRegory 3-5600



16 CONVENIENT OFFICES

IN PASSAIC COUNTY

MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

money, he pointed out.

Graham also warned that other eastern railroads had rebuilt their lines into low-grade routes, and predicted that if the Erie did not do so the higher transportation costs would be reflected in a decline in the prosperity of the cities along the Erie's line.

The route he proposed would have a ruling grade of only 10-1/2 feet to the mile eastbound, and 15 1/2 feet to the mile westbound; no helpers would be needed, yet tonnages hauled by trains could be increased by 55%. The route would take advantage, too, of the low grades already existing on the Buffalo division between River Junction and Hornell (Erie Magazine for May, 1958).

He estimated the cost at \$3,500,000. By the time the line was turned over to the operating department as ready for traffic, the line had cost almost \$7,000,000, and at least one contractor--the one that held the contract for the westernmost part of the job---had gone bankrupt.

At times it seemed that Graham's predecessor, who predicted that no railroad could be maintained along the route, was right.

High Type Railroad

That he was mistaken is proven by the heavy traffic over the line now, and the fact that it is one of the most important links of the Erie.

Designed from the beginning as a 20th-century road, the River Line today is an example of progress in railroading that would delight the heart of Graham if he could see it.

The rail is all 1332-pound; turnouts for the three sidings are controlled from Salamanca; the dispatcher there can turn on switch point heaters to keep the point free of ice and snow. Dragging equipment detectors and signals protect the two viaducts from damage.

And every one of the three sidings can take a train of 165 cars.

But there were times when all the determination and vision of the men of Erie were needed to keep the job going. Grading for the line began in May of 1906, and the contractors ran into trouble immediately.



HERE AT HOTCHKISS CUT the banks have been all but leveled to prevent their movement toward the River Line track.

Even today, after a half century of work, and with increasingly improved machines and methods, parts of the line are nuisances to maintain. But all the work has paid off handsomely in increased capacity and lower costs for the movement of trains, and Graham's views have been vindicated.

Contractor's Train Lost

Not far from Cuba Junction the line passes through a swamp. Here the plans called for six feet of fill. But when the contractor began to dump the fill the ground swallowed it with an insatiable appetite. Too, it swallowed one of the trains of dump cars, together with the narrow-gauge track he was using.

Finally, after enough fill material to build an embankment 130 feet high had been dumped the fill showed signs of becoming stable. Meanwhile hillocks of some of the first fill dumped began rising out of the swamp on either hand as if to mock the men building the road.

However, even then the advantages of the line could be seen. That trouble spot was followed by terrain where it was possible to build a perfectly straight tangent more than 4 1/2 miles long. And about two miles further along the

men who had fought with the swamp were glad to find an outcrop of rock.

Two Clay Strata

That base, a type of shale, needed cutting to let the railroad through. Here, at least, the ballast would stay in place.

But not far beyond that stable place more trouble was in store.

Far beneath the right of way two layers of clay meet. They were laid down in two different glacial epochs. The lower clay was blue; the upper yellow. Both layers were there long before man walked the earth.

And when puny man began to build the River Line those two layers of clay began to mock him.

Hills That Move

For the line of demarcation between the two clays is plain. Nowhere are they bound together. And the cleavage line between the two is steeper than that of a house roof.

All that is needed is a little rain and the whole countryside begins to move. For the clays are greasy, and the top layer slides, thanks to its huge weight, down the slope of the blue.

(Please turn the page)

STILL GREATER PROTECTION--For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical and lateral forces

Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.

Allegany Division

(Story begins on page 12)



JUST EAST OF SALAMANCA the Allegany division follows the scenic Allegheny River. This view is toward the east.

And as the clay slides strange things happen to works of man. Arches collapse. Cuts tend to fill. Tunnels disappear. Drainage systems have their gradients reversed. Buried pipes break.

Only a Nuisance Today

Nor does the clay give any quarter to man. Engineers may propose and execute plans; a situation may seem permanently cured, and give no trouble for days, months, or even years. Then, suddenly, the clay will shift an inch or two far beneath the surface and the job must be done over again.

