

**SIGNALS FOR  
JOINT TRACK**

OUR 55TH YEAR OF PUBLICATION

**AUGUST 1959**

## •The President's Page

**W**ITH the filing of a joint application with the ICC on July 1 the first formal step was taken to obtain approval to merge the Erie Railroad and the Delaware, Lackawanna & Western Railroad. You may be interested to know that from the standpoint of gross revenues the proposed Erie-Lackawanna Railroad Company would rank about twelfth of all the 110 Class One railroads in the United States.

The significant element in arriving at the decision to combine both properties was the prospective increase in earnings of at least \$13,400,000 annually that such a merger would produce. It is obvious that the immediate and long-range future of both railroads and the essential service they perform for the communities along our lines would be greatly improved and strengthened by such a move.

This added earning power will make more money available for needed improvements and other technological advances. Progress of this kind makes it possible to do a more efficient and economical job for our customers which in turn attracts more business.

A stronger, unified railroad would be in a much better position to generate more traffic, not only through improved service but through increased industrial development opportunities.

These are factors of great importance to employees because in the final analysis traffic is the key to railroad employment.

Every railroader knows from past experience that when traffic volume is high more employees are needed, and when traffic is low fewer employees are needed.

In today's highly competitive transportation market the railroads must take advantage of every opportunity to cut costs and improve service. In this respect the two railroads together can accomplish much more than either can alone. For instance, the combined system will be in a far better position to meet the competition that has been created by the opening of the St. Lawrence Seaway this year than either the Erie or Lackawanna is now.

In the final analysis the advantages to be derived from the merger are many and they reach into many areas. Employees, customers, stock and bondholders, suppliers, communities served and the general public will all benefit by having a stronger railroad system rather than two weaker ones.

*H. W. Van Weller*



Oldest Employee Magazine in Railroad Industry . . . Our 55th Year of Publication

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## OUR OBJECTIVE

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

August, 1959

Volume 55, No. 5

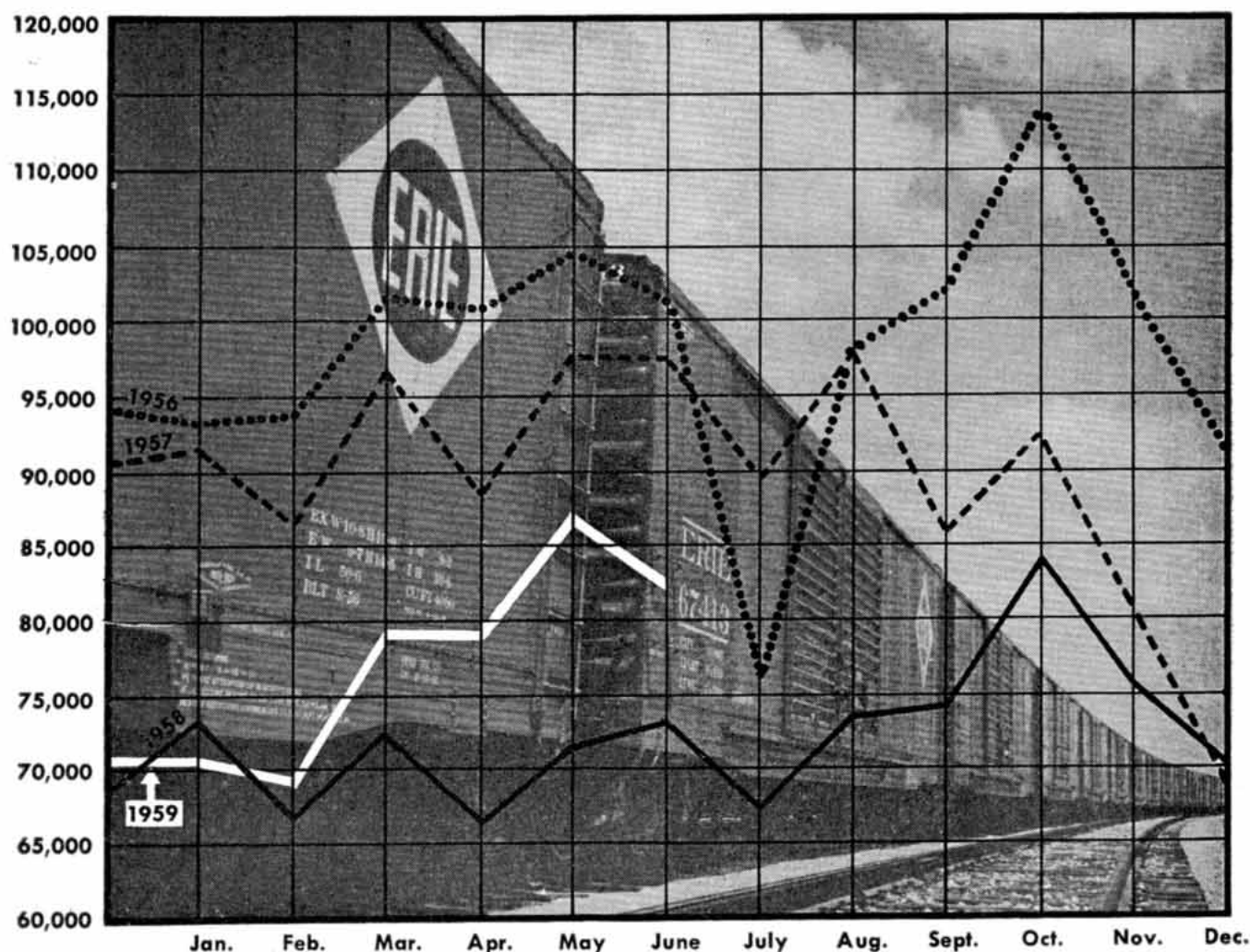
## THE COVER:

When the Erie has a problem it can call on the experience of more than a century to solve it. Today the railroad's signal forces usually erect signal masts by means of a truck-mounted A-frame. But when the signal on the cover needed erecting, no truck could reach the spot—but an Erie team erected in minutes with a gin pole and elbow grease. Story on page 5.

George C. Frank . . . Asst. to President  
Talbot Harding . . . Associate Editor  
Muriel Poole . . . Secretary  
John F. Long . . . Photographer-Reporter

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or Loss)
Month of June:			
1959 .....	\$14,322,348	\$14,254,723	\$ 67,625
1958 .....	12,450,853	13,202,054	( 751,201)
Six Months Ended June 30:			
1959 .....	\$81,413,605	\$81,574,409	(\$ 160,804)
1958 .....	73,814,036	78,699,435	( 4,885,399)
( ) Denotes Loss			



# Signalmen Busy as Track Plan Nears Deadline Date

## Quarter Million Connections Needed

**W**ORK on the Binghamton-Gibson co-ordinated track use plan is running on schedule and by Sept. 1 all will be ready for Delaware, Lackawanna & Western trains to use the Erie tracks for about 75 miles.

On that day physical connections will be made between the two roads at Gibson, Big Flats, Elmira, and Binghamton. So far as through trains are concerned the really important junction points are those at Gibson and Binghamton; those at other points are to allow the Lackawanna to reach industries and yards.

To the layman, all seems ready to make the connections now. The turnouts are all in place, and the crossovers reach out from the Erie right of way to that of the Lackawanna.

### Lots of Wire

The Erie's track gangs have finished their work. All that is needed today, at Gibson for example, is for the Lackawanna to cut its tracks and jack them over to meet the line running to the Erie.

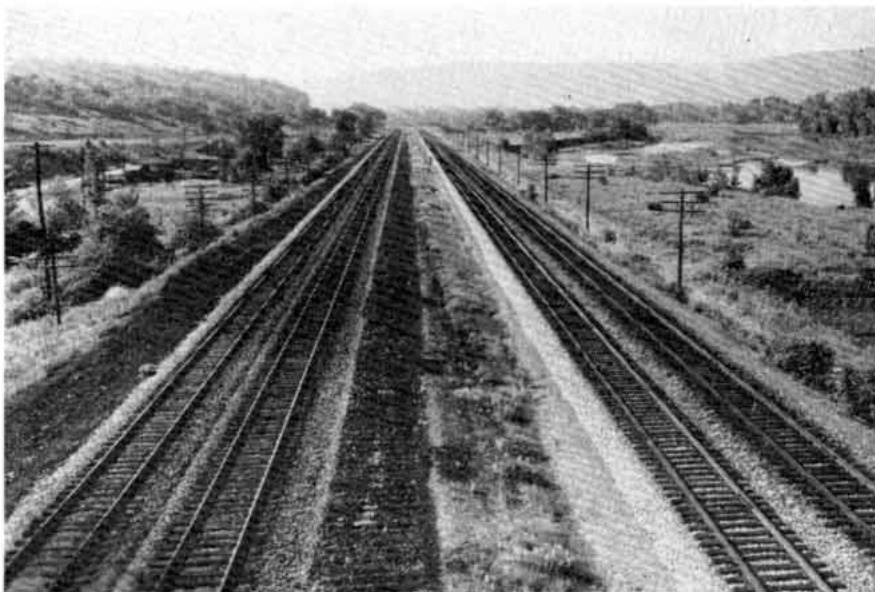
But if tracks are the arteries of a railroad, its signals are its nerve system, without which it could not function.

To control traffic through the 18 new turnouts and over the 1,574 feet of new track, 1.5 million conductor feet of wire, not counting 200 miles of line wire, will be needed, and are being installed.

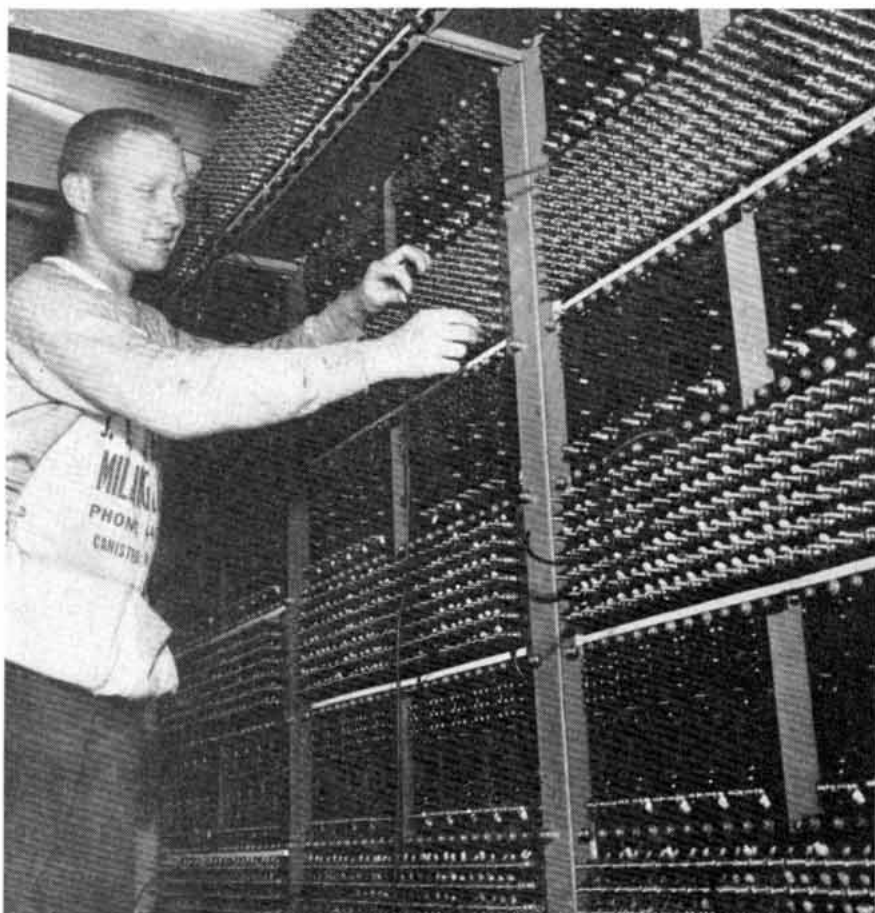
### 250,000 Connections

While connections between the two railroads will exist in five places, the signal forces will have to make 250,000 connections to tracks, at switch machines, in relay cases and relay and instrument houses, and to automatic train stop devices.

To anyone not familiar with signalmen—  
(Please turn the page)



**UNECONOMIC SITUATION** of duplicate facilities like this near Gibson will be at an end when the co-ordinated track is in full effect. One set of tracks will be ample to handle the traffic.



