

**SUSQUEHANNA
DIVISION**

OUR 53RD YEAR OF PUBLICATION

DECEMBER 1957

•The President's Page

THERE are few words that bring us closer together than when we say to each other "Merry Christmas." These are important words because of their deep religious meaning. They convey the message "Glory to God in the highest, and on earth peace, good will toward men." They express the joy and happiness that is associated with the Christmas Season in celebrating the birth of the Christ Child. It is a time when young and old join together in worship and festivity.

It is also a time when we can well count our blessings and be grateful for many things. We can be grateful for the freedoms we enjoy; grateful that war and wide-spread conflict have been avoided; grateful for our ability to be of service to our fellow men and grateful for the health and happiness of our families.

Christmas brings family gatherings, and we look forward to just such a day with our loved ones. As you gather together on this Christmas Day, I extend to all men and women of the Erie—active and retired—and your families my sincere wish for a very Merry Christmas and the best of everything from all of us.

H. W. Van Weller



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

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OUR OBJECTIVE

Primarily the Erie Railroad Magazine is published for Erie 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.

December, 1957

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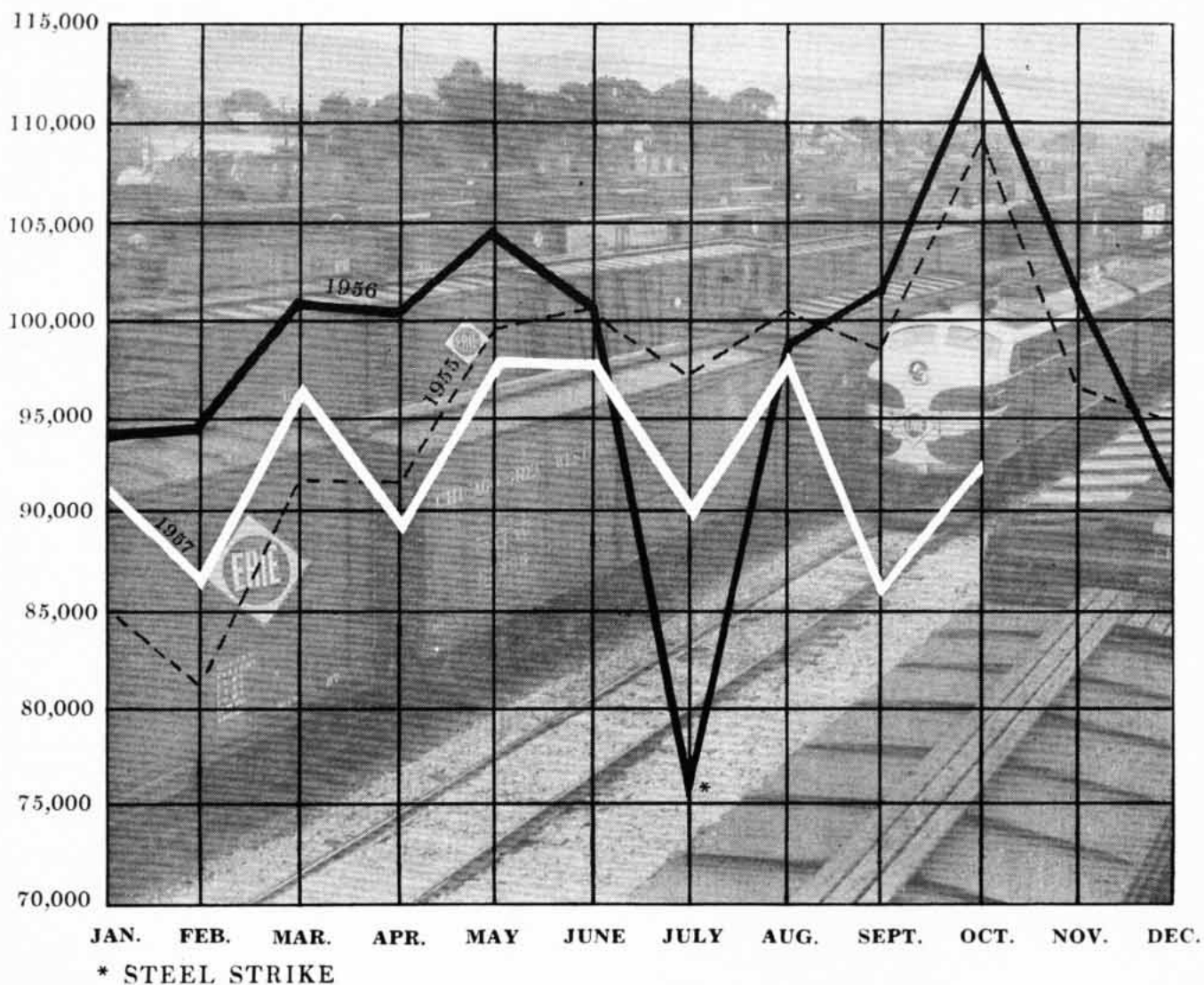
THE COVER:

Bound east from Hornell, Erie train No. 74 runs beside the Canisteo River next to some hills just west of Addison, in typical Susquehanna division territory. For more about the Susquehanna division see page 12.

George C. Frank Asst. to President
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Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

New Car Shop Reflects Erie's Faith in Future



THE NEW CAR SHOPS AT MEADVILLE gleam like silver in the sun.

Walls of Aluminum and Plastic Gleam at Meadville

A BRIGHT and shining symbol of the Erie Railroad's confidence in the future, the aluminum and plastic walls of the new \$3,341,000 Meadville car shop sparkle in the winter sun today. But those walls are far more than a symbol of confidence. The machinery they house, and the shop itself, constitute one of many major improvements that will help the Erie serve its customers better.

Whether they are shippers, industrialists, or travelers—all of those who pass it are members of that vast public that has been too often told that the railroad business is static and unprogressive. But the new shops, now 85% completed, give concrete evidence that the Erie Railroad is a vital, progressive business.