But today the line represents a nuisance problem and not a danger.

Places where movement of the earth could once be watched by observing the way blades of grass

slowly moved from an upright to a horizontal position are now stabilized.

But that does not mean that all is peace between Man and Nature on the River Line.

Genesee River Viaduct

The long curving fill that carries the road from the west to the Genesee River Viaduct has buried in it the remains of a great concrete arch. The arch was intended to let the Pennsylvania Railroad through the fill.

But the arch soon developed a tendency to rock and roll--and the Pennsylvania passes under the viaduct instead of under the embankment.

The viaduct itself is worthy of note---it is 3,119 feet long, and 141 feet high. But even one of its towers has had the earth slip from beneath it. That problem was cured by the application of 4,000 tons of heavy rip-rap, enclosed in sheet steel piling, and many cubic yards of concrete.

Diver in the Mountains

Once a year a deep-sea diver comes up into the mountains to inspect that job. So far, at least, it looks as if a permanent cure has been effected.

Near the west end of the viaduct is an area known as Camp Lonesome the site of the principal construction camp during the building of the line.

Doleful as its name sounds, evidently the men who built the road did not let either the remoteness of

the site nor the difficulties they faced spoil their sense of humor. Just beyond the viaduct is Bloody Gulch Fill, so named because of a legend of an Indian massacre there.

Cape Horn to Rubber Bridge

Just beyond it is Cape Horn Cut. The cut was one of those on the line that would not stay cut.

Much to the men's surprise the roadbed, given to sinking along some parts of the line, had a tendency to rise at this point, and someone in the construction crew who had been around Cape Horn and experienced the frustration of sailing for days, only to lose distance, likened the work of making a cut there to sailing around the Horn.

A little farther on is Rubber Bridge---so called because the railroad has had to stretch it as the sides of the cut it spans---the bridge carries a road over the Eric continued to collapse.

Ethel Jackson's Hat

The names given tough spots along the road often reflected the humor of the men---engineers and laborers alike---used to fight their feelings of frustration. Merry Widow Cut is an example of such a name.

An arch at the cut was giving the usual trouble that arches did on the river line, trouble that was reflected in rising costs. At that time Ethel Jackson, star of Franz Lehár's operetta "Merry Widow" was the talk of the country.

And a hat she wore on the stage was the most expensive ever seen in America---it had cost \$150 in a day when skilled workmen thought a dollar a day good pay.

"That arch," said an engineer one day, "is like Ethel Jackson's hat. It doesn't look like much but it costs a lot."

Rush Creek Viaduct

Just east of Cape Horn is Irish Fill, named in honor of the homeland of many of the workmen. Then the road passes through Underwood Cut, named for the then president of the Erie, past Bear Lake and through Holland Cut to Rush Creek Fill in the valley of the creek of that name.

Here the scenery is dominated by Rush Creek Viaduct, 1,992 feet

**MAKE
TRACKS**
to 1st National
Bank for all types
of loans. *Fast service—low monthly
payments!*



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,
PREAKNESS, RINGWOOD, BOROUGH of TOTOWA,
WANAQUE BOROUGH and WEST MILFORD
New Jersey

long and 151 feet above Rush Creek. Like Genesee Viaduct this bridge was built to take a second track. Unlike Genesee Viaduct, the parts for which were brought to the site by rail, those for Rush Creek had to be brought in behind horses from the nearest rail line. A special road had to be built, and bridges for that road as well. Today it looks as much a part of the scene as if it had always been there.

Three-Fingered Mike

Three-Fingered-Mikes Fill at MP 363.10 is the next spot, once troublesome and now tamed. Here three streams are united to pass under the Erie in an 8-foot tunnel liner.

Left to their own devices, these three streams would have preferred to pass under the railroad at three points.

But the early engineers tried to carry all three under the road at the same point. That, combined with the fact that this is in one of the areas where the clay is trying to move toward the Genesee River, long made the fill a troublesome one.