**SOME OF THE 250,000** electrical connections are being made by Signalman Arden Henry.



**PASTEBOARD** is inserted in new, non-operative signals.



**RELAY CABINET** at Gibson is wired by Harry Drepensstedt, signalman.



**A DITCHING MACHINE** is being used to bury cables wherever possible, saving untold hours of back-breaking labor.

## Track Plan

(Story begins on page 5)

nal work the job looks like an almost impossible one, especially the wiring of the relay frames in the relay and instrument houses, known to the men who work in them as dog houses.

The houses themselves are simple enough. They are pre-fabricated, reinforced and insulated concrete houses, windowless and plain.

But they are important nerve centers of the system.

### Monkey Sheets

Up through their floors rise huge cables; from nearby pole lines more cables enter through the wall. These cables carry power, sensing, command, signal and other circuits, and once inside the house even the men installing the system need complicated diagrams to tell where the wire should go.

Today the diagrams are likely to be called dog charts; a few years ago they were monkey sheets. Working from these, teams of signalmen make the 50,000 connections needed.

Meanwhile other signalmen are wiring the switch machines, erecting and wiring the signals needed. In some cases new signals will occupy the places of older, simpler ones; in others, a totally new arrangement is needed, and the work must be done from the beginning.

### Covered Signals

Naturally enough, the signals aren't working yet, and won't be



**WORK ON** the 250,000 electrical connections is in charge of George I. Molusky, supervisor, communications and signals, Hornell.

until the track cutover is made. To prevent any possible confusion, the new signals are covered with cardboard or burlap, and will be kept that way until they go into use.

Savings from the co-ordinated operation, which is quite separate from the merger, demonstrate on a small scale what it is hoped to do on a large scale with the merger.

Once the connections are made on Sept. 1 the Erie will continue to operate over its own tracks for the whole 75.76 miles between Binghamton and Gibson; the Lackawanna will remove 54 miles of double track main line and 18 miles of one main track.

**TRACK** is ready for the cut-over at West BD, Binghamton.





**TRACK THAT WILL LEAD** Lackawanna trains to the Erie right of way at Binghamton appears just to the left of No. 2 in this picture at West BD.

The entire cost of the change-over will be about \$1,630,000; it is estimated that the annual savings will be \$1,090,000.

Thereafter 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 expenses.

An immediate return will be made when the Lackawanna tears out its trackage; salvage value of materials is estimated at \$2,200,000.

#### **A Better Job**

Reduction in track miles will enable both railroads to do a better job faster for less money; it was notable that no shipper objected to the plan when it was offered to the Interstate Commerce Commission.

Naturally, the communities served by the railroad will benefit from improved services; more obvious, however, are the direct benefits that will accrue when real estate now being used for transportation purposes only is released for industrial development and other general use.

• • •



**NEW TRACKWORK IS IN**, and now the signal forces go to work at Elmira.



**SWITCH MACHINE** connections are checked at Gibson by William F. Gams, signalman (foreground) and Coit C. Seaman, signal helper.



# Weather Kind to Erie Vets; 2,200 Attend Annual Outing



VETERANS heard President Harry W. Von Willer speak, and got the facts about the Erie straight from the feed box.



HERE'S PART OF THE CROWD that heard Mr. Von Willer speak.



KAREN ANN ROBISCH, daughter of Edwin J. Robisch, Kent division superintendent, drew for prizes. The men on the platform with her are, left to right, Paul W. Johnston, chairman of the board; Harry W. Von Willer, president, both of the Erie; and Frank J. Belling, veterans' director of social activities.

## Eastern Team Wins Ball Game

SPECIALLY ARRANGED WEATHER marked the 1959 Erie Veterans' outing at Conneaut Lake Park this year. That it was specially arranged was proven by the fact that while rain struck all around the park during the affair, none fell within it until the last of the games was played.

Meanwhile the weather was ideal picnic weather—hot enough to be relaxing, alternate sun and shade all day long. For the second year in succession, the annual baseball game, which had to be canceled in 1956 and 1957 was played. The Eastern District team won, 6 to 5.

Athletes from the Eastern District also won the tug of war. Other picnic competitions included balloon blowing races, a bull throwing contest and a candle race.

But the most popular sport was visiting. All records had been broken for the number who came by train—1,500—and 2,200 registered at the tables set up on the lawn of Hotel Conneaut.

### One from DL&W

Once registered, most of them went hunting for old friends to chat and compare notes on who was where now, and what he was doing.

Among the guests was the president of the Delaware, Lackawanna & Western Veterans Association, Robert Dixon, retired superintendent of safety, who brought greetings from his organization.

After a noon-day dinner at Hotel Conneaut, the group adjourned to  
(Please turn to page 26)





**EGG THROWING DEMANDS** close attention; catching eggs still closer. Hence the concentration shown by these participants.

**CHAMP BULL THROWER** for the second year in succession was Mrs. Joseph Freund of Paterson.



**ALL PULL TOGETHER!** They did, and the Eastern district team won.

**THE HUNTINGTON BAND** kept the air full of music all day long.



**DONNA JEAN BUCCI** of Youngstown isn't a shy child. She didn't mean to hide behind the balloon.

# Why the Proposed Erie-Lackawanna Merger Is in the Public Interest

**A**S THE TRULY LOW-COST method of shipping freight, the railroads are a vital and essential factor in our expanding economy and in our national defense.

Railroads carry more of the things used in the daily lives of the American people than any other form of transportation.

They are the lifeline of our industrial economy linking each community with other parts of the country. It should be fairly obvious that financially sound, progressive and strong railroads are important to the public welfare and to the nation's economic future.

Many economists and others interested in preserving rail transportation on a paying and self-supporting basis agree that the future of the railroads lies not in politics but in how wisely and how well they apply their own initiative in the face of today's competition.

## Billions for Others

It is apparent the Congress and other government agencies will be appropriating more and more of the taxpayers' money toward the support and promotion of airways, waterways and highways. In the last five years alone, the various federal, state and local governments have spent over \$48 billion for these transportation facilities and more is being appropriated each year.

The privately financed railroads are hard pressed to compete with these heavily subsidized operations especially since none of the taxpayers' money is used for railroad purposes. On the contrary, part of the huge tax bills the railroads pay to these governing bodies is used to support railroad competitors.

Admittedly, the railroads are struggling to exist against these mounting threats of subsidized competition. This is particularly true of the railroads in the east, although the same symptoms are beginning to spread to the west and the south.

## ESSENTIAL TO THE PLANNING



It is getting much too late for the railroads to wait for the slow-moving processes of government to bring about the changes that are needed. With continued inflation and rising costs drastic and unusual steps will have to be taken to meet the challenge of the times if the railroads are to continue to operate as free enterprises.

Instead of asking for government handouts, some railroads are boldly taking their future in their own hands. As an example of one means of self-help, the Erie Railroad and the Delaware, Lackawanna & Western Railroad have decided to seek approval to merge their properties. In this way they hope to take advantage of the many opportunities that are inherent in such a move to reduce costs and improve their competitive status.

There are many benefits to be derived from such a merger, not the least of which is an indicated

(Please turn to page 25)

## Nation's Roads Study Strike Insurance Plan

The nation's railroads are actively considering the adoption of a "service interruption" insurance policy that would protect the carriers against losses resulting from work stoppages.

Draft copies of an insurance plan, which was drawn up by the railroads in cooperation with the Imperial Insurance Company, Limited, are now being circulated to the individual railroads for their approval. To become effective, the policy requires the endorsement of lines representing at least 65% of the industry's gross operating revenue.

The plan is aimed primarily at protecting the carriers from work stoppages that violate provisions of the Railway Labor Act or occur in defiance of recommendations of a Presidential Emergency Board.

## Main Provisions

According to the draft policy, the key provision brings protection payments into effect in event of "a cessation of work by a part or all of the employees of the Insured for the purposes of enforcing demands made by one or more labor organizations on, or of resisting proposals of, a common carrier by railroad in instances where such cessation of work (a) is contrary to the provisions of the Railway Labor Act or (b) is to enforce demands contrary to the recommendations of an Emergency Board appointed by the President of the United States, pursuant to the Railway Labor Act or (c) is in resistance to the application of recommendations of such an Emergency Board."

Strikes resulting directly from certain other types of labor demands are also covered.

## Covers Fixed Expenses

Indemnity for an insured railroad's losses would be payable for up to 365 days during suspension of operations caused by a single work stoppage. The indemnity would cover the average daily "fixed expenses," including prop-

(Please turn to page 25)

# Praise Earned by Erie Men, Women at Work

Sir:

Please accept our sincere appreciation of your excellent work in expediting a carload of black powder, loaded by us in Moosic, Pa. on April 29, car C&O-3238, self consigned to DuPont, Washington via Erie-CB&Q-NP.

Our order for this shipment incorporated a severe penalty clause in the event we failed to load consignment into a vessel scheduled to dock at our destination plant on May 8.

The day that car was shipped, we 'phoned Mr. George Petterson, G.A., Philadelphia, Pa. and explained the circumstances to him, receiving assurance of his always excellent cooperation. We also 'phoned Mr. E. J. Whelan, Asst., Superintendent of Transportation requesting the best possible move.

By forwarding this car from Hornell, N. Y. in train 1st 99, at 5:15 A.M., May 1, and allowing car to remain in that train to Hammond, Ind., from which point you performed direct interchange to CB&Q in Cicero, Ill. at 8:40 A.M., May 2, we have concluded that you saved us two days of transit time.

The car was delivered at 1:30 P.M., May 6, which, allowing for difference in time zones, is a few hours less than six days after leaving Avoca Yard in train AY 91, at 12:15 P.M. on April 30. The steamer for which it was intended arrived on May 7; one day ahead of schedule.

Mr. M. Valvano of your Philadelphia office, and Mr. Henry Sieb of your staff also deserve our commendation to this record.

We thank you for your interest and cooperation, which, in conjunction with the other carriers concerned, has resulted in the solution of a most difficult assignment, saving us from embarrassment and substantial financial loss had we failed in our commitment.

R. T. Robinson, Mgr.  
Car Operating Division  
Du Pont De Nemours & Company  
Wilmington, Delaware

Sir:

We have just returned from your Erie Railroad-Sun Press trip to New York City.

I wish to compliment you on the services of your passenger representative, Mr. Greydon T. Lawrence. He is most able and efficient and the success of the tour is due to his excellent service. We enjoyed every minute of this tour.

Dorothy Birk  
3076 Chelsea Dr.  
Cleveland, Ohio

Sir:

We would like to express to you our sincere gratitude for your kindness and consideration extended to our son and his classmates during their recent trip to Washington, D. C.

When our son became ill and had to remain behind in a hospital, your company extended every courtesy to us and school authorities by taking care of telephone bills and seeing that our son made good connections between trains returning home. We especially wish to thank Mr. A. T. Johnson, ticket agent at Akron, Ohio.

Kindest regards and best wishes,

Mrs. M. G. Johaski  
Rt. #1  
Harrod, Ohio



WHEN TV AND MOVIE STARS Michael O'Shea and Virginia Mayo and their daughter Mary, 5, came from Hollywood to Warren, naturally they traveled Erie. Here they are in their bedroom suite aboard Erie No. 8. O'Shea is playing the lead in "Tunnel of Love" at Kenley Players, Warren strawhat theater.