And thereby the shops help not only the Erie but all railroads. For without public understanding of the fact of railroad progress, the railroads cannot move forward.

But bearing witness to railroad health and progress is not the chief end of the shops. They are being built and equipped to maintain and repair the 21,000 freight cars that carry the Erie herald today, and to build new ones as well.

And the same walls that are so impressive from the train or from the highway hide from view the most modern machinery for helping men who make the Erie that is available.

Millwrights Busy

On Nov. 25, for example, two new paint spray booths were being erected in the paint shop by their manufacturer. Both are of the traveling design, and can paint a box car literally in minutes.

One of the booths is automatic, the other manual.

But the activity around the giant booths—which straddle a box car much as the Colossus of Rhodes straddled ships—was only part of the activity in the building.

Millwrights are busy setting up the heavy machinery—machines that can cut and form the heavy steel plates for the sides of box cars and hoppers as if they were made of paper.

Pipes for Oxygen

Many thousands of feet of pipe are being installed and ordinary water pipe is only part of the job. There are pipes to carry compressed air, pipes to carry gas, pipes for oxygen and pipes for acetylene.

Electric lines too are being installed—electricity not only to light the job, but to make the job easier. For not only will there be no waiting for a cylinder of oxygen or acetylene—blowtorches will “plug in” in the new shop—but

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Thousands Learn to Ride Erie on Sponsored Trips



DINING CAR SERVICE is one of the luxuries of travel on the Erie Railroad, as this group of Jamestownians discovered.



TRAVELING BY TRAIN is a happy way to travel, and this group of young women, aboard an Erie train were so happy they burst into song.

Many Make First Train Journey on Specials

THOSE OF US who work for the Erie Railroad are already aware of two facts—that the best way to travel is by rail, and the best railroad to use is the Erie.

No matter how firmly we hold these beliefs, however, we must all admit that there are some thousands of our fellow-citizens who are unaware of what the railroads, and especially the Erie, have to offer in the way of safe, sure, carefree and comfortable travel in the hands of skilled railroaders whose first consideration is service to the customer, be he passenger or shipper.

Competing forms of transportation, from the family automobile to the bus using the public highway, and the airplane flying from tax-supported airfields along tax-maintained flyways, have become so common that many adults have never experienced a train ride.

Missionary work among those who have never used the train, in fact never think of using the train, is not easy. Advertisements play a most important part, but the person who has never bought a railroad ticket too often hesitates, and is lost to us.

Chance for Converts

It is for this reason that the special trains arranged by the passenger department are so important. For the person who has never bought a ticket for himself, who has never made a train reservation, finds traveling in a large group, surrounded by friends, the easiest way to take his first trip.

Here he is sure to be at ease. And he can watch what others do. Someone else has planned the trip — something he knows how to do when he drives his

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Erie Railroad Magazine

4-H Marketing Students Observe Erie at Work

FORTY-SEVEN FARM leaders of the future gained an understanding of the services of railroads in general and of the Erie Railroad in particular, when they visited Cleveland to study livestock marketing and something of the economics of manufacturing.

They were the guests of the Railroad Community Committees of Cleveland and Columbus and of the Ohio State Agricultural Extension Service.

The Railroad Community Committees, sponsored by the Eastern Railroad Presidents Conference, are dedicated groups of railroad men who gain public respect for the railroads, and the ear of the public, by taking part, in the name of railroading, in civic affairs by helping in community projects.

Naturally enough, wherever the Erie operates Erie men are to be found taking an active part in the work of the committees.

The visit of the 47 farm youths—all of them chosen by fellow-members of the 4-H clubs of their counties—was typical of one phase of the committee work: helping to train future farm leaders. The 47 young men came from 24 predominantly agricultural Ohio counties and were accompanied by their county farm agents.

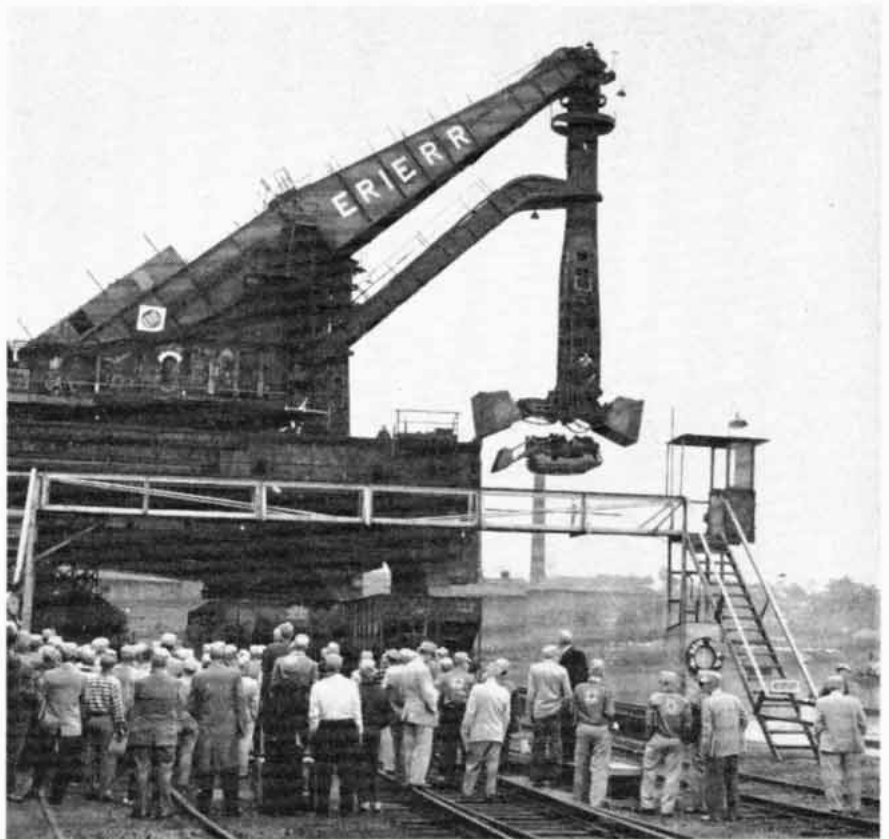
Railroads and Livestock

Their two-day visit to Cleveland was concerned primarily with how livestock is marketed and processed, getting down to the nuts and bolts of just how a steer becomes steaks, stews and hides, how a hog becomes bacon, spare ribs and fertilizer, and a lamb turns into chops, roasts and insulin.