In recent years a series of check dams, together with a relocation program for the streams, and many flumes to carry run-off water of sudden storms, has tamed the three unnamed streams, and the fill is safe.

Less than a mile east of Three-Fingered-Mikes is Doolittle Fill, an example of how the clay can undo the work of men.

For a long time the fill gave trouble the arch that gave Merry Widow Cut its name carries the waters of Doolittle Creek under the railroad here---trouble that was solved by an intricate drainage system. Then the land slipped just enough to break the drainage pipes in the fill.

As you read this men working from a shaft are shooting grout into the fill to solidify it so that they may tunnel in the fill to install new drainage pipes.

Just beyond Merry Widow Cut is Hotchkiss Cut. Today it looks tame indeed. Its banks are low and show signs of erosion. But its banks are low because Erie men, determined to keep the road open,



A DRAGLINE KEEPS THE CLAY BANKS of Tunnel Cut No. 2 from sliding across the tracks and closing the River Line,

have reduced the slope of its banks to 1 foot in 4-1/2 feet, and the clay no longer moves toward the rails.

At 360.62 is Station 148. Here the word station refers to a point 148 chains from some other point, where an engineer once drove a stake and read a level.

But for the men who built the line Station 148 is the place where, one rainy spring day, a concrete arch and the fill laid upon it suddenly moved, and slid down the hill toward the Genesee. Between 1907 and 1923 the arch moved over 700 feet. Today pieces of it are found close to the river--but no one bothers to measure the movement.

Farther east is Tunnel Cut No. 2. It was originally planned as a tunnel, but the ground was found so soft and unstable, that the plans were changed.

Today the cut is literally wider than it is long--and the unstable yellow and blue clays, both of which can be seen here, are still moving toward the railroad. A quarter of a mile from the track a

great cliff of yellow clay forms one boundary of the cut, and between the cliff and the railroad all the trees lean toward the tracks.

The clay is still in motion, but it is held in check by the maintenance of way forces with modern earth moving machinery, and the track is kept clear.

And only 3.7 miles farther on the River Line joins the Buffalo division at River Junction, with all the engineering difficulties of the cut-off behind it.

But despite the nuisance the line may cause, it is beyond doubt successful. Today trains of weights and lengths undreamed of in 1910 rush over the line, serving Erie customers as they should be served. The line has more than lived up to the promise Graham saw.

(This is the 13th article of a series about the Erie Railroad. Forthcoming installments will trace more of the line's route from the Atlantic to the Great Lakes, and the numerous branches of the road.)

STEUBEN TRUST COMPANY

HORNELL, NEW YORK

COMPLETE BANKING SERVICE

IN THE HORNELL AREA

Member F.D.I.C.



RAILROAD

ACCESSORIES

CORPORATION

SIGNAL AND TRACK DEVICES

**Chrysler Building
NEW YORK 17, N. Y.**

Starrucca

(Story begins on page 6)

up of a mixture of crushed stone, washed sand, Portland cement and asphalt, mixed by a special small mixer, and applied hot.

Along the sloping sides of the parapet asphalt plank was installed and mopped with hot asphalt. At the outer edge of the parapet a steel angle was installed, and a layer of the same mastic mixture used on the deck was applied.

Then the eastbound track was re-laid, the ballast tamped and cribbed, and it was restored to service, and the westbound track was then removed, and a similar coating given the other side of the top of the bridge---and the Erie's oldest "employee" had his new rain-coat, and was ready to carry on, growing stronger every year of his life, thanks to the original design of the bridge and the excellent workmanship of the men of 1848 and those of 1958.

• • •



Let practical railroad men move you up!