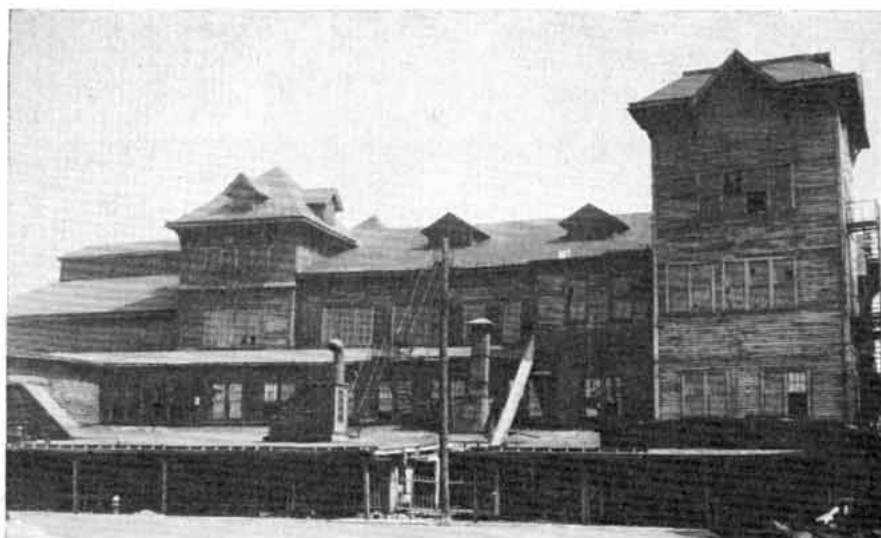
# Pigeons Seek New Homes as Wreckers Attack Depot

## Gingerbread and Grandeur of 1887

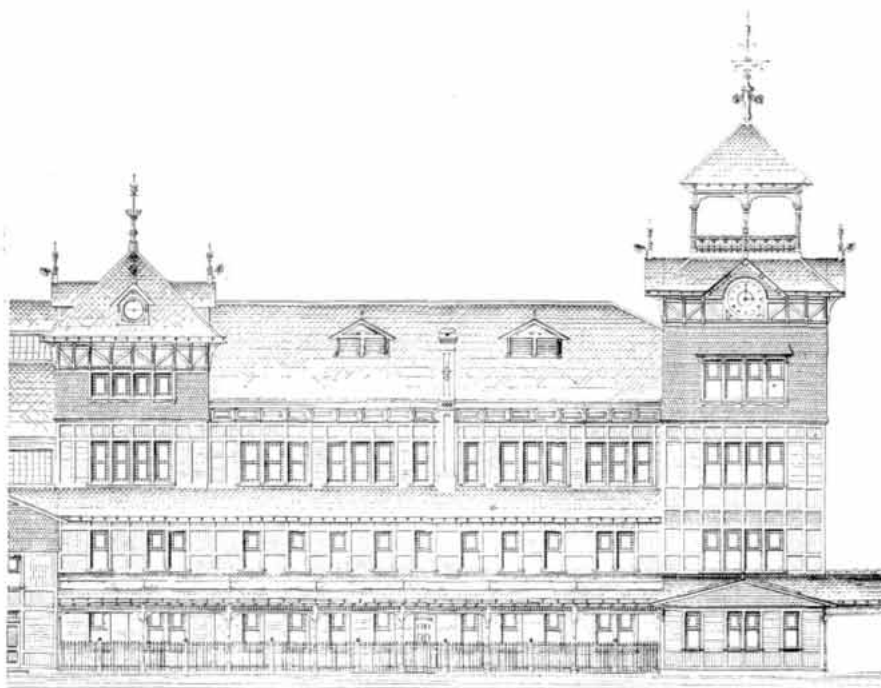
### Sank Slowly Over the Years

**I**TS TOWERS LEANING drunkenly, its paint peeling, its offices empty, and its grand interior deserted, the Jersey City passenger station is waiting the wrecker's hand.

Even the pigeons that have long made their homes in the ornate decorations that were loaded on the station when it was built in 1887 are uneasy and searching for new places to live.



AN AIR OF HOPELESSNESS pervades the Pavonia Street side of the building today.



GILDED WEATHERVANES and novelty siding made the Pavonia Street side of the building almost gay in 1887.

For all around the sounds of destruction can be heard. The roof that covered the space between the station proper and the ferry slips has been stripped to its rafters and nearly all of Dock 4, which juts out into the river beside the station, has been cleared down to the top of its pilings.

#### Weight and Gingerbread

Built in an era when ornamentation of everything was the mode, and an architect's worth was measured by the number of towers, the amount of gingerbread and lacy bits of wood and iron work he could specify, the Jersey City station was a reflection of its period.

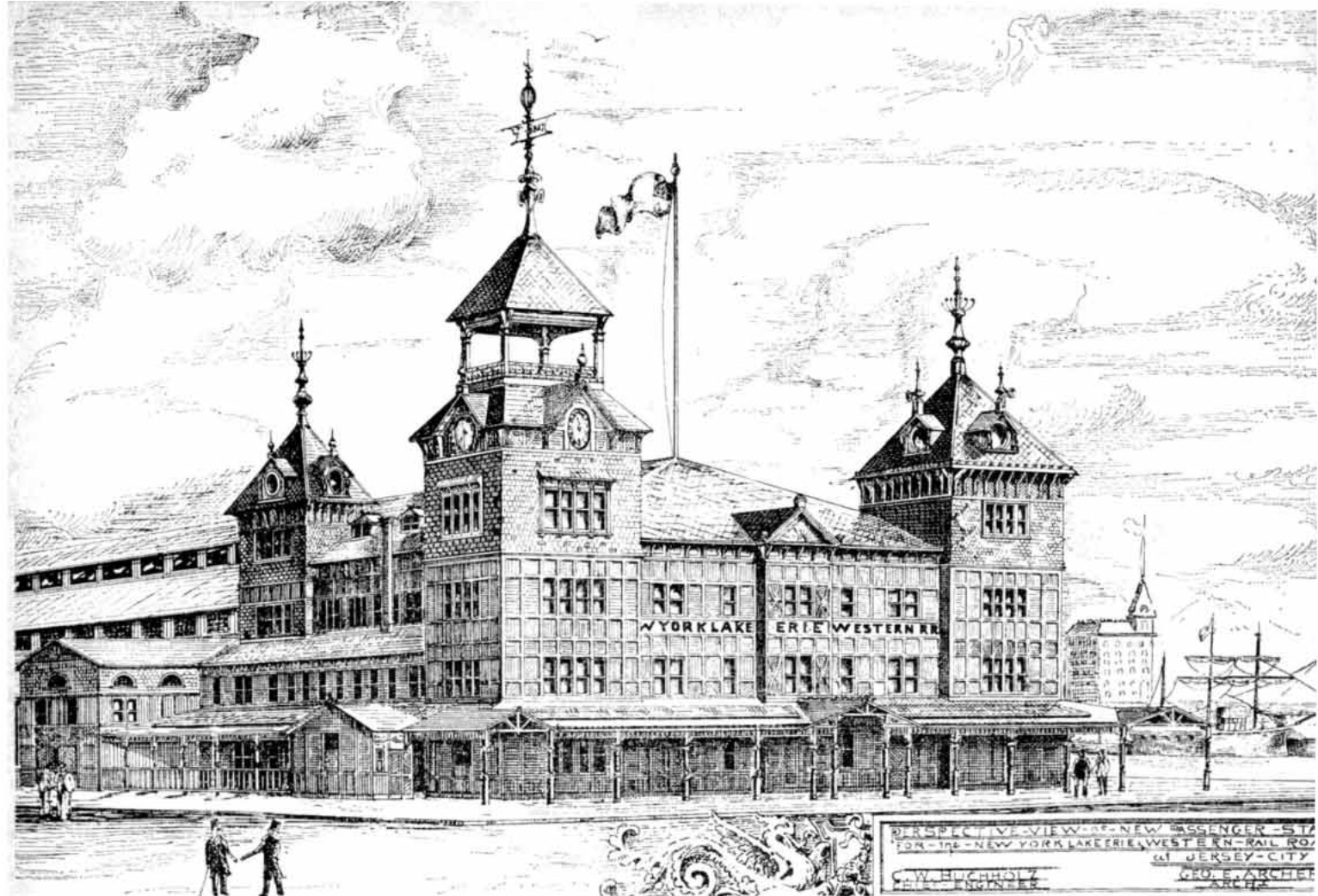
The station's architect, George E. Archer, did an outstanding job for his day, especially as he was working under disadvantages. Because the station was to stand on piles driven in the river-bed, he could not use any heavy materials.

To keep down weight, it was necessary to avoid the use of brick, stone and plaster in the building. Limited to wood, Archer showed that he could be as fancy in wood as anyone else could be in stone and brick. He divided the exterior walls of the building into hundreds of panels, and applied the siding in the panels in different directions: horizontally, vertically and diagonally.

#### Every Shingle Drawn

He called for four different kinds of wood shingles, to be applied in patterns; and he designed a weathervane to exceed in "artiness" all other weathervanes.

That was for the principal, or clock tower, which showed the in-



JERSEY CITY STATION was a grand place in 1887. Note the river shipping still sported masts and yards.

fluence of the principal tower of the Houses of Parliament in London. The finials for the other three were elaborate too, but did not call for as much gilding as the weathervane did.

Archer had another problem, too. The road had been through a reorganization that left the Erie called the New York, Lake Erie and Western. He designed the building so that that name could be emblazoned on the walls—but it was still the Erie, and the walls were designed so that the word Erie was more prominent than the others, and the other words could be removed later.

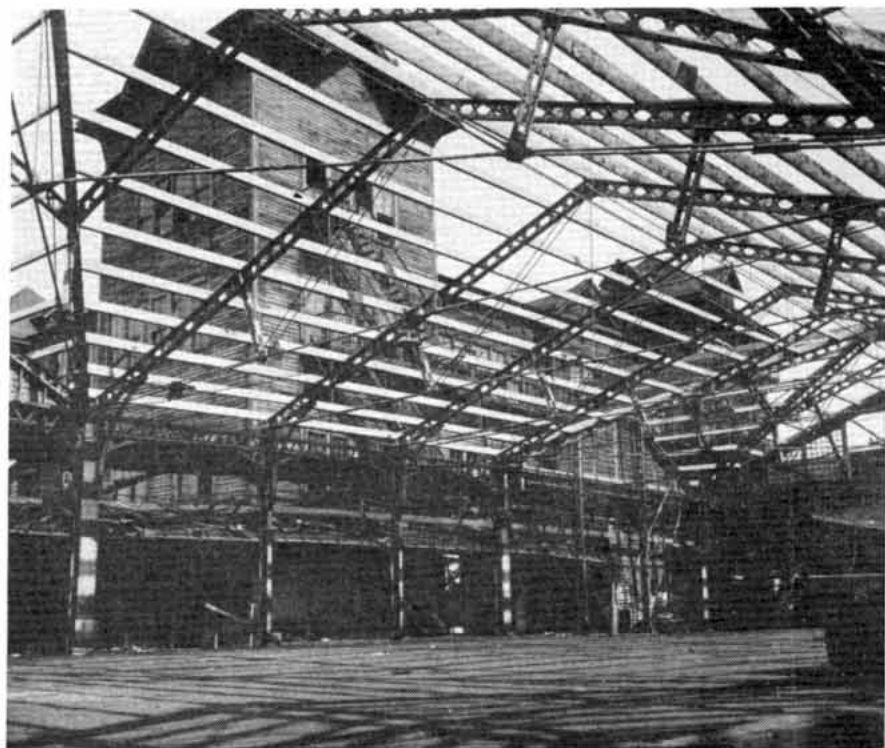
#### Grandeur Everywhere

Among the grand features of the station was a train shed 600 feet long and 140 feet wide. Like the station, it was built on pilings, for it stood on the river side of the high tide line.

Central feature of the station, of course, was the general waiting

(Please turn to page 28)

August, 1959



SEEN FROM THE DECK between the station and the ferry slips, the old depot is desolate indeed.

# New Home in Industrial Park Opened by National Potteries



FINE POINTS OF PLANTER are studied by Irving B. Garber, president of National Potteries Co.

## Gleaming Plant Serves Gift Trade

**A**N OLD FRIEND of the Erie, National Potteries Co., has just opened a brand new home in the railroad's Bedford Heights Industrial Park, just outside Cleveland.

National, a direct importer of giftwares, especially from the Orient, receives about 240 carloads of merchandise a year, and its new siding will expedite the movement of its items.

Giftwares are what our grandmothers called bric-a-brac—and while the company's name suggests ceramics, it sells items of brass, glass and wood as well; and in August, when it's Christmas in the sample room, there are Christmas tree lights, too.

Much of what National Potteries sells is designed by the company and made for it in Japan.

### Special Cartons

National is such a large customer that the Oriental factories ship in cartons that bear the National shipping mark: the company's initials on an artist's palette.

That 240 cars a year sounds like big business in nearly any consumer goods line, but how big it is in the gift and florist shop field is dramatized by Napco's new building.

Built of brick, concrete block and steel, the two wings of the company's headquarters cover two acres.

That's one measure of size. There's another: number of items. At any time National stocks 3,000 items. Because of the nature of the trade, which must create new demands continually, styles of items change, and every six months about 3,000 new items are added, and old discontinued.

Selling of its wares is done in three principal ways: by catalog,



THE DISPLAY ROOM IN THE HEADQUARTERS of the company has 3,000 items on show at all times—and the stock is constantly changing.





**BEHIND THIS GLEAMING TILE** and brick facade is the office wing of National Potteries.

in the display room and by rolling exhibit.

National's catalog goes out all over the country; buyers visit the air-conditioned salesroom in the ultra-modern office wing of the Bedford Heights headquarters.

But many of the outlets are small stores whose owner-managers have neither the time nor the inclination to look at catalogs or come to Cleveland.

#### **Rolling Displays**

They are called upon by salesmen with rolling exhibits. Just now the company is changing over from air-conditioned, fluorescent-lit trailer showrooms to truck-mounted ones with the same facilities for sales work.

Shelves ranged round the inside of the rolling display rooms are filled with the company's items—most of which are small—that are glued down to prevent damage along the way.