That process, of course, is one in which the railroads play a large and important part, for without railroads the livestock would lose much of their value and would stay on the farm, the city man would be without meat, and the great meat-packing industry would be crippled.

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THE HUGE HULETT UNLOADERS that dump iron ore from lake ships into Erie Railroad cars were demonstrated for the 4-H leaders.



THE ERIE DOCK CO. lent its machine shop to the visitors for use as a lecture hall.

New \$700,000 Terminal Handles Express for Erie

Conveyors Galore in Hoboken Facility



DEDICATION OF THE NEW FACILITY at Hoboken was attended by Erie, Lackawanna and civic officials, as well as Railway Express Agency officers. Left to right: A. E. Kriesien, assistant vice president and general manager of the Erie; Daniel F. Carmody, acting mayor of Hoboken; A. L. Hammell, president of the Agency, and W. G. White, vice president, operations, DL&W.



MOVING SIDEWALKS CARRY packages from Erie cars to the sorting area. The floor-level conveyors are also used in loading cars.

EXPRESS shipments traveling on the Erie Railroad's New York division are getting a type of handling express never had before at a new \$700,000 terminal facility in Hoboken, designed and built by the Railway Express Agency, as part of the fruits of the consolidation of Erie and Lackawanna operations at Hoboken.

Said by conveyor specialists and materials handling engineers to be the only facility of its kind in any common carrier operation, the new terminal is mechanized to the nth degree.

Among its devices are "moving sidewalks" that carry express shipments from carside to roller conveyors where the sorting is done, and back again to the cars. Too, the express station is equipped with hydraulically operated bridges that, when lowered, permit cars to be moved into the house over them, and when raised, permit movement of "trains" of express carts to pass from platform to platform.

Three Rail Platforms

The new facility incorporates the former smaller express depot near the DL&W passenger station, and has been designed to process all express traffic moving through the New Jersey-New York area and points served by or linked with the Erie and Lackawanna systems.

Located at Observer Highway and Washington Street, the new terminal is a one-level, reinforced concrete and steel structure built around the original depot in a "J" shape.

Equipped with three rail car-loading platforms and almost a quarter mile of electrically powered and gravity conveyors, the depot features unique developments and

techniques in terminal construction and in materials handling equipment and systems.

The facility is 110 feet wide and 777 feet long, increases the overall working space area by 60,000 square feet to a total of 90,000 square feet.

Piles and Beams

These major problems were encountered in construction of the new terminal addition: The silty nature of the soil, its poor load-bearing capacity and the location of the building site directly over the tunnel of the Hudson & Manhattan Railroad Co. tubes which created certain foundation limitations. To help solve these problems, timber piles were selected to provide the main supports of the new building. Secondary supports of steel beams running parallel to the ground were utilized to span the gap undermined by the H&M tunnel route.

The terminal's three platforms, which can accommodate 30 large-size rail express cars, are constructed of reinforced concrete and are covered by a steel superstructure.

The "stub" track platform facing Observer Highway is 344 feet long by 26 feet wide and provides unloading facilities for four railroad cars. The main platform, which measures 777 feet long and 23 feet wide, and the island platform, running 721 feet by 18 feet in length and width, flank a double rail track which extends through the full length of the terminal providing space for another 26 express cars.

Hydraulic Lift Bridges

The vehicle-loading platform at street-side, 777 feet long, accommodates 53 street vehicles at once. Backup space for an additional 21 trucks and trailers is available in the shipment classification area when required.

In order to provide easy access between all platforms in the terminal and permit the speedy interchange of rail car equipment, three hydraulic lift bridges of special design and construction were installed.

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A STRING OF FOUR-WHEEL TRUCKS crosses a track on a hydraulic bridge in the express station.



SLIPPERS, MADE IN HACKENSACK for a customer in Alabama, are removed from an Erie car and started on their way to the sorting area.

Students Should Apply for Erie Awards Now

NOW IS THE TIME for sons and daughters of Erie employees who would like to go to college under the Erie Railroad Scholarship Award plan to write for their application blanks.

Since the plan was instituted in 1952 four boys and girls have been graduated from college, and 20 more are studying today under the plan. Students who qualify get \$1,000 a year for four years toward college expenses.

This year the restriction on parent's earnings has been liberalized. When the awards were first made a limit on employee earnings was set so that those who needed financial aid most would benefit. No one whose Erie-employed parent received more than \$7,500 could apply.

Since then wage increases made to Erie employees have been so frequent and generous that a new limit has been established — \$9,000 in annual earnings.

In discussing the increase of the limit, Raymond J. Wean, Erie director who is chairman of the scholarship awards committee, pointed out that the new limit includes the same job classifications today that the \$7,500 limit did in 1952. Wean is president of the Wean Engineering Co., Inc., at Warren, O.

Promptness in asking for the application forms was urged by Paul J. Kindler, secretary of the committee, and assistant to the president of the Erie.

Work Before Exams

Kindler pointed out that the competitive examinations for applicants, which will be given in several Erie cities, will be held early in April. Before that time much paper-work is necessary to assure that the names of those taking the examinations will be unknown to those who process the papers.

Applicants will be given a competitive examination in a city reasonably near their homes. The results will be graded by an outside organization on an electronic machine. The machine uses code numbers to hide the students' identities.