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

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

INTERNATIONAL CORRESPONDENCE SCHOOLS
BOX 30297H, SCRANTON 15, PENNA.
 Explain fully about your course marked X:
☐ Railroad Administration ☐ Mechanist and Toolmaker
☐ Accounting ☐ Air Brake ☐ Mechanical Engineering
☐ Boilermaking ☐ Bridge & Building Foreman ☐ Radio ☐ Television
☐ Car Inspector and Air Brake ☐ R. R. Apprentice Training
☐ Commercial ☐ Diesel Loco. ☐ R. R. Car Repairer
☐ Diesel Electrician ☐ R. R. Engineering ☐ R. R. Rate Clerk
☐ Diesel Machinist ☐ Roadmaster ☐ Section Foreman
☐ Diesel Engineer & Fireman ☐ Steam-Diesel Loco. Eng.
☐ Drafting ☐ Traffic Management
☐ Electrical Engineering ☐ Welding--Gas & Electric
☐ Locomotive Engineer
 Name _____ Age _____
 Home Address _____
 Occupation _____
 Erie employees will receive a Special Discount.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Bell, James Allen	Red Cap	Youngstown	6-17-58
*Boyd, Jason Clarence	Engineer	Susquehanna Division	4-23-58
*Bromley, Melvin Jay	Electrician	Hornell Shops	6- 5-58
*Carlough, Edward	Engineer	New York Division	4-25-58
*Carpenter, Jesse Grant	Derrick Engineer	Hornell Car Shop	2-17-58
*Chamberlain, Alfred Noah	Engineer	Susquehanna Division	10-21-57
*Collishaw, Arthur	Road Conductor	N.J. & N.Y. Railroad	3-23-58
*Coon, Charles Andrew	Carman	Susquehanna Coach Shop	5-24-58
*Cosman, John Veysey	Freight House Foreman	Niagara Falls, Buffalo Div.	3-13-58
*Cullinan, Patrick Charles	Yard Conductor	Hornell, Snsq. Div.	5- 6-58
*Driscoll, Michael Joseph	Engineer	New York Division	4-20-58
*Durisin, Michael	Engineer Preparer	Avoca Shop	5-28-58
*Dworchick, John	Blacksmith	Kent Car Shop	6-13-58
*Eiler, Carl Charles	Trackman	Mahoning Division	5-28-58
*Freeman, David	Trackman	Mahoning Division	5-28-58
*Frost, James Edward	Engineer	Buffalo Division	1-18-58
*Glass, Justin Parnell	Chief Caller	Hornell, Susq. Div.	5-29-58
*Guillemette, Louis Donat	Supvr. of Statistics	Cleveland, Car Acct. Dept.	4-20-58
*Hanrahan, William Joseph	Trackman	Delaware Division	5-23-58
*Harris, Charles James	Crossing Watchman	Mahoning Division	4-12-58
*Hawerkost, Edward John	Gen. West. Pass. Agent	Chicago, Pass. Trf. Dept.	6-23-58
*Hawxhurst, Charles Louis	Interline Clerk	Cleveland, Auditor of Revenues Dept.	2-18-58
*Hesser, Ernest Jay	Telegrapher	Susquehanna Division	3-22-58
*Hickey, James	Blacksmith Helper	Hornell Shop	3-16-58
Hoban, Edward Francis	Yard Brakeman	Jersey City	5- 9-58
Homa, Frank	Laborer	Buffalo Machine Shop	6-10-58
*Hopper, William Paul	Yard Conductor	New York Division	6- 2-58
*Izzo, Gennaro	Extra Crossing Watchman	Susquehanna Division	5-15-58
*Jaggers, Wallace Manning	Engineer	New York Division	4- 5-58
*Johnson, William Franklin	Crossing Watchman	Marion Division	12-29-57
*Krimblebine, Otto John	Locomotive Engineer	Marion Division	5-27-58
*Llcausi, Samuel	Checker	Akron	5-15-58
*Lyon, Herbert Greenfield	Crossing Watchman	New York Division	2-26-58
*McGulre, David Francis	Carman	Jersey City Car Dept.	5-18-58
*Miller, Walter Edgecomb	Machinist	Marion Roundhouse	4- 9-58
*Morton, Carl Ludwig	Shop Watchman	Dunmore Car Shop	0- 8-58
*Murphy, John Joseph	Night Chief Clerk	Duane St. Stn., N.Y.	6- 9-58
*Newton, Bert Charles	Yard Brakeman	Kent	1-17-58
*Nikiel, Joseph	Blacksmith	Buffalo Shop	12-20-57
*Northrop, Arthur Lee	Car Inspector	Hornell Car Shop	3-24-58
*O'Brien, Frederick Genior	Brakeman	Allegany Division	12- 6-57
*Paxton, Morris Ray	Agent	Monterey, Marion Div.	12-27-57
*Penman, Edward Thaddeus	Machinist	Meadville Shop	5-24-58
*PHELPS, Matthias	Asst. to Comptroller	Cleveland, Acct. Dept.	4- 7-58
*Plpino, Edward	Trackman	New York Division	4-12-58
*Pletcher, Lawrence Sylvester	Chief Caller	Kent Division	5-15-58
*Ricci, Carmine	Wiper	Meadville Shop	5- 8-58
*Rogers, Ralph Benjamin	Passenger Traffic Manager	Cleveland, Pass. Trf. Dept.	5-25-58
*Rosencrance, William Henry	Hostler	Port Jervis Shop	1-28-58
*Rusich, Michael	Car Repairer	Dunmore Car Shop	6-17-58
*Schepper, Edward Chrlstain	Engineer	Marion Division	4-27-58
*Schoonmaker, Harry Homer	Carman	E. Buffalo Car Shop	4- 3-58
*Shafer, William Edward	Clerk	Cleveland, Frt. Claim Dept.	12-17-57
*Smith, Matthias	Car Repairer	Dunmore Car Shop	4-20-58
*Snyder, Roy Herbert	Conductor	Kent Division	4-15-58
*Symack, John	Conductor	Buffalo Division	6-12-58
*Teller, Alonzo Gilbert	Engineer	New York Division	12-31-57
Testani, Joseph Francis	Stockkeeper	Hornell Stores Dept.	5-25-58
*Turck, GUY	Engineer	Susquehanna Division	4-25-58
*Tyler, Irvlns John	Trackman	Delaware Division	5- 4-58
Washburn, Burt Edwin	Trackman	Susquehanna Division	6- 4-58
*Retired Employees			