Florists and gift shop owners throughout the United States look forward to the visits of the National salesmen, for the whole line can be seen just outside the shop door, and in air-conditioned comfort.

Once the salesman has written up his order, it is sent in to Cleveland for filling.

The orders are pulled from stock, and delivered to wrapping tables equipped with conveyor belts, and packed with the greatest of care. A visit to the wrapping

(Please turn to page 30)



**AUSTIN W. AMERY**, treasurer of the pottery company, looks over some horses in one of the mobile showrooms which travel the country over selling the National line.



**EMPTY CARTONS "FLOAT" ABOVE** the packers' heads at all times.



**ADAM BORS**  
Brakeman

# PEOPLE YOU KNOW



## All Working for the Erie in Cleveland Yards



**LeROY J. ZIEGLER**  
Fireman

**EDWARD B. RADOMSKI**  
Yard Conductor



**BERNARD F. KRAMER**  
Chief Clerk



**JOSEPH TUSKUS**  
Engineer

**FRANK E. JAKAB**  
Track Foreman



**ADELBERT F. MINKE**  
Brakeman



**MARTIN SCHAEFER**  
Engineer



**JOHN J. DORSEY**  
Relief Yardmaster



**JOSEPH F. SRNKA**  
Report Clerk



**STEPHEN T. RAYNAK**  
Brakeman



**LOUIS W. KONOPKA**  
Car Inspector



**HAROLD K. STILES**  
Assistant Track Foreman



**ROBERT G. HANUS**  
Fireman



**BERNARD N. SCHLOSSER**  
Car Inspector



**JOHN T. SEMAN**  
General Foreman  
MoW





# Erie Family Album

Fellow Veterans,

May I devote a portion of this letter to the ladies of the various auxiliary chapters?

During the year on the official visits that both Mrs. Kelly and I have attended the work being done by the ladies is beyond reproach. They should be highly commended for their work.

It is a fact that when a chapter begins to slip a little the ones who pull it back into stride are none other than the auxiliary members.

Most of the dinners and potlucks are being regularly handled by committees assigned by the officers of the auxiliary and, believe me, these affairs would be sorry ones indeed if the women did not give of their talents.

At the start I said I would devote a portion of this letter to these ladies but find I got carried away with myself.

So I will just close now with sincere thanks to the ladies for a job well done. Please keep up the good work. Keep on asking the ones who don't belong, and could, to get their husbands to sign a Veterans Application blank so that they too can join you in having some of the fun you have at your get-togethers.

Faternally yours,  
H. A. Kelly  
President

## Buffalo-Rochester

By Jan Bender

The best of good luck to Gordon Sears in his new assignment as general yardmaster in Leavittsburg, Ohio.

The June auxiliary board meeting was held in the house of Mrs. Fred Kern, who served a delicious smorgasbord luncheon.

Visiting Erieites will find some fine entertainment in Buffalo's summer theaters.

Mrs. John W. Fagan reports that she and her party enjoyed a wonderful evening at Melody Fair which opened the season with "The King and I."

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Michael Achman	Engineer	Buffalo, N. Y.	4-30-59	39
Ralph Affinito	Laborer-Work Equipment	Meadville, Pa.	3- 6-59	40
Floyd E. Amidon	Road Brakeman	Hornell, N. Y.	5-25-59	43
Samuel W. Ash	Agent	Crown Point, Ind.	5- 4-59	42
Alfred J. Bombelyn	Structural Steelman	System	5- 8-59	32
Edward J. Boos	Engineer	Hammond-Chicago	5-13-59	49
Nicholas Cianciosi	Stowman	Hornell, N. Y.	3-24-59	33
Michael L. Cleary	Car Repairman	Jersey City, N. J.	5- 7-59	42
Lloyd Cole	Machinist Helper	Hornell, N. Y.	5-11-59	41
Antonio Colomaio	Machinist Helper	Hornell, N. Y.	5-18-59	33
Lowell D. Comer	General Foreman	Dayton, Ohio	6-30-59	48
William N. Cooper	Yard Conductor	Black Rock, N. Y.	5- 2-59	36
Fred J. Cortese	Chief Accountant	Hornell, N. Y.	6-30-59	48
Constantino F. Cozza	Trackman	New Castle, Pa.	4-30-59	20
Frank J. Dailey	Passenger Conductor	Youngstown, O.	5- 4-59	43
Herman A. Dinkelstein	Tinsmith	Meadville, Pa.	6- 2-59	47
Josephine M. Farrell	Head Waybill Abstractor	Cleveland, Ohio	6-30-59	48
Albert Lawrence Hagan	Road Conductor	Meadville, Pa.	5-26-59	43
George W. Halpin	Carman	Brockway, Pa.	5-29-59	37
Per S. Johnson	Carman	Jamestown, N. Y.	5- 2-59	35
Almon B. Johnston	Work Equipment Repairman	Meadville, Pa.	3-25-59	44
Edward A. Keddle	Conductor	Avoca, Pa.	5-31-59	41
John Kilgar	Delivery Clerk	Sharon, Pa.	5-13-59	28
Percival G. Kobert	Upholsterer	Susquehanna, Pa.	5-13-59	35
Francis A. Lipsett	Yard Conductor	Hoboken, N. J.	5-31-59	52
Francis H. Martin	Machinist Helper	Hornell, N. Y.	6- 2-59	35
Lloyd G. Mellon	Machinist	Meadville, Pa.	5-26-59	44
William J. Messer	Engineer	Buffalo, N. Y.	4-30-59	48
Joaquin G. Meulener	Division Clerk	Hoboken, N. J.	6-30-59	48
Gideon L. Morgan	Road Conductor	Hoboken, N. J.	5-31-59	53
Karney E. Peck	Division Storekeeper	Hornell, N. Y.	5-22-59	38
Vincent Pedulla	Section Foreman	Rutherford, N. J.	6-30-59	37
Thomas J. Raleigh	Patrolman	Jersey City, N. J.	5-22-59	40
Oswin W. Sanger	Laborer	Huntington, Ind.	5-13-59	21
Philip Schmidt	Eastbound Clerk	New York, N. Y.	5-25-59	42
Percy D. Seaman	Road Conductor	Hornell, N. Y.	5-15-59	22
James J. Shea	Engineer	Hoboken, N. J.	5-31-59	43
Charles F. Shultz	Supervisor Motor Equipment	Cleveland, Ohio	6-30-59	29
Harry L. Shurwin	Agent	Mt. Jewett, Pa.	5- 9-59	51
Carl C. Shutt	Manager "XD" Tele. Office	Youngstown, O.	5- 8-59	46
Frank Stirpe	Checker	Binghamton, N. Y.	5-14-59	45
John J. Sutton	Agent	Covington, Pa.	5-15-59	51
Wilfred O. Wilkins	Operator-Leverman	Marion, Ohio	4-30-59	49
Claude F. Woodard	Engineer	Hornell, N. Y.	4-30-59	44
Ovid D. Young	T&M Clerk	Huntington, Ind.	5-21-59	40
Howard B. Abbey	Asst. Section Foreman	Gang Mills, N. Y.	5-20-59	34
Martin F. Arey	Engineer	Susquehanna, Pa.	6-17-59	46
James H. Blood	Repair Track Foreman	Port Jervis, N. Y.	7-31-59	43
Thomas J. Burke	Conductor	Dunmore, Pa.	6-10-59	32
Jesse A. Cole	Road Conductor	Hoboken, N. J.	6-24-59	46
Clarence G. Cottrell	Operator	Dunmore, Pa.	6-30-59	36
Angel DeAngel	Welder	Cleveland, Ohio	6-17-59	34
Ervin F. Decker	Trackman	Lackawaxen, Pa.	6-10-59	46
William Decker	Carman Helper	Port Jervis, N. Y.	6-10-59	33
Arthur A. Dodd	Engineer	Hornell, N. Y.	4-15-59	45
Carl H. Drake	Car Inspector	Marion, Ohio	6-30-59	37
Hugh L. Dungan	Engineer	Hornell, N. Y.	6- 8-59	43
Gretchen M. Havens	Stenographer-Clerk	Hornell, N. Y.	5-14-59	32
Robert W. Harvey	Yard Conductor	Marion, Ohio	6-13-59	43
Leo P. Hennigan	Carman	Susquehanna, Pa.	6-24-59	41
Ernest Hodson	Engineer	Huntington, Ind.	6-30-59	41
Edward B. Hokensen	Engineer	Salamanca, N. Y.	6-22-59	46
Clarence M. Hower	Engineer	Huntington, Ind.	6-15-59	42
Benedict J. Kane	Upholsterer	Susquehanna, Pa.	6-30-59	48
Marian B. Kelly	Ticket Agent-Operator	Rutherford, N. J.	6- 3-59	47
Liguori H. Kernan	Labor Foreman	Hornell, N. Y.	7-31-59	29
Edwin B. Leferink	Laborer	Cleveland, Ohio	7-31-59	29
Francesco Lombardo	Trackman	Middletown, N. Y.	5-28-59	24
Joseph M. Macchione	Asst. Track Foreman	Jersey City, N. J.	6-22-59	37
John L. Manders	Maintainer	Niles, Ohio	6- 9-59	42
Peter L. Maura	Trackman	Binghamton, N. Y.	4- 3-59	23
John McCarthy	Machinist	Hornell, N. Y.	6-23-59	40
Joseph A. Moore	Claim Investigator	Cleveland, Ohio	7-31-59	50
Fred Nickolai	Locomotive Engineer	Buffalo, N. Y.	7- 2-59	42
Arthur B. Nolan	Engineer	Dunmore, Pa.	6- 3-59	37
Michael O'Grady	Freight House Foreman	Jersey City, N. J.	7-31-59	42
Joseph S. Pekarek	Engineer	Cleveland, Ohio	6- 5-59	39
Lawrence Pilger	Carman	Susquehanna, Pa.	6-26-59	43
Achille J. Poux	Joint Car Inspector	Meadville, Pa.	6- 2-59	41
James M. Price	Icing Inspector	Marion, Ohio	6-10-59	36
John R. Rau	Head Statistical Clerk	Cleveland, Ohio	7-31-59	42
William Rinaldi	Hostler	Dunmore, Pa.	6- 4-59	22
Claude F. Roberts	Station Agent	Silver Springs, N. Y.	6-10-59	56
John H. Root	Agent	Kennedy, N. Y.	5-31-59	51
Melo Roselli	Track Foreman	Howells, N. Y.	6-25-59	44
George R. Rupright	Engineer	Huntington, Ind.	6-25-59	43
Richard A. Sause	General Agent	Youngstown, Ohio	7-31-59	40
Charles H. Scriven	Yardmaster	Youngstown, Ohio	7-31-59	47

Tennessee Williams' "Summer and Smoke" was the initial production at the Grand Island Playhouse.

**Al Bender** was on hand for the first night curtain calls to applaud the triumphant cast which included his daughter, **Phyllis**.

## Youngstown

By **S. D. Bean**

Our family picnic at Slippery Rock Pavillion was a great success. We were pleased to welcome **F. J. Mulligan**, superintendent; **W. F. Wilson**, assistant superintendent and **H. A. Kelly**, veteran president, and wife.

**Mr. and Mrs. Arthur P. Random** celebrated their forty-fifth wedding anniversary, June 19th, at their home in Warren, Ohio. Best wishes.

The next important event on Youngstown Chapter's calendar is our seventeenth annual stag picnic in our own picnic grounds, August 16th. The pavillion is covered in case it rains.

## Akron

By **Odette Herz**

Sixty-nine veterans, wives and guests attended the dinner at the Elks Club, May 22. **Mrs. John Weaver** presided as temporary chairman. The officers elected were:

**Mrs. Tom Wogan**, president; **Mrs. L. V. Brownell**, vice president; **Mrs. C. D. Carnes**, secretary; **Mrs. W. R. Wachter**, treasurer; **Mrs. Lester Brillhart**, chaplain; and **Mrs. J. E. Dice**, chairman of the by-laws committee.

A hearty welcome to new members: **A. B. Hanam**, **H. J. Van-Cleave**, **Paul Zent**, **Oscar Godwin**, **Frank Pamer**, **A. B. Holcomb**, **Samuel Kostas**, and **Frank Kulton**.

The by-law committee held their meeting in O'Neil's Tea Room. The by-laws that were written were presented in the June meeting.

The by-law committee members are **Mrs. J. E. Dice**, chairman; **Mrs. George Hannan** and **Mrs. E. E. Ekmark** and they met with **Mrs. Tom Wogan**, president, and **Mrs. L. V. Brownell**, vice president.

The first joint meeting of the Akron Veterans and newly organized ladies' auxiliary was held Monday, June 29th, in Akron.