Since all the examinations are given on the same day at the same

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CHARTING HIS CHRISTMAS COURSE



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Traffic Down, Expenses Up: No Dividend

DECLINING TRAFFIC and rising expenses have reduced the Erie's income to the point that no fourth quarter dividend will be paid to owners of common stock.

"We are confronted with the double effect of higher costs and greatly reduced volume," President Harry W. Von Willer said. "With the consequent pinch on profits and the need to conserve cash for property improvements it is obvious it would not be advisable to pay out more than the \$1.00 already paid this year."

Therefore directors of the road, at their meeting in New York on Nov. 26, took no action on declaration of a dividend. Previous 1957 payments

ERIEGRAM

Wouldn't it be a lot better if more people would ride the trains instead of riding the people who are trying to run them?

ERIEGRAM

of 37½ cents a share were made in the first and second quarters. Third quarter dividend was 25 cents, making a total of \$1 for the year compared with \$1.50 in 1956.

Freight Business Declines

Freight business has declined sharply in the last four months and higher wage costs effective Nov. 1 have not been adequately offset by increased freight rates, Mr. Von Willer said.

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Erie-Sponsored Juniors Market New Products

TWO JUNIOR ACHIEVEMENT companies sponsored by the Erie Railroad and advised by Erie Railroad personnel are marketing their products this month.

One, the Sputnik Products Co., is manufacturing decorated novelty candles for the Christmas season and post-holiday parties; the other, the Continuous Products Co., is making and marketing a type of candle holder called sparklers.

Sparklers, designed to hold standard candles, are intended for use on dining tables. They have a wood base, and the upright portion of the candlestick is made of anodized aluminum and copper.

Junior Achievement companies are organized to teach, by practice, the American way of conducting business.

The high-school age youths in the companies sell stock, design their products, name their companies, order their raw materials, make their merchandise, advertise and sell it. They pay themselves wages, declare dividends, and, when the business is wound up, about nine months after its founding, retire the stock.

Related Products

That both Erie companies this year chose related products is pure coincidence. In fact, since one company makes a line of novelty candles—some in snowball shape, others like decorated cakes, still others in glasses—and the other makes holders for standard candles, joint marketing of the products is not practical.

Officers of the Sputnik company include Peter Quinn, president; Donna Daedlow, secretary, and Michael Dylag, jr., treasurer. They are advised by Edward J. Herdmann, comptroller's office, Tom W. Murphy and Patricia Prentice, both of the auditor of revenues office.

The Continuous Products Co. officers are: George Kocian, president; Aimee Moskal, secretary, and Dennis Antolik, treasurer. They are advised by Richard S. Tibbits, industrial development, and Dennis Kish, of the auditor of disbursements office.

Special advisors to the Erie-sponsored companies are Ray A. Mylius, mechanical department, Joseph E. Keenan, comptroller's office, and George F. Mills, traffic department.

...

Rail Experts Learn Erie Way to Keep Interest Up

Safety Men Hear Forbes Speak at Chicago

RAILROAD SAFETY MEN from all over the country learned just how the Erie keeps interest in safety alive at Meadville when Francis F. Forbes, supervisor of the scrap and reclamation plant, read a paper at the 45th National Safety Congress in Chicago.

The five-day congress attracted several thousand men interested in safety in all fields to Chicago. Among them were 25 men from the Erie who spent one or more days attending sessions and making the rounds of the exhibition of safety equipment, clothing and instructional material.

On hand to see that the Erie men missed nothing they had come to see or hear was the Erie's superintendent of safety, Harold E. Shaughnessy.

Forbes told the delegates that it is the little things that continue to present challenges in the safety field.

Little Things Count

"It is the little things that annoy us," he said. "You can sit on a mountain, but you can't sit on a tack."

He explained that this summed up much of the safety problem today, when management has eliminated many of the potential hazards in the complicated problems of handling the many potentially dangerous commodities that are, of necessity, used in industry, and especially in a program aimed at safety in maintenance and stores operations.

Today's problem, he pointed out, lies principally in the unpredictable behavior of the human element.

"We must not relax in our efforts to contact and teach employees to join hands in the all-out fight for life," he warned.



A SAFETY SHOE FOR TRACK WORKERS is inspected at the National Congress of Safety by three men from the Erie: Harold E. Shaughnessy, superintendent of safety; Francis F. Forbes, supervisor, scrap and reclamation, and Chester G. Gilkison, supervisor of materials, maintenance of way.

Too, he told of the importance of education, not only of current workers, but of the rising generation, who, he predicted, would be working, playing and living under even more complicated and dangerous conditions than we know today.

He sounded a warning against supplanting safety with haste.

"... we live in a world whose chief concern is more and more speed," he said. "In this haste and speed we violate safety rules or laws which in turn build up sales resistance (to safety) which is hard to overcome. It is this phase of our safety work to which we must devote our greatest effort."

Don't "Don't"

He advised his hearers to abandon the old way of prohibitions, don'ts, and many, many rules, and to adopt an approach both inspirational and educational, so that the employee's contact with safety will be a pleasant experience.

And he told something of the program the Erie carries out at Meadville among 400 employees in

16 sub-departments that attend monthly meetings. At Meadville, Forbes is chairman of the division superintendent's safety committee, which is drawn from all departments.

"The committee is made up of top departmental heads of the local operations," he said.

Safety Film

"The chairman sets dates for meetings and notifies the members, as well as sends notices to all departments for bulletin board posting. The notices carry the time for the meetings and the subject matter to be considered. Diversified material is used, however, and only one subject is taken up each month, e. g.—

"Review of preceding year's safety posters.

"Checking on safety rule books and their usage.

"Proper clothing and health protection.

"Once a year a motion picture on safety is shown and the following month a discussion on the film creates interest. Every possible

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Erie's Susquehanna Division Was Railroad's Birthplace

Early Southern Tier Settlers Urged Building of Line



DIVISION ENGINEER for the Susquehanna, Delaware and Wyoming divisions is Wesley F. Petteys.