EARN • SAVE MONEY
 NO INVESTMENT! NO INVENTORY!
 FREE! NAME BRANDS CATALOG
 (including separate dealer price list.)
 Over 2,000 beautifully illustrated,
 nationally-advertised items at
 LOWEST WHOLESALE PRICES!
 Watches, Jewelry, Diamond Rings, Typewriters,
 Hi-Fi Radios and Phonos, Appliances, Housewares,
 Hardware, Power Tools, Musical Instruments,
 Luggage, Sporting Goods, Toys, and many others.
IDEAL FOR FULL OR PART TIME SELLING —
SAVE HUNDREDS OF DOLLARS
ON YOUR OWN PURCHASES ALONE!
 Send for FREE catalog NOW!
H. B. DAVIS CORP.
 Dept. RL Davis Bldg.
 145 W. 15th St., New York 11, N. Y.
 Our 31st Year of Merchandising • AL 5-6666

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

Quarry at Huntington, Ind., on the Erie Railroad

AskUsFor Prices

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

Act Is Passed

(Story begins on page 10)

mittee had recognized the need for further changes in the whole picture of regulation of transportation, and had recommended the appointment of experts to study the field and make further recommendations.

"By approaching the problem objectively they will find a fertile field for many improvements which will bring lasting benefits to the public, to our nation's economy and to our national defense, the importance of which cannot be too strongly emphasized in view of the present Middle-East crisis."

ICC and the States

As finally passed the bill contained rather less than the original draft of S. 3778, and rather more than it did after the Senate had amended the bill.

As forged out in conference between the House and Senate leaders, the bill provided, among other things, for a broadening of the powers of the Interstate Commerce Commission to grant authority for discontinuance of unprofitable train and ferry services.

For the Erie this may mean that the Jersey City ferry case may not have to be heard by the Supreme Court.

The new law provides:

The ICC is given authority, for the first time, to permit the discontinuance of unprofitable train or ferry service that crosses a state line, an authority previously held by the states alone.