**FRANK A. MacEWEN**, assistant comptroller, received his 50-year pass from the hand of **Thomas J. Tobin** (left), retired comptroller, while **George W. Oakley** (right), comptroller, looked on.

## Marion

By **Lucile Osmun**

The Marion Chapter of the Erie Veterans and Ladies' Auxiliary invited members of the Huntington, Akron and Kent Chapters for a dinner, June 20th, in the Masonic Temple.

The dinner was served to 110 members and guests. The tables were decorated with spring flowers, as well as miniature railroad trains, engines and crewmen.

**Walter Lyon** gave invocation and after dinner **E. J. Robisch**, superintendent, welcomed the guests and members.

**E. F. Champlain**, Huntington Chapter chairman, gave a short talk.

After introduction of the guests from the various chapters, a social hour was enjoyed.

There were twenty-eight members present from the Huntington Chapter, five members from the Akron Chapter, and four members from the Kent Chapter. Also present was **Selma Jenner** from Chicago, Illinois.

## Susquehanna

By **H. Harold Perry**

There was good attendance at the regular meeting of our local chapter held on July 6th in the main office of the shops.

**Bill Iwinski**, president, opened the meeting and greeted the members.

**Thomas Connelly**, sergeant at

arms, presented and advanced the 120 year old flag donated by **Ed Waddy**. It was Ed's grandfather's.

Three members were accepted: **Donald Soop**, **John Schell** and **Donald Yanacelli**.

**John S. Perry**, brother of your scribe and a retired Erie veteran of over 50 years of service, recently received a 50 year trainman's pin at a celebration at Oneonta, N. Y.

**John** has been a patrolman on the Binghamton, N.Y. Police Force since his retirement. He is also a member of Susquehanna Local Chapter.

Birthday greetings go to **Paul Platino**, June 21; **Thomas Connelly**, July 6th; **Arnold McIntosh**, July 31st and **Nicholas "Nick" Pingarelli**, August 9th.

There were 30 new veteran members and families that went to the Veterans Outing on July 18th.

Plans are now being made for the chapter's annual clambake and picnic. The date will be announced and cards will be mailed out soon, so plan to attend. This year all food will be furnished by the local chapter.

**Arnold McIntosh**, secretary of the chapter and foreman in an upholstery plant in Ithaca, N. Y., enjoyed the July 4th weekend with his family at Foxton Lake.

**H. Harold Perry**, your scribe, wife and granddaughters, **Susan** and **Elaine Perry**, were guests of **Mr. and Mrs. McIntosh**.

# Latest Chatter About All the Erie Family

## Susquehanna Division HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

**Francis H. Martin**, machinist helper, retired June 2nd after 34 years of service.

**John McCarthy**, machinist, retired June 22nd after 39 years of service.

Hornell Back Shop was on vacation July 6th to July 24th.

**H. C. Whitford**, diesel supervisor, is busy beautifying his home in Canisteo.

The mechanical department supervision gave a dinner at Jack Smith's Restaurant on July 2nd

## REOPEN THIS WINDOW NOW!



honoring **L. H. Kernan**, labor foreman, who retired August 1st, after 30 years of service. Mr. Kernan's son, **Keith Kernan**, was present.

**E. B. Branning**, general master mechanic, presented **L. H. Kernan** with his retirement certificate and **L. F. Cleveland**, general foreman, presented Mr. Kernan with a gift.

**H. C. Whitford**, diesel supervisor, was toastmaster and out-of-town guests were:

**T. E. Donohue**, general foreman, Susquehanna; **S. S. McConnell**, supervisor of boilers, Cleveland; **J. A. Richardson**, general foreman, Elmira; **H. B. Trace**, welding supervisor, Cleveland and **A. J. Vacaro**, assistant to car foreman, Susquehanna.

## New York Division PASSAIC, N. J.

**Bobby Bashaw** is spending his vacation looking over brochures on fishing trips.

**Mary M. Molinaro** spent a week vacationing in Niagara Falls, N. Y. visiting relatives.

**Winnie Wagner's** daughter graduated from school June 15th.

We welcome **Aida Sara** as vacation relief.

**Mr. McCauley**, conductor and **Mr. Siems**, brakeman, are enjoying their vacations on the west coast of Florida.

## WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

We have many talented employees at Weehawken who built all or part of their own homes. They are:

**H. H. Brown**, agent; **C. Mallon**, clerk; **A. Viaud**, claim clerk and **J. Chrzanowski**, branch clerk.

The latest discovered talent is that of **Al Hennigan**, checker, who just completed the building of a 20 ft. cabin cruiser that would do justice to any boat building company.

**Wally Boyce**, retired, visited our station to talk over the Erie Veteran's outing that was held July 18th. He celebrated his birthday on the same day.

The U. S. Fleet is in town for the Hudson River Celebration. Among the sailors to have a seven-day leave while in port is **William O'Donnell**, son of Harry O'Donnell, trucker, and wife. William is aboard the destroyer U.S.S. Northampton, #1.

Many at Weehawken attended graduation exercises this year to see their children graduate.

**Mr. D. Stratton**, checker, and wife saw their son, **David**, graduate from Edison School. David will enter Emerson High School this fall.

**Mr. and Mrs. J. Murphy** saw their daughter, **Peggy**, graduate from St. Ann's School in Jersey City. Peggy is looking forward to attending St. Michael's High School in Union City.

**Mr. J. Ricciardi**, checker, and wife watched their only daughter,

**Mary**, graduate from Ridgefield Park High School. Mary was presented the Proficiency Award which is the highest award granted a commercial student.

**Mary** was president of the National Honor Society and now has a position with a law firm on Wall Street in New York.

**Audrey Matthews** graduated from Ridgefield High School. She is the daughter of **Roger Matthews**, checker, and wife. Audrey received the History Medal and has been accepted as a student at Trenton State Teachers' College.

**Frank Pizzuta, Jr.** graduated from Woodrow Wilson Jr. High School in Weehawken. He plans to enter Weehawken High School this fall. Frank Jr. is the son of **Frank Pizzuta**, westbound clerk, and wife.

The **Pizzutas** have announced the engagement of their daughter, **Anna**, to **Francis Lynch** of Weehawken.

**Kathleen Toomey** received her diploma from St. John's Parochial School in Orange, N. J. and plans a business education at high school. She is the daughter of **Mr. and Mrs. T. Toomey**.

**Joe Welsh**, general foreman, took his birthday as a vacation day and enjoyed a trip to the Jersey shore.

Congratulations to **H. H. Brown**, agent, and wife, they celebrated their 32nd wedding anniversary recently.

Congratulations go to the **G. C. Kalles** who recently celebrated their 32nd wedding anniversary, too.

**J. Bishop**, extra trucker, and wife recently became the parents of a 9 lb., 9 oz. baby girl. They have two sons, so a daughter was just what they wanted.

**Mrs. Gil Forte**, wife of manifest clerk **Gil Forte**, attended her granddaughter's graduation from West New York Elementary School. Her granddaughter, **Mildred Piano**, recently was a winner in an athletic competition.

Her brother, **Ray Piano**, is showing baseball talent the same as his father, who was well known in West New York and the baseball circles as a big leaguer.

Best wishes are extended to **Ed Ringle** on his new position.



**J. Chrzanowski**, branch clerk, had a week of his vacation that cool week in June. He motored to visit his brother in Maine.

**Bud Reed**, demurrage clerk, and family spent a week at Lake Wal-kill at the summer home of their daughter, **Joan**.

**D. Stratton**, checker, and family went to Philadelphia and stopped off at Long Branch, N. J. when their car developed brake trouble.

**A. Stankiewicz**, trucker, and wife are taking daily trips in their new car or picnicking in their own backyard.

**Bob Pelletreau**, extra trucker, is using his vacation to move into his new home. But Bob is anxious to get to the beach because he has just been given a Life Saving Award.

**Helen Minogue**, timekeeper, hopes to spend some of her vacation in New York City taking in the sights.

**Arthur Viaud**, claim clerk, picked a warm week in July to do some more expanding on the old home-stead. Arthur and sons were out there hammering and now every-thing is under control.

#### SUPERINTENDENT'S OFFICE HOBOKEN

By Mary A. D. Meyer

June wedding anniversary con-gratulations to **Mr. and Mrs. H. A. Rhoads**, **Mr. and Mrs. Tom Decker**, **Mr. and Mrs. Tom Rooney**, **Mr. and Mrs. Harry Close** and **Mr. and Mrs. Abe Kleiman**.

Good luck to **Rose Mary Van Riper** transferred to pier 28, New York as a stenographer and **M. C. (Bert) Bertram** transferred to Rutherford as a clerk.

Happy motoring to **Joe Nalewaiskie** in his new car.

Congratulations to **Daniel J. Mahoney** on his promotion to division clerk. Formerly office manager, New York terminal division, Dan is replacing **Jean G. Meulener** who retired July 1st.

Recent visitors to our office: **Ed Bunnell**, **Joe McGirr**, **Earl Corbett**, **Dan Crowley**, **Harry Coleman**, **Ralph Riccardi**, **Tom Dooley** from Florida and **Victor McAllister** also from Florida.

**Carole A. Nemeth** became the bride of **Lawrence W. Foley** on Sunday, June 14, at St. Brendan's

R. C. Church, Clifton, N. J. A reception followed at Penguin Inn, Clifton, then the couple left for a wedding trip to Florida.

Both **Miss Nemeth**, formerly clerk stenographer in this office, and **Mr. Foley** are in the rate department of the traffic office in New York.

Congratulations to **Jack O'Connor**, inspector of operations, on his recent marriage to **Marie Ward**.

**Helen Grossbeck**, 1958 Erie Scholarship winner, is keeping up the good work by being on the Dean's List at Douglas College again this semester. Helen is the daughter of **Mr. Lester Grossbeck**, New York division engineer, and wife.

**Tom Rooney** spent one week of his vacation working around his home.

**Mr. and Mrs. Frank Bookstaver** and family vacationed for one week at Green Valley Park in New Jersey.

Good luck to **Joe Nolan**, tele-graph office, who was transferred to Belleville, N. J. as agent.

Congratulations to **Leo T. Harrington** on his promotion to office manager and **Al Whalen** promoted to assistant division clerk.

**William F. Ruitenbergh** retired in June, after 44 years with the Erie, 16 years a fireman, 28 years an engineer.

Over 300 were present at the testimonial dinner held Saturday, June 13, in honor of **Jean J. Meulener**, New York division clerk, who retired July 1st with more than 48 years of service with the Erie.

**Jean** was presented with lug-gage, a wallet and a purse. He was also surprised by his co-workers with cake and coffee at the office before he left.

#### Mahoning Division POLICE DEPARTMENT

By J. O. Sheets

Patrolman **R. E. Hamilton** and family vacationed in Virginia recently.

Patrolman **A. Herrick** catches the big ones when he goes fishing, but he won't tell us where.

We welcome Patrolman **J. M. Buda** back to Cleveland, Ohio.

Former Captain **J. W. Stevens**, who retired Oct. 1, 1944, and **Mrs.**

**Stevens** celebrated their 60th wed-ding anniversary on June 28, 1959. Mr. Stevens is now past 84 years of age.

Patrolman **S. J. Tarajcak** spent his vacation painting his house.

#### Lighterage NEW YORK CITY

By Regina F. Frey

Congratulations to **Ralph Pierce** and wife, it was a baby girl born on June 12th.

Congratulations are also in order for **Captain Lionel Harris, Sr.** who now has a baby granddaughter born on June 30th.

**"Red" Kearns**, shore foreman, celebrated twenty-five years of marriage, June 15th.

**Charles Messineo** celebrated his 40th wedding anniversary in June.

**Al Posochowicz**, our horticultur-ist, was the recipient of nineteen prizes for his roses at the Metro-politan Rose Society display in Brooklyn.

Returning from their vacations are: **Tom McGowan** from Seaside Heights and **Edna Andrews** from a New England tour.

Congratulations to **Joe Piegari** who announced his engagement to Josephine Addeo, June 28th.

**Mr. and Mrs. Tom Ruffing** of Boca Raton, Florida, both former employes of the maintenance of way department, visited **Laura and Harry Coleman**. The Ruffings were up north for a visit to their son, **Robert**, who lives in Oklahoma City.

Those celebrating July birth-days are: **Loretta Londregan**, **Bill Evans**, and **Charlie McGowan**. Bill and Charlie are retired employes.

#### Car Accountant CLEVELAND By Sandy Zmek and Wilma Kerzman

Vacationing in the "Windy City" for a week end are **Joan and Paul Bene**. On their return they will be getting in some golfing on the green.