GUY E. STUART is chief dispatcher, Susquehanna and Delaware divisions.



PURCELL R. FRISBEE is road foreman of engines, Susquehanna division.

IN 1831 THE PEOPLE of the southern tier of counties of New York State were seeing their dream of a direct, sure route to New York's markets drawing closer and closer to reality.

Ever since General Sullivan and General Clinton had vanquished the Indian Confederacy in 1779 the potentially rich valleys of the Chemung, Canisteo, Chenango, Cohocton and Tioga had lacked only a ready means of communication with New York in order to develop.

And General Clinton had seen the need. He had called for a highway through the Southern Tier and Lake Erie on his return to the seaboard. He even had a name for his road, and the route he chose to and through the Southern Tier is virtually that followed by the Erie Railroad today.

Of all the route he mapped out for his highway—he suggested it be named "The Appian Way" in memory of ancient Rome's principal road to its provinces—no part

of the Erie follows his plan so closely as the 139.7 mile Susquehanna division.

But like many another good idea, General Clinton's was ahead of its time. Seventy-one years were to pass before a good means of transport existed between Hornellsville, as it was then called, and New York. Iron rails, not cobbles, surfaced the road. And steam locomotives, undreamt of by Clinton, pulled the loads, not oxen.

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QZ SIDING LIES BETWEEN the east and west bound mains, where it can serve either track.

In the 71 years the name of Clinton was always in the mouths of the lonely settlers in the Southern Tier. He, as the man who opened the country by helping to pacify the Indians, had made it possible for them to live there.

But getting their crops to market was another matter.

Clinton's son, DeWitt Clinton, governor of New York, kept the name alive in the settlers' thoughts. He had promised the Southern Tier "an avenue"—he did not say whether it was to be a highway, a canal or what—to New York and its markets in return for the Tier's support of the Erie Canal project.

That canal did link New York and the west by way of the Great Lakes. But it did not help the Southern Tier.

And, whatever his motives, DeWitt Clinton died before anything was done for the Southern Tier.

Meanwhile the dream, coming nearer to reality, was taking on a new form.

William C. Redfield of New York had issued a pamphlet, calling for "A Great Railway," and he picked the Clinton route, the Erie route, up the Delaware, along the Susquehanna, Chenango and Chemung!

And then came the third Clinton—Col. DeWitt Clinton, grandson of the general, son of the governor. He traveled over the proposed route, and pronounced it practical for a railroad.

Meanwhile, down in South Carolina, the steam locomotive was proving it could work.

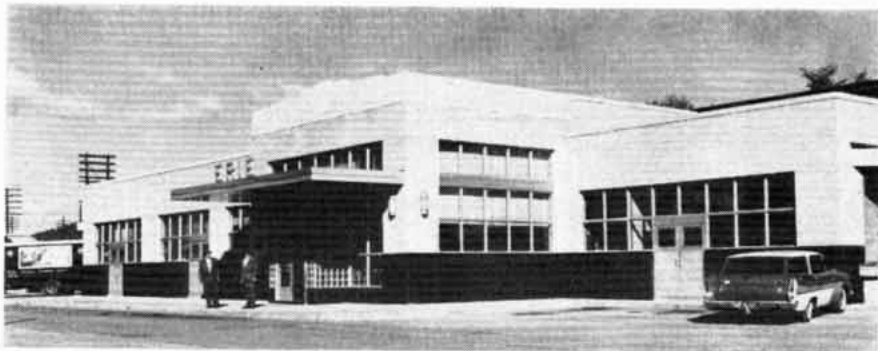
And the people of the Southern Tier saw their dream close to reality.

They began to meet, to talk, to agitate. Meetings were held at Monticello in Sullivan County. Then in Jamestown and at Angelica. The dream was taking shape.

Finally, at Owego, real action was taken, a real decision made. There on Dec. 20, 1831, men from all the Southern Tier counties met. And, during their proceedings a letter arrived from Eleazar Lord, New York financier, and some of his friends.

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GLEAMING WHITE BRICK AND WIDE WINDOWS give the Erie Railroad station at Corning a character all its own.