For trains operating within a single state, original jurisdiction remains with the state authorities. But if a railroad applies for authority to discontinue and the state fails to act within 120 days, or refuses, the railroad would be permitted to petition the ICC.

The ICC is authorized to act "forthwith" on intrastate rate changes, instead of waiting for state action.

Freight and Commuters

The law also overcomes recent Supreme Court decisions which said the ICC must consider all elements of a railroad's intrastate business when it rules on an intrastate rate change.

This means, for instance, that the ICC need not consider whether the road's freight business is profitable when ruling on a commuter fare increase.

The act makes into law an ICC ruling that says what agricultural products are exempt from transportation rate regulation and what ones are not exempt. It adds several items to the regulated list, but gives exemption to frozen or fresh fish.

Frozen Fruit Regulated

It returned frozen fruits and vegetables to the regulated list, and also included cocoa beans, coffee beans, tea, bananas, hemp, imported wool, some wool products, and canned, smoked, pickled, spiced, corned and kippered fish or shellfish.

The definition of a "private carrier," which may operate without ICC regulation, is tightened. The target of this tightening is the truckers who buy goods at one point, haul them to another point and sell them. They have claimed exemption from regulation on grounds that they are private carriers transporting their own goods.

The act changes the language of former law on rate-making among competing forms of transportation, but it does not change the basic principle. The law says that rates for one form of transport "shall not be held up to a particular level" to protect the business of any other.

• • •

Pay Check

(Story begins on page 10)

Nationally those provisions would add \$100,000,000 to railroad payroll costs--this despite the fact that railroads already pay nearly three times as much in retirement taxes as is paid by other employers, including the railroads' air, water and highway competitors.

The increase would immediately raise the total retirement tax payments by railroads from \$290,000,000 a year to \$390,000,000, an increase of 35%; and eventually, when the full amount of the increase becomes effective, to \$476,000,000 a year.

Would Wipe Out Gain

The increase would more than wipe out any gain from the Transportation Act of 1958 and the repeal of the excise taxes upon freight.

Daniel P. Loomis, president of the Association of American Railroads, has said that no precise dollar value can be placed on those pieces of legislation, but that it is certain that S. 1313 would more than nullify their effects.

As it is now 52% of every dollar the railroads take in is paid out immediately in wages and payroll taxes.

This further boost could do great damage to the railroad industry, and could eventually "kill the goose that lays the golden eggs."

• • •

A freight car is loaded about 20 times a year on the average.

THE ERIE DOCK COMPANY

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

FRANK SPENO RAILROAD BALLAST CLEANING CO.

Incorporated

306 North Cayuga Street, Ithaca, N. Y.

THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,
MISSOURI



Pittston Clinchfield Coal Sales Corp.

Subsidiary of The Pittston Company

17 BATTERY PLACE
NEW YORK 4, N. Y.

TELEPHONE
Whitehall 4-4200

COMMERCIAL TRUST COMPANY OF NEW JERSEY

COMPLETE BANKING
FACILITIES

Six Offices in Jersey City
Three Offices in Bayonne

Member Federal Deposit
Insurance Corp.

Golf Tourney

(Story begins on page 8)



TWO EDWARDS, Briner, left, and Pudnik, right, came from Chicago to play in the third annual Erie employees' tournament.

quehanna, 47 - 47 - 94 - 20½ - 73½;
G. P. Maynard, Marion, 46-48-94-
20-74; W. J. Barnett, Hornell, 49-
45-94-17-77; P. Lucas, Sharon, 49-
46-95-19-76.

J. F. Carney, Youngstown, 49-
46-95-18½-76½ R. D. Berry, Horn-
nell, 45-50-95-17-78; H. Ellerman,
Huntington, 47-48-95-16-79; A.
O'Dowd, Marion, 48-48-96-25-71;
W. L. Loper, Meadville, 46-50-96-
23-73.

R. Neederhauser, Marion, 50-46-
96-21-75; R. Willey, Cleveland, 50-
47-97-24-73; C. Primmer, Marion,
49-49-98-23-75; R. R. Robbins,
Marion, 52-46-98-21-77; E. Pudik,
Chicago, 51-48-99-22-77.