**Dan Lazor** and wife had a won-derful time vacationing in Dear-born, Michigan. Some of the points of interest were Ford Museum and Greenfield Village.

St. Petersburg, Florida was the perfect vacation spot for **Joe Pear-son** and wife. While there they

enjoyed the beautiful pool, points of interest and the lazy sun.

**Malcom Brown** was married at the Hilltop Christian Church in Mantua on June 6th.

He and his bride, **Sharon**, honeymooned in New York State and visited Niagara Falls. This was the same trip the bride's parents took on their honeymoon.

**Malcom** and **Sharon** will reside in their new apartment in Kent, Ohio.

A bridal shower was given for **Betty Schneider** at the Theatrical Grill by **Mary Ann Sabo**, **Shirley Walker** and **Joan Bene**. She received many gifts from her Erie friends.

On May 23rd, **Betty** became the wife of **Frank Jazbec** at St. Francis, R.C. Following the reception at Recher Hall, the couple left for Bermuda and New York City on their honeymoon.

**Mr.** and **Mrs. Jazbec** are residing at Mayfield Heights in their new home.

**Marian** and **Cliff Palmer** attended the reunion of the Air Force 350th fighter squadron in Battle Creek, Michigan.

**Helen Wenzel** and her husband visited Chicago on Memorial Day. While they were there they drove over to a place in Wisconsin that made candy from Swiss cheese, she said it was delicious.

**Helen Ketchum** and her husband **Brady** have come back from Miami Beach showing their beautiful tans.

**John** and **Lucille Bablis** went to a Barbershop Quartet Convention in Chicago on July 4th.

Attending a magic convention in Chicago the same week end was **Guy Huston**. It was an international affair with exhibitions, shows and a banquet.

**Olga Tanka** and her sister have returned from their tour of seven European countries. Olga is sporting a Swiss watch and a Paris hairdo.

The Irish hit the "Big City," meaning **Carol Kilbane** and **Katie McNamara**. While they were in New York they went to see "Music Man." Later, they attended a game of Yankees vs. Indians and finished up with an Irish Dance at the City Center.

**Lou Landers** and **Marian Palmer** gave a bridal shower at Stouffer's

for **Ella Carpenter**. Ella received the complete set of Revereware.

**Lula Featherston** had a birthday and celebrated it jointly with the car record office employees by bringing over some delicious candy.

A retirement luncheon was given to **R. J. Clark** by the Welfare Fund on April 9th. He received a plaque in view of his 36 years of service with the Erie. He has been in to see us recently and says he is enjoying his retirement by vacationing and sleeping late.

**Wilma Kerzman** came back from Detroit where she attended the Jack and Jill Convention. While in Detroit she visited Greenfield Village.

A picnic turned out to be a long ride for **Sandy** and **Dave Zmek**, 114 miles. They didn't use a map and got lost. They finally found the picnic.

Who is the tall stranger at the mail desk? **Bill Jones** is his name. Happy to have you with the Erie, Bill.

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## Kent Division

### MARION

By **Lucile Osmun**

Congratulations to **Garry Hall**, operator, and wife on the arrival of a daughter, **Christie Ann**.

Congratulations to **Jo Ann Thomas**, daughter of **James E. Thomas**, transitman at Marion, who was awarded the County American Legion Essay Award, in addition to her accomplishments published in the June issue of this magazine.

Her mother, **Mrs. Thomas**, is a teacher in one of the Marion city schools.

Best wishes to **Carol Eileen Blair**, daughter of **Elston Blair**, supervisor of stations and car service, and wife. Miss Blair became the wife of **Henry E. Frey, Jr.** on May 2nd.

**Susan Margaret Flynn**, daughter of **J. T. Flynn**, assistant division engineer, and wife, ranked second highest at Marion Catholic High School in a class of 55 students.

**Susan** ranked third in Marion County's scholarship examination which gave her honorable mention in the state. She was highest rated at her high school in the National Merit Scholarship and awarded membership in the National Honor

Society.

She plans to attend Rosary College at River Forest, Illinois.

**Patty Lyons**, daughter of **H. B. Lyons**, claim agent, and wife, received her letter in track at Marion Catholic High School.

"**Jack**" **R. Swartz**, son of **Paul E. Swartz**, clerk in the superintendent's office at Marion, received his letter in golf at the spring sport banquet on May 28th. He was the golf team captain.

"**Jack**" had also received a letter for golf as a member of the golf team in his junior year in high school.

**Verna Mae McWherter**, division freight agent's office, is visiting her nephew **Dave McWherter** in Houston, Texas. He is chief clerk to the general agent at that point. Dave and his aunt plan to visit New Orleans.

## AKRON

By **Besse Westbrook**

**L. V. Brownell**, general foreman, and wife enjoyed a week's vacation with Mr. Brownell's brother at Thousand Islands. They motored along the St. Lawrence Seaway.

Congratulations to **William A. Kinney**, patrolman, and wife on the arrival of their son, **Nathan Brent Kinney**, April 19th.

**C. D. Carnes**, freight agent, and wife motored to Marion on May 2nd to attend the wedding of **Carol Blair** and **Henry Frey, Jr.** Carol is the daughter of **Elston Blair**, station supervisor, and wife.

**Max Allen** is the name chosen for the new son of **Arthur L. Wilson**, trucker, and wife. Congratulations.

**H. M. Ford**, foreman and wife have built a new brick home in Canal Winchester, Ohio and are looking forward to retirement.

**C. D. Carnes**, freight agent, and wife; **Ester Cook**, general clerk; **Odette Herz**, retired general clerk; **B. N. Moore**, retired engineer, and wife of Kent; **Howard Moore**, rate clerk, and wife and **Besse Westbrook**, transit clerk, motored to Marion to attend the veterans' association and auxiliary.

**Frank Kulton**, checker, and wife celebrated their Silver Wedding Anniversary on Sunday, June 27, with open house in their new home.

**Robert Kulton**, trucker, is back

at the warehouse for the summer. He has been on furlough while attending the University of Akron.

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## Accounting

### HORNELL ACCOUNTING BUREAU

By Frank Bottomley

Congratulations to **Marlene Neu** on her engagement.

A party was held for **Dick Crowley** who will enter the U. S. Army.

**Bob Burdette** spent a week end fishing at Black River.

**Frank Bottomley** moved to a new apartment.

**Mary Rhodes** is sporting a new hair cut.

**Gladys Westphal**, former employee, was a recent visitor to the accounting bureau.

**Tom and Ronnie Ordway** and their families vacationed at Demon's Pond.

**Carolyn Walters** is on a motor trip for ten days.

**Heinz Muhleisen** has taken up fishing. He caught two lake trout at Canandaigua Lake.

**Ed Bottomley** has a new car in the family.

Employees celebrating recent birthdays are: **Mary Jones**, **Ed Dressler**, **Bill Sirianni**, **Al Morris**, **Ruth Hoyt**, **Margaret Wood**, **Harold Hogue**, **Shirley Hammond**, **Don Matthews**, **James Vanderhoof**, **Harold (Pop) Doty**, **Harold Dunton**, **Walter Coston**, and **Howard Pascoe**.

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## AUDITOR OF DISBURSEMENTS

By Jim Hough and Don Keister

**Earl Smith** and his wife drove to Atlantic City and points east to enjoy their vacation.

**George and Ruth Ernest** are back from a vacation in Florida where they absorbed a deep tan.

**Dave Murg** now cruises the highways in his shiny pink and black 1956 convertible.

**Rennie Belden** left us to join the ranks of the centralized machine bureau.

**Coletta Rauschert** was given a party by the girls in the office, July 16, to celebrate her forthcoming marriage to **Mirko Orel**.

**Frank Troyano** is spending some spare time checking the road maps. He says he will forsake the ocean this time and visit spots on Lake Michigan.

## AUDITOR OF REVENUES

By Neil Crann

Yours truly and wife, **Jean**, were proud to announce the arrival on Memorial Day of 7 lb., 10 oz. **Michael Andrew**, our second boy.

**Bill and Nora Hill** have named their new family member **Michael Joseph**. He was born on May 28th and weighed in at 8 lbs., 5 ozs.

Congratulations to **Harry Stanton** and wife who celebrated their 50th wedding anniversary.

**Jack Trefney** hit the road again in his 1919 roadster. The occasion was an antique car club rally held in Granville, Ohio.

St. James Church in Lakewood was the scene for the marriage of **Judy Oldenburg** to **Ronald Steele** on June 20th. On schedule after the reception was a honeymoon trip to Florida.

**Paul E. Ried**, son of **Paul F. Ried**, chief clerk, received the degree of Doctor of Philosophy at Ohio State University on June 11th.

After the commencement exercises both **Mr. Ried** and **Dr. Ried** took a trip to Canada for a week of fishing.

Our loss is the valuation department's gain. **Lynn Covey**, formerly of the rate department, took a position in the valuation department during June.

**Genevieve Bell** was a bit nervous before her trip to New York. She was worried more about the return trip than anything else. It was her first airplane ride.

**Dorothy Luvison** gave birth to a baby boy on June 12th. The new baby's name is **Daniel**.

**Mary Rocco** wasn't satisfied with just one baby, so she had twin girls. The first weighed 6 lbs., 4 ozs.; the second weighed 4 lbs., 6 ozs.

June 25th was the last day at the Erie for **Joann Stelbasky**. She left to take up the duties of housekeeping.

The acquisition of **Eddie** and **Brian O'Donnell** seems to have lifted the spirits of the Lakewood softball team.

After losing two classification games and the first league game, they started the season with a dismal outlook. They came back and won the next two games and kept their winning streak going when

they defeated the Parma team 8 to 6 in a practice game.

Their next opponent beat them 12 to 7 to make their season record 2 wins and 2 losses.

Team leaders are: **Ray Stevens**, 9 runs scored; **Ed O'Donnell**, 9 hits, 4 home runs and 9 R.B.I.'s; **Al Fitch**, 4 doubles; **Ben Cosenza**, 2 walks. The team batting average is .403.

After winning six straight classification games and two straight league games, the Parma team finally lost a game.

They made a temporary recovery in their next game by winning and then the breaks started to go to their opponents. Pickwick lost their next four games, came from behind to win their next one and then lost two more. At press time they had a 4-7 record.

Top five averages are: **George Joseph**, .558; **Frank Tracy**, .500; **Jay Murray**, .444; **John Senyitko**, .440; and **Jim Petonic**, .405. The team average is .309.

Pitchers' records are: **John Graham**, 2 wins and 3 losses; **Bill Lash**, 2 wins and 1 loss and **Marty Marcellino** with no victories and 3 defeats.

Seven Cleveland Indian ball games will be viewed this year by **Mel Merritt** and his daughter, **Diane**. Diane was a straight A student in school and the tickets were the reward for her hard work.

**Eddie Courtright, Jr.** drove a car for his brother, **Bob**, in the Flag Day Parade. After the parade, Bob treated Eddie and his

## COMMERCIAL TRUST COMPANY

OF

## NEW JERSEY

COMPLETE BANKING  
FACILITIES

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Six Offices in Jersey City  
Three Offices in Bayonne

Member Federal Deposit  
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wife to a dinner and a show to celebrate the couple's first anniversary and Eddie's birthday.

A September wedding is being planned for **Joe Braunlich** and **Charlotte Royer** of the credit union.

**Millie Zinitz** will change her name from Miss to Mrs. in August when she becomes the wife of **Thomas Taliano**.

"Your Press Boy" honors were won by **John Graham's** son, **John, Jr.**

An all expense paid one-week vacation in Florida was the prize and reports have it that the **Graham** family is proud and happy.

**Peggy Reinecke** became the wife of **Don Petrarca** on June 13th at St. Vincent De Paul Church.

**Josephine Farrell** retired on June 30th after almost 48 years of service with the Erie.

Vacations are important things at this time of year. Some of the latest trip-takers are:

**Oscar Bender** vacationed in California; **George Olson** took his family to Brooklyn and **Terry O'Malley** went to Nassau and the Bahamas.

**Gloria Di Carlo** sunned herself in Bermuda and **Bill Ryder** picked Canada as his land of relaxation.

Uncle Sam paid for three vacations during June. **Joe McManus**, **Bill Broestl**, and **Tom Edwards** each spent two lovely weeks at summer camp.

**Tom Edwards** was given the honor of driving an Army truck

the 494 miles to Camp Breckenridge, Ky.

Newcomers this month were: **Richard Humble** who transferred from the car accountant's office, **Eddie Butler** and **Richard Parker**.

**Bill von Stein**, **Nellie Nagle**, **Teddy Laskey**, **Joe Geshke**, **Gwen Ihlenfeld** and **Donna Kudtz** were some of the retired and resigned employees who stopped in to say hello.