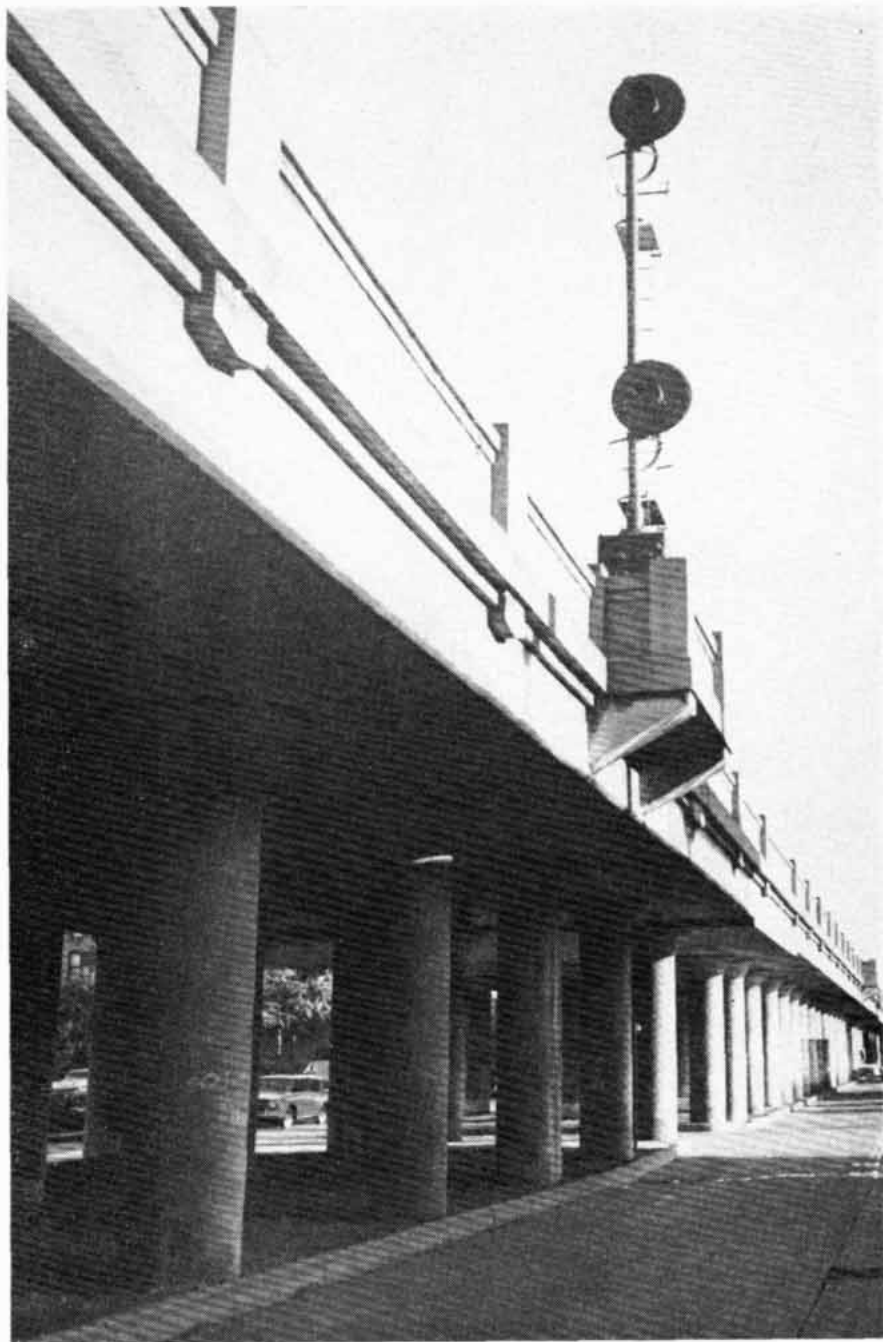
CORNING'S SKYLINE IS DOMINATED by this modern office building, faced, as is fitting for a glass company's headquarters, with black glass.



A REMINDER OF THE INTERURBAN AGE is this abandoned right-of-way beside the Erie tracks not far from Elmira.

Susquehanna Division

(Story begins on page 12)



THE ERIE PASSES THROUGH Elmira on this elevated right of way through the city.

Lord, soon to be the first president of the Erie, encouraged the hopes of the convention.

His letter, too, warned against setting up two companies to build the road—for some of faint heart felt that no one company could carry out the construction of a railroad that was to reach for more than 440 miles, but had urged two companies be formed.

The meeting ended, agreed upon several things, most important of which was that the legislature be asked to charter a company to build a railroad from Lake Erie to the Hudson, through the Southern Tier, by way of the village of Owego.

That railroad today is 2,207 miles long, all operated by one company.

And the Susquehanna division's portion of that mileage begins at SR Tower, just west of Susquehanna station, and ends just west of the station at Hornell, no longer Hornellsville, for, over the years, the settlement where George Hornell was justice of the peace, postmaster, grist and saw mill operator, has grown to 15,049 persons, and lost a syllable of its old name.

And commerce has come to the valleys, just as General Clinton foresaw it would, once a way to New York was opened.

The products of those valleys, however, would astound him.

Glass Covered Buildings

At Corning a glass company's office building, sheathed with black glass, rises high above the valley floor, higher than any building in America in his time—and at Endicott machines are produced that can read, write and figure, working their miracles with a source of power unknown in his time.

Not far away the general might smell something that was familiar in his day, the smell of new leather being worked up into shoes. But these shoes are not made by a man bent over his work, one pair in two days, but by the hundreds of thousands, all of high quality, more shoes in a week than all the country owned, let alone made, in 1779. And the employes work under pleasant light, in clean air, and may play golf in their free time on a course that lies beside Clinton's Appian Way—the Erie.

But perhaps he would be most astounded at the great carrier of bulk commodities, of finished goods, that has made all these advances possible—the railroad itself.

As he suggested, the road follows the Susquehanna River's Great Bend, and then follows that river downstream into New York.