E. D. Moynihan, Jamestown, 55-
45-100-25½-74½; J. Dean, Elmira,
51-50-101-26½-74½; J. Freeman,
Marion, 53-48-101-25-76; C. E.
Rowland, Meadville, 48-53-101-
24½-76½; J. H. Wilson, Marion,
53-48-101-24½-76½.

S. Falzoi, Hornell, 49-53-102-
261/2-75½; B. Knoll, Jamestown,
50-53-103-29½-73½; R. Latimore,
Marion, 54-49-103-29-74; L. K.
Derr, Cleveland, 52-52-104-25½-
78½; J. W. Turner, Marion, 50-55-
105-30½-74½.

E. Blair, Marion, 52-53-105-27½-
77½; J. M. Petonic, Cleveland, 53-

52-105-24½-79½; I. W. Jordan,
Marion, 51-55-106-31-75; R. F.
Stear, Jamestown, 58-48-106-30-
76; J. Bish, Meadville, 49-58-107-
34-73.

F. H. Weldon, Feron, 56-51-107-
34-73; B. S. Dial, Marion, 55-52-
107-33-74; D. J. Merchant, Marion,
58-49-107-35-75; E. J. Hernese,
Marion, 53-54-107-29-78; Jim Go-
beille, Cleveland, 57-53-110-32-78.

J. Dillivio, Meadville, 58-52-110-
30-80; H. Walker, Marion, 56-55-
111-36½-74½; D. K. Boyd, Clevel-
land, 56-55-111-35½-75½; H. D.
Adams, Ashland, 60-51-111-33½-
77½; W. L. Vailand, Cleveland, 51-
61-112-38½-73½.

W. C. Hortman, Cleveland, 54-
60-114-41-73; C. E. Bloomingdale,
Marion, 57-58-115-39-76; T. D.
Caine, Cleveland, 58-57-115-36½-
78½; J. A. Ducey, Olean, 59-57-
116-45-71; W. Arters, Olean, 63-
55-118-43-75.

T. P. Kelly, Marion, 62-67-127-
57-70; F. Ahrens, Salamanca, 61-
67-128-60-68; Wally Thomson,
Cleveland, 69-64-133-65½-67½; W.
Logan, Salamanca, 64-72-136-60-76.

Picked up: C. Houser, Buffalo;
Carl Briggs, Youngstown.

• • •

Erie Railroad Magazine



In the world of a young child
Time passes without measure.
There is the brightness of days,
and the times of dim silence.
There is the world of
objects to explore
and the mysterious world of self.

But most of all,
there is that warm, sweet need
of all children
to feel the guiding hand
and total admiration
of two loving parents.

LAST YEAR, 250,000 Americans died of cancer. Many of these were fathers and mothers. Some of them need not have died. Because many cancers are curable *if-detected in time*.

Fight cancer with a checkup. Have it annually. Be alert to cancer's 7 danger signals, as well.

Fight cancer with a check. Support the life-saving program of the American Cancer Society. Mail your check to **CANCER** in care of your local post office.

AMERICAN
CANCER
SOCIETY 



Special Shipping Problems?

TRY ERIE'S SPECIAL EQUIPMENT

An important aspect of the complete **customer service** provided by your local Erie representative is assistance in analyzing the requirements of your shipments. And where your shipment can be handled more economically or more safely with special Erie equipment, he'll recommend it.

Erie customers regularly profit by using Erie covered hopper cars, heavy duty flat cars, special covered gondolas for coiled sheet steel

and tin plate, various types of D-F cars, and Piggy-Back equipment. In fact, Erie's close **customer service** has resulted in the very development of much of this equipment.

When you specify, "Route it Erie", you'll see exactly what Erie **customer service** means to you. It's our way of running a railroad—of matching all Erie operations to your particular needs for more dependable delivery of your shipments.



Erie Railroad



Dependable Service for the Heart of Industrial America