**Al and Jan Fitch** and **Ray and Verna Stevens** were week-end visitors at Ft. Wayne, Indiana for the wedding of a friend.

**Jean Verdone** and **Mary Lou Hnatt** reverted to their second childhood and went to a West Side Kiddiepark where **Jim Szues** gave them free rides.

A chef's hat was donned by **Bill McGrath** as he prepared to cook for twenty-five young men at a boy scout outing.

• • •

#### Marion Division CHICAGO GENERAL OFFICE

By Bernadette Klein

Happy birthdays to **Beverly O'Bel**, **Sophia Ciulla**, **Frank Kovarik**, **Al Roberts**, **Louise LeVeille**, **Walter Myrer**, **Phil Morgan**, **Bill Powell** and **Charles Bell**.

A hearty welcome is extended to **Ron Klimke** who migrated to the "Windy City" from McKees Rocks, Pa. and two other new faces, **Dennis Michalik** and **Don Schaaf**.

**Bob Randall** and **Tom Carlton** spent a week fishing in Wisconsin. Unlike **Len Schukei**, they did not have to pull fish hooks out of their fingers.

**Bill O'Dea** and **Celeste** exchanged vows July 18th at St. John Fisher Church in Chicago and honeymooned in Colorado.

A good time was had by all at **Art Hofer's** annual July 4th picnic.

**Eleanor Lukawski** has returned to this office as file clerk with her head full of plans for her September wedding.

Some of those neat dresses **Joan Tejowski** is sporting were made with her own hands. She has become quite an accomplished seamstress.

**Louise LeVeille** enjoyed her two weeks in Houston, Texas.

**Marilyn Minch**, former Erieite, has now taken up residence in Coral Gables, Florida and recent

reports disclose she is enjoying southern living.

**Carl and Toni Griffith** toured Washington, D. C. and New York City for a week.

**Helen Griffin** visited relatives in Warren, Ohio for a week and reported that the weather was lovely.

**Elaine Berlinski** journeyed to her hometown of Lake Odessa, Michigan to spend some time with her family.

**Larry Carpenter** relaxed for a week at his Hornell, New York country estate.

**Curt Pinnell** has announced his engagement and plans an October wedding.

According to **Warner Holcome**, this retired life really isn't bad after all. He enjoys sleeping late in the mornings and watching ballgames on television in the afternoon.

#### TRANSPORTATION DEPT. AND

M. OF W. DEPT.  
By H. V. Welker

Welcome to **A. K. Sutton** as clerk to signal supervisor at Huntington.

**T. E. Poe** and family spent a week vacationing at their cottage at Big Lake, Indiana. Mr. Poe is secretary to the superintendent at Huntington.

**E. G. Schell**, assistant division clerk, and wife recently spent a week vacationing in Michigan.

**Jack Herendeen**, former night yardmaster at Huntington, was a recent visitor at the superintendent's office.

#### 14TH STREET, CHICAGO By Chris Hardt

**George Wherry**, rate desk, had happy news from **Stanley Kearney**, retired interline switch clerk, who tries each year to further his study of Civil War history.

**Mr. Kearney** has just toured South Carolina, stopping off at Charleston's historic Fort Sumter and then on to Savannah, Georgia. He is an honorary member of the "Round Table", a discussion group meeting each month to discuss Civil War lore.

**Donna Major**, rate desk, and husband **Richard**, employed at Midway Airport, announce, through the Stork Heir Lines, the arrival of a new model, **Paul Alan Major**,

## THERE'S MONEY FOR YOU IN NORTH JERSEY . . .

Come to the outstanding bank in the Erie area of New Jersey when you need extra cash. You get fast service and low monthly payments.



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,  
PRAKNESS, RINGWOOD, BOROUGH of TOTOWA,  
WANAUKE BOROUGH and WEST MILFORD  
New Jersey  
Member Federal Deposit Insurance Corporation

born on June 5th. Congratulations to the Majors.

Boasting ownership of power lawn mowers are: **Edward C. Wise**, O.S.&D. department; **Clarence Serafiniak**, rate desk and **Chris Hardt**, clerk. They claim it allows them more time to putter at their favorite hobbies.

We were glad to see **Justice B. Smith**, former Youngstown office associate, when he paid us a visit recently. It seems good to have old timers remember their old friends.

The reason **Mary Heenan**, clerk, rides the Illinois Central on week ends to Champaign, Illinois is to meet her girl friend, **Dorothy Brodriek**, not to visit the university.

**Dorothy** and **Mary** motor from Champaign to Macomb, Illinois to visit friends. They both toured Ireland a few years ago and expect to make a trip around the world in 1960.

**Teresa Pacella**, personnel clerk, visited New York City via Erie's "The Lake Cities' Express." By coincidence she had as her traveling companion, **Mary Zielinski**, wife of **John Zielinski**, delivery clerk.

**John Novotny**, chief claim clerk, attended the 22nd annual dinner of the Knights of Columbus held at the grand ballroom of the Sherman Hotel in Chicago, June 29th. John is the district chairman of his council.

**Robert D. Meek**, son of Robert J. Meek, assistant agent, is making preparations to enter Illinois University this fall to major in business administration.

**Veronica Marcella Bradley**, clerk, was in Cleveland, Ohio on July 5th to participate at the baptism of her godchild and niece, **Eileen Marcella Bradley**.

The parents are **Veronica's** brother, **Thomas Bradley** and wife, **Gloria**. The baptism took place at St. Belamine Church in Euclid, Ohio.

## HAMMOND CONSOLIDATED

By Grace Connoles

**R. K. Ward**, relief clerk, attended the reunion of the alumni at Rensselaer, Indiana High School on May 16th.

**Edward Fullgraf**, operator, attended the reunion of the alumni of Kouts, Indiana High School on June 6th.

**Helen Liesenfelt**, report clerk, and husband have returned to Hammond after an enjoyable vacation trip through Glacier and Jasper National Parks, Lake Louise, and other points of interest in the Canadian Rockies.

On June 15th we said farewell to **Jack R. Heinsel**, general yard master, who was promoted to the same position at Marion, Ohio.

We welcome **Karl W. Dingle** as general yard master at Hammond. He comes from Leavittsburg, Ohio.

**Mr. Dingle** began as a clerk with the Erie at Union City, Pa. on June 24, 1941. We feel certain Mr. and Mrs. Dingle and daughter, **Kristine**, who are making their home in nearby Lansing, Ill., will enjoy their stay with us.

**W. G. Witwer**, agent, has returned to the fold after vacationing for two weeks in and around Hammond.

**H. L. Kinzie**, rate clerk, is the proud owner of a new car. At present, his only access to it is through postcards because his wife and mother are taking a trip in the new car through Wisconsin, the Mackinac Straits and back to Beraman, Indiana.

## Insurance

(Story begins on page 10)

erty taxes, interest charges on debts, pension fund payments and employment of those managerial workers deemed essential for maintaining the property and resuming service at the end of a stoppage.

The insurance company, whose headquarters are at Nassau, Bahama Islands, will work through a carrier advisory committee whose members are the heads of the three regional railroad organizations—the Eastern Railroad Presidents Conference, the Association of Southeastern Railroads and the Association of Western Railways.

## Merger

(Story begins on page 10)

increase in earnings, before federal income taxes, of more than \$13,400,000 annually. These increased earnings will benefit all segments of the public—employees, customers, investors, suppliers and communities. Obviously one strong railroad system can do a much better job than two weaker ones.

### More Efficient Transport

Such a merger will be clearly in the public interest because it will provide more efficient and economical transportation, enable the combined lines to offer improved service to shippers, attract new industries to the areas served, strengthen the competitive position of the combined railroad, generate additional traffic volume, stimulate capital improvements to the railroad property, provide more stabilized employment opportunities for employees of the two roads, restore earning power.

Historically, Congress had encouraged mergers for the solution of recurring railroad problems. In a recent speech entitled, "Reflections on Transport Policies," Interstate Commerce Commissioner Kenneth H. Tuggle, said:

"It is abundantly clear that the policy of Congress was, and is, not only to authorize but to encourage consolidation and mergers of rail properties when such mergers strengthen the national rail system and otherwise conform to the public interest. Here, then, is an area in which the railroads can do much for themselves with the blessing of Congress and the Commission."

The proposed Erie-Lackawanna merger meets this test.

• • •

The total capacity of the freight car fleet of the railroads of the United States is 106 million tons.

## 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.

# Outing

(Story begins on page 8)



**YOUNGEST VETERAN** present, Robert W. Willey, wage examiner, Cleveland, was given a wrist watch by Mr. Von Willer.



**BALLOON RACE** was long rather than round this year. Here a group of contestants near the finish.

the hotel's Crystal Room, where they heard Mr. Harry W. Von Willer, president of the Erie, speak.

## Mr. Von Willer Speaks

Mr. Von Willer congratulated them on their long service to the railroad, and told them something of what might be expected from the merger in the way of a stronger, better Erie, and predicted that the railroad would end 1959 with a profit, despite the losses sure to be incurred by the steel strike.

Mr. Von Willer distributed the prizes to the youngest and oldest veterans. Youngest present was Robert W. Willey, wage examiner in the wage bureau at Cleveland, who was born on October 17, 1920 and who has been with the Erie since Jan. 24, 1939.

Lemuel T. McMahan, who retired in 1951, was the veteran present with the longest period of active service. At the time of his retirement he had worked for the Erie for 54 years, 2 months and one day, and was a locomotive engineer.

## Speeches Short

Another retired engineer, John Fix of Meadville, won the prize as the eldest veteran present. He was 86 years, three months and 25 days old on the day of the outing, and had been employed by the Erie from 1893 to 1943.

Speeches at the business meeting were kept as short as possible. It was announced that 158 more



**EASTERN DISTRICT** ball players won the game this year, and retained the trophy.

• • •

## STEUBEN TRUST COMPANY

**HORNELL, NEW YORK**

**COMPLETE BANKING SERVICE**

**IN THE HORNELL AREA**

**3% INTEREST PAID ON SAVINGS ACCOUNTS**

Member F.D.I.C.





EARLY ARRIVALS CHATTED on the lawn after registering.

men and women had joined the Veterans Association during the year, and that the Akron chapter had organized a women's auxiliary. Akron and Susquehanna chapters showed the greatest increase in membership, Hubert A. Kelly, Huntington, system veterans president, reported.

At the meeting the results of the election were announced. Officers to be installed at the winter meeting of the association, to be held at Hornell on Jan. 16 are:

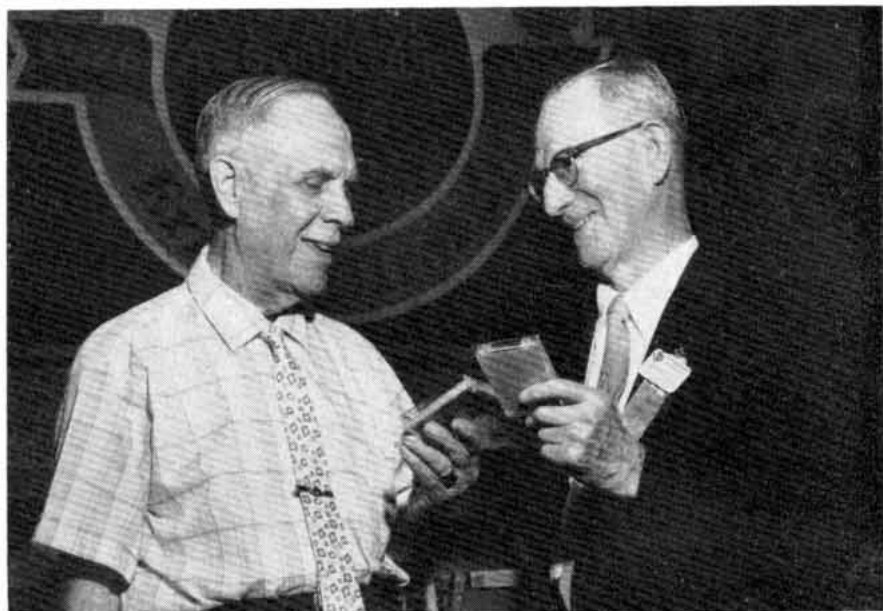
Harry C. Travis, Hornell chapter, president; Charles J. R. Taylor, general office chapter, first vice president; John F. Hazzard, Jersey City chapter, second vice president.

The following were re-elected: Rex P. Reebel, Youngstown chapter, recording secretary; Leonard P. Johnson, Salamanca chapter, treasurer; Leslie H. Arold, Cleveland chapter, financial secretary; and Frank P. Belling, Jersey City chapter, director of social activities.

...