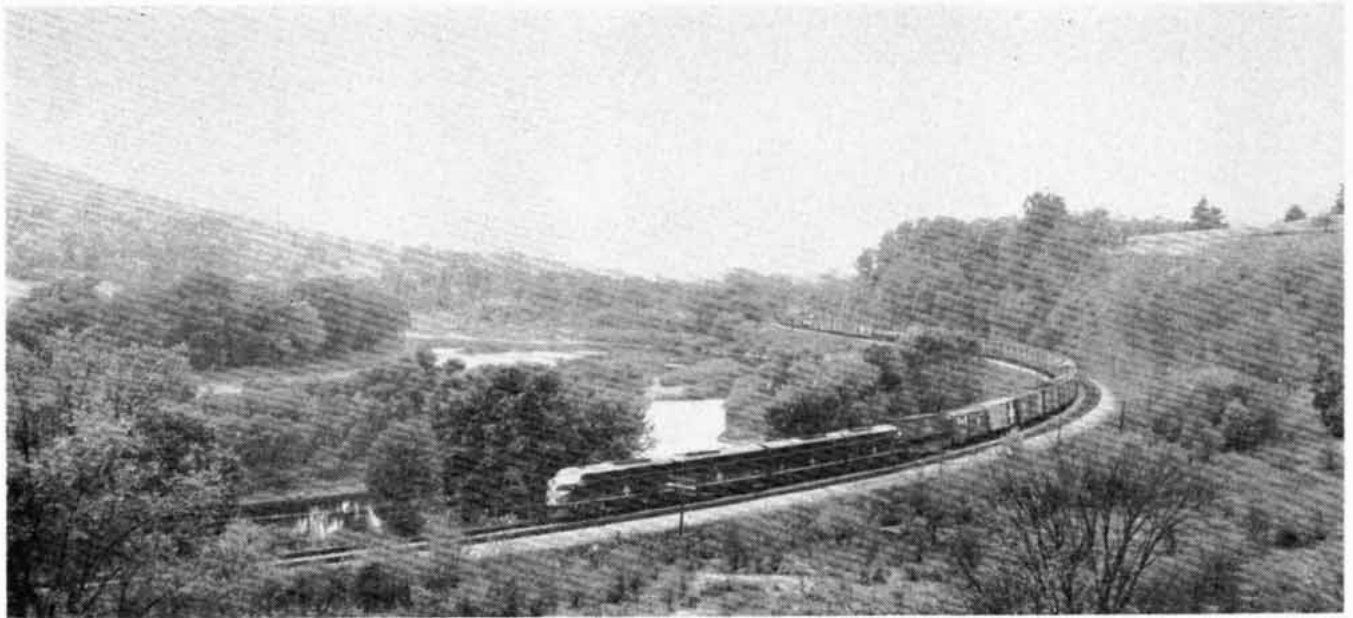
Gorge Broadens

Here in the gorge of the Susquehanna, the scenery, save for the tracks of the railroad itself, is not too different from what it was when Clinton was fighting the Iroquois Confederacy. But soon the gorge broadens to a valley.

And then the landscape shows the hand of man. From Kirkwood,

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Erie Railroad Magazine



AN EAST-BOUND ERIE FREIGHT TRAIN slips along the Susquehanna near Red Rock.

N. Y. to Hornell rich farms and busy cities line the railroad like beads on a string.

First of the big cities is Binghamton, where the valley of the Susquehanna broadens into a plain. It is here the Chenango flows into the Susquehanna. Binghamton was already a thriving place when it played host to those who rode the first train to enter the town on Dec. 26, 1848.

Talleyrand Slept Here

It also had memories, even in that early day. For had not Talleyrand spent the summer in 1794 working on a farm nearby? And had he not gone on to be Napoleon's foreign minister?

But today Binghamton is too busy to spend much time in memories. Among its many products are photographic films and precision machinery. Nearby is a huge Air Force installation.

Near it too, and on the Erie, so near that the three make one trading area, are the cities of Endicott and Johnson City, where chemicals as well as magic brains and shoes are made.

A few miles farther on is Owego, where standing in a garden by the station, is the stone monument that tells of the "Congress of Counties" that first asked for a railroad to be built through the Southern Tier.

(Turn the page, please)



HORNELL STATION HOUSES the offices of Carl S. Kinback, superintendent of the Susquehanna, Wyoming and Delaware divisions, and those of his staff, in modern quarters on the second floor.



MAGIC BRAINS BEGIN their rides to their users from this yard at Endicott, N. Y.



RED ROCK STANDS ABOVE the tracks along the Susquehanna, east of Great Bend.



THE SCALE IN HORNEILL YARD, like all Erie equipment, is tested regularly. This picture shows a test weight car beside the scale house; to the right is part of Woodruff Yards, named for Robert E. Woodruff, retired chairman of the board.

Susquehanna Division

(Story begins on page 12)

From Owego the Susquehanna division continues to follow the river for which it is named through valleys with hills on either side, but this is no tortuous Delaware with steep banks on either hand.

From time to time the hills fall back from the river to give room for wide and flat farms, and then close in again. But the scenery, while beautiful, lacks the wild quality which is so forbidding along the other river, and in the Great Bend area of the Susquehanna itself.

Easy Grades and Curves

And all the grades are pleasant, easy ones. Nor does the railroad have to twist and turn. There are curves, but they are of the gentle sort which has given the engineering world its name for a gentle, well-planned change in direction, true "railroad curves."

Just east of Waverly the railroad leaves the Susquehanna, and runs straight west to Waverly, which lies north of the junction of the Susquehanna and the Chemung.

And west of Waverly the road begins to run beside the Chemung, a gentle stream of the sort that Victorian artists used to love to paint. For the Chemung and its valley and its hills are gentle and restrained, the ideal of quiet river scenery.

Up the Chemung

From Waverly the route lies up the Chemung to and through Elmira. And beside the Erie's tracks can be seen the abandoned roadbed of an interurban line, following the railroad through the hills, which lie close beside the track for much of the way to Elmira, where Mark Twain once made his summer home.

At Elmira the hills fall back again from the railroad, and the railroad rises to pass above the city's traffic on a concrete viaduct built to eliminate grade crossings.

Only five miles out of Elmira the station of Horseheads is reached. This town, the story goes, was named for the large number of skulls of horses found here in the early days.

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Erie Railroad Magazine

According to one story, the skulls were those of the horses in General Sullivan's baggage train. After the Battle of Newtown Sullivan's army was short of forage for the horses. To prevent them from dying of starvation, or falling into the hands of the Tories or Indians, many were shot. Later, the story goes, someone collected the skulls of the animals and piled them into heaps.

Just west of Horseheads the hills fall far back from the railroad. This is Big Flats, one of the districts General Clinton foresaw as an area ripe for settlement.

Watching the building of the Erie through Big Flats was a popular sport back in 1849 and early 1850. For the idea of supporting the rails on longitudinal stringers resting on piles had not yet been completely abandoned.

Early M.W. Machine

It was an expensive mode of construction, and, as Brunel had found in England, gave too rigid a structure for the best running of locomotives. But in those early days, when no one was experienced with the details of railroad operation, such a structure appeared, from the standpoint of pure logic, to be the best.

To place the piles a special machine had been devised, a machine that was the forerunner of today's mechanized track equipment. This device not only drove two piles at once, but when they were driven sawed them off level. Besides all this, it placed the piles in position for driving. From contemporary accounts, it appears the machine was self-propelled.

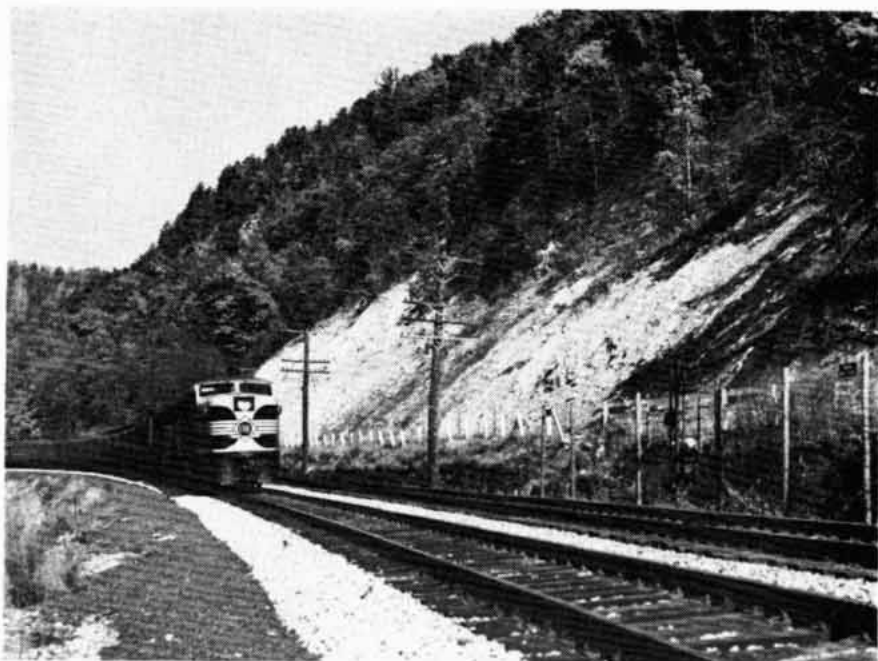
Whether or not the machine pushed itself along, it certainly gave a good show, especially to men and women most of whose experience with power machinery had been limited to seeing water wheels at work.

White Brick and Black Glass

But those hills close in again, close beside the tracks, before Corning, the city of glass, is reached, so that when the city appears, the first sight of the town is a dramatic one, with the low-level white brick Erie station further.

(Please turn to page 33)

December, 1957



TRAIN NUMBER TWO approaches an automatic land-slide detector. The detector, made of wire fencing, sets signals against trains if disturbed by rocks or dirt.



HERE AT ADDISON THE ERIE interchanges traffic with the Wellsville, Addison & Galeton. The gaily painted car on the siding is a WAG box car.



THE NEW CORNING DIESEL SHOP is an example of the continual growth of the Erie.



SAM O'BRIEN
Trackman
Mansfield

PEOPLE YOU KNOW



All Working on the Erie in and near Mansfield



DENNIE WILBURN
Trackman
Mansfield

HERBERT J. SEIF
Yard Brakeman
Harding



HAROLD L. BAIRD
Yard Engineer
Harding



CLELL BOGGS
Trackman
Mansfield

WILLIE ROBERTSON
Trackman
Mansfield



GAYLORD L. RULEY
Ticket Clerk
Mansfield

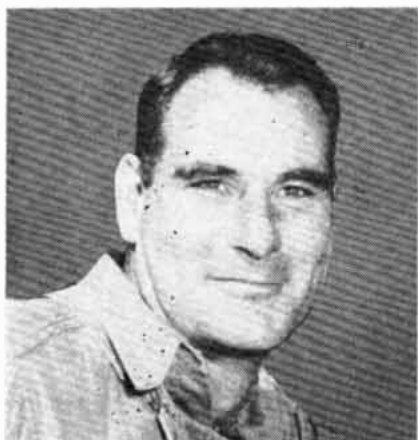


ROBERT L. REISH
Signalman
Polk

JOHN C. WEBB
Trackman
Mansfield



FRED T. BAIR
Yard Clerk
Harding



NEIL E. LUGTHART
Assistant Signal Maintainer
Polk

JAMES E. EVANS
Trackman
Mansfield



DELBERT CYRUS
Trackman
Mansfield



JOHN S. REYNOLDS
Signal Maintainer
Polk

PAUL R. KRUGER
Yard Conductor
Harding



WELLINGTON M. DRAKE
General Yardmaster
Harding

Praise Earned by Erie Men, Women at Work

Sir:

... I had to attend a newspaper convention in San Francisco and my first and only call was on Mr. Jacobus [Joseph Jacobus, ticket agent, Ridgewood, N. J.]. I had to make a stop in Long Beach to see a 93-year-old aunt, so I advised him to route me on the Golden State Limited, which he did.

I have used the Santa Fe so often between Chicago and Los Angeles, I thought I would like to retry the Rock Island. From Los Angeles I used the Southern Pacific Daylight to San Francisco.

The newspaper meeting having been concluded, I took the Shasta Daylight to Portland, and then on through the Canadian Rockies and back to Chicago and home on the Erie.

This was all done from our Erie station. Never during the trip did I have an unpleasant experience.

From my boyhood on I have rooted for the Erie and it tickles me no end to see an intelligent man operate by himself in the interests of his employers...

Bennett H. Fishler
Editor and Publisher
The Herald-News
Ridgewood, N. J.

Sir:

I would like to comment that your railroad and its personnel are giving our company excellent service, which far surpasses that which we are getting from any of the other lines in the Midwest.

John H. Carney
Lawrence R. McCoy & Co.
Worcester 8, Mass.

Sir:

I want to take this opportunity to express my appreciation for the excellent job that is now being done in connection with the handling of our trains in Hoboken, N. J.

If you will recall, I was quite critical when things were not going as I thought they should in Jersey City, and, now that the situation is entirely reversed, thought I would write and tell you how I feel.

Frank A. Fausner
Waldwick, N. J.

Sir