Altogether, the American railroads spend upwards of \$22 million a day for wages, purchases of fuel, materials and supplies, improvements, and federal, state and local taxes.

August, 1959



OLDEST AT THE OUTING were John Fix of Meadville (left) and Lemuel T. McMahan of Youngstown. Fix is the oldest in years; McMahan has more service. Both are retired engineers.

• • •

## FRANK SPENO RAILROAD BALLAST CLEANING CO.

Incorporated

306 North Cayuga Street, Ithaca, N. Y.



## Erie Cab and Carriage Service.

(OPERATED BY THE NEW YORK TRANSFER COMPANY.)

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PASSENGERS TRANSFERRED BY CAB OR CARRIAGE FROM

**JERSEY CITY STATION**

# ERIE RAILROAD

TO ALL POINTS IN

## New York, Brooklyn, Jersey City and Hoboken.

\*\*\*\*\*

Rates for Transfer by Cab or Carriage (including Ordinary Baggage.)



	Cab for 1 or 2 persons	Carriage for 4 or less persons
Any point south of 42d St. inclusive,	\$0.75	\$1.00
" " beyond 42d St. to 59th St. inclusive,	1.00	1.50
" " " 59th St. to 72d St. " "	2.00	2.50
" " " 72d St. to 100th St. " "	2.50	3.00
" " " 100th St. to 125th St. " "	3.00	3.50
Brooklyn, any point within one mile of City Hall,	3.00	4.00
Jersey City and Hoboken,	0.75	1.00
Shopping or waiting by the hour,	1.00	1.50

This service assures complete immunity from outside and irresponsible hackmen.

For cab or carriage engaged by the hour, dismissed above 42d St., an additional charge of one-half hour will be made to cover time consumed in returning to Jersey City.

IN THE GOOD OLD DAYS cabs like this and larger carriages were used by passengers arriving at Jersey City to reach Manhattan and to provide "immunity from irresponsible hackmen." But the fares, compared with today's faster and more convenient service, must be called high, despite what grandfather may tell you.

## SLAG RAILROAD BALLAST

**Sand & Gravel**

### THE BUFFALO SLAG CO., INC.

866 Ellicott Square Bldg. Buffalo 3, N.Y.

## Jersey City

(Story begins on page 12)

room—a room with a ceiling more than 50 feet above the floor.

Ranged around it on the ground floor were ticket offices, baggage rooms, a restaurant, women's waiting room, a smoking room, and offices for train starters, detectives, and the like.

### Long Leaf Pine

Around the balcony over the waiting room were offices of superintendent, general superintendent, trainmasters and other operating department officials. The third floor offices were designed for the car record department.

All was in white pine or long leaf yellow pine from Virginia or Georgia.

Drawings of the station and of the other buildings associated with it—ferry house, sheds, slips and the like were drawn in meticulous detail. Even the "No Smoking" signs were carefully drawn. Even the owl to be carved of wood and placed over the waiting room clock appears on the drawings.

### All for \$200,000!

And, wonder of wonders to us today was the cost. The station, including the 525 piles on which it was built, was completed for \$200,000, the Railway Gazette reported.

However, some money was saved. The clock was never installed in the tower. Sometime, while the building was under way, a window was designed for the space it was to have occupied.

Nor did the pilings hold everything up just the way things had been intended. By 1894 those under the train shed had begun to sink.

### Settlement Starts

Between January 17 and May 4 of that year some sank more than an inch and a half. The train shed was torn down, and light umbrella sheds were erected.

Too, the piling under the station sank slowly. No full record exists of how much work was done to keep the station in use. But the floor was raised at least twice in this century—once about three feet, and 20 inches in 1943.

But the fact that water was so close under the floor had its ad-

vantages. Once a fire broke out beneath the floor of the restaurant kitchen. It was impossible to fight the fire by normal means. But when the tide rose, it put the fire out. Too, the tides made sanitary sewers unnecessary.

Although the settling of the piles might give the station a somewhat raffish appearance, the building seemed to bear a charmed life. Fires might sweep nearby docks and buildings, but the depot did not burn.

#### Raising vs. Razing

Once or twice minor fires broke out. But before they did serious damage they either burned out or were put out. It seemed almost as if the station could not burn.

That proposition will soon be tested. The depot, ferry house, Pier 4 and other buildings are being torn down by J. Rich Stiers, Inc. and Belmont Wrecking Co. Belmont is removing everything above the deck line; Stiers the deck and timbers below it.

The firms figure to remove about a half million board feet of lumber each. Belmont will also get all the wrought iron frames of the roofs and the corrugated iron sidings of the pier.

Once the smaller buildings are cleared away Harold Yulinsky, a Belmont partner, plans to knock the station apart with a huge crane, push the pieces aboard steel scows, and tow the scows down to the lower bay where the wood will be burned.

Those working on the job have a pun they like: "They used to raise the floor, but we are razing the whole place."

• • •



TODAY'S PASSENGERS ride from the platform at Hoboken to Radio City in a modern bus. They are whisked there in a fraction of the time the horse cab took, their ride is smoother and surer—and they pay no more than if they had gone by horse-drawn cab.

## THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,  
MISSOURI



Your Accident Policy  
WHAT  
DOES  
IT  
PAY?

Today,  
while you are insurable,  
see if your protection is adequate  
in the face of existing conditions.



Railroad Department  
**THE TRAVELERS**  
Insurance Company  
Hartford, Conn.

## THE KIMBALL SAFETY PRODUCTS CO.

9310 WADE PARK AVENUE

CLEVELAND 6,

OHIO



## Potteries

(Story begins on page 14)  
stand is interesting if only because of the way the wrappers get their boxes.

As stock pickers empty the cartons in the warehouse they hang them from a conveyor. That conveyor, a loop around the warehouse, passes over the packers' heads.

At first there seems to be no point to the arrangement. The empty cartons merely circle round the building. But when a packer needs a carton, he merely reaches up and takes one down. Thus the same cartons that brought the goods from Japan are used to ship them out again.

### Express Shipments

And most of the goods go out by Railway Express Agency to the thousands of florist and gift shops all over the land.

National is the brain child of a group of Clevelanders, whose last business address was a warehouse down near the Erie docks, where they used the Erie team track to take delivery of their goods.

Irving B. Garber is president and founder of the company; Maurice Payner, vice-president and secretary, and Austin W. Amery is treasurer. Herman Newhauser is director of design and advertising.

The staff is a large one—for keeping track of the elaborate inventory is not a simple task, even with the specially designed record keeping system used by National.

## Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ash, Samuel William	Agent	Crown Point, Ind., Marion Div.	5-25-59
*Beyea, Vernon George	Patrolman	Eastern District	4-19-59
*Brush, Michael Francis	Engineer	Delaware Div.	6-22-59
*Bryan, Irving Edward	Clerk-Operator	New York Div.	4-4-59
*Burke, Harry Joseph	Engineer	Rochester Div.	5-17-59
*Clark, Howard Dodge	Conductor	Allegany Div.	3-27-59
*Cotter, Edward Joseph	Supvr. of Car Hire	Cleveland	6-18-59
*Crane, Melvin Michael	Crossing Watchman	Mahoning Div.	6-7-59
*Cusick, David Henry	Engineer	Buffalo Div.	3-9-59
*Dresher, Norman Fred	Yardmaster	Port Jervis	6-11-59
*Dugan, Thomas Joseph	Yard Brakeman	Youngstown	6-11-59
*Finnegan, Luke William	Locomotive Engineer	Kent Div.	5-31-59
*Flick, Nelson Milo	Car Inspector	Union City	6-25-59
*Hart, Nina Reynolds	Machine Operator	Aud. of Mach. Acctg., Cleveland	5-25-59
*Hendee, Willard Alburton	Yard Conductor	Hornell	5-31-59
*Hiller, Herman	Engineer	New York Div.	6-2-59
*Himes, Percy Alfred	Machinist	Meadville Diesel Shop	5-19-59
*Inglese, Felice	Hostler Helper	Jersey City Shop	5-25-59
*Johns, Samuel Charles	Stockkeeper	Marion Stores	6-14-59
*Keene, Lee Roy	Locomotive Engineer	Mahoning Div.	6-7-59
*Kiser, Herbert Clayton	Engineer	Meadville Div.	4-29-59
*Kowalow, Andrew	Car Repairer	E. Buffalo Car Shop	6-1-59
*Krause, Fred	Blacksmith	Port Jervis Car Dept.	5-16-59
*Laleski, Walter John	Car Repairer	Salamanca Car Shop	6-15-59
*Lakser, Samuel	Watchman	E. Buffalo Car Shop	3-31-59
*Leach, Anna	Coach Cleaner	Jersey City Pass. Car Dept.	3-10-59
*Linehan, Joseph Thomas	Trackman	Delaware Div.	6-2-59
*Louse, George	Car Repairer	Susquehanna Car Shop	4-9-59
*Lynch, Paul Andrew	Truck Repairer	Susquehanna Coach Shop	4-14-59
*Maloney, James Francis	Crossing Watchman	Susquehanna Div.	3-19-59
*Mastropietro, Lorenzo	Laborer	Susquehanna Coach Shop	6-9-59
*McLaughlin, John Joseph	Conductor	Delaware Div.	6-17-59
*McNey, Patrick Joseph	Machinist	Hornell Shop	6-19-59
*Minnick, Winifred Mary	Clerk	Car Acct's. Office, Cleveland	6-21-59
*Morini, John	Trackman	New York Div.	6-2-59
*North, Alphonzo Marion	Agent	Mahoning Div.	5-10-59
*O'Brien, John Francis	Fire Cleaner	Binghamton	6-10-59
*O'Neill, William Henry	Fireman	New York Div.	4-6-59
*Packer, Stephen Leroy	Car Inspector	Marion Div.	6-4-59
*Parks, Gabriel Galusha	Engineer	Susquehanna Div.	6-14-59
*Rathgeber, Henry	Engineer	New York Div.	3-20-59
*Saxton, Grant Benjamin	Engineer	Susquehanna Div.	3-10-59
*Schultz, Harry Henry	Foreman	Dunmore Car Shop	5-23-59
*Schwabe, Charles Fred	Engineer	Meadville Div.	4-1-59
*Scott, Herbert	Brakeman	New York Div.	3-21-59
*Sheare, George Ellis	Car Inspector	Port Jervis Car Dept.	5-17-59
*Shultz, Charles Franklin	Brakeman	Akron Yard	4-23-59
*Stoffel, Bernard Joseph	Yard Brakeman	Marion Div.	6-6-59
*Summa, Donato	Carman	Dunmore Car Shop	5-28-59
*Swanstrom, Martin John	Claim Investigator	Aud. of Rev. Dept., Cleveland	4-13-59
*Taylor, Eli Marion	Agent	Alger-Harrod, Ohio	5-24-59
*Trabant, August George	Signal Maintainer	Crofton	5-22-59
*Trezza, Cono	Coach Cleaner	Jersey City Pass. Car Dept.	5-16-59
*Van Inwegen, Emmet	Engineer	New York Div.	4-22-59
*Voehl, Julius John	Machinist	Meadville Shop	3-16-59
*Voelker, Herman Henry	Engineer	New York Div.	5-29-59
*Yoder, Milo Blair	Trackman	Kent Div.	2-11-59
*Retired Employees			

• • •

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

**Quarry at Huntington, Ind., on the Erie Railroad**

**Ask Us For Prices**

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



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

**THE ERIE DOCK COMPANY**  
CLEVELAND, OHIO  
**IRON ORE UNLOADING DOCKS**

Unloading Capacity 2,400 Tons per Hour from Vessel

# Woman who "never uses" the railroads



The car she drives ...  
The food she buys ...  
Her family's clothes ...  
The new house she loves ...

They've *all* come her way on the railroads — either as raw materials, as component parts, or as finished products.

*Woman who "never uses" the railroads? There's never a day when she doesn't!*

---

Railroads carry more of the things you use than any other form of transportation. And they save you money, too, because railroads are a *low-cost* way of shipping freight.

That's why financially sound, progressive and strong railroads are important to you. They are essential both to an expanding economy and to the national defense. It's in your interest that railroads be given the *equality of treatment and opportunity* on which their health depends—now and in the future.

ASSOCIATION OF  
**AMERICAN RAILROADS**  
WASHINGTON 6, D. C.

## ERIE RAILROAD MAGAZINE

Midland Building  
Cleveland 15, Ohio

RETURN POSTAGE GUARANTEED

**BULK RATE**

U. S. POSTAGE

**PAID**

Cleveland, Ohio  
Permit No. 1605

# YOU'RE LOOKING AT A FREIGHT TRAIN!



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

From these cards, this vital information

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

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

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

symbol of dependable  
customer service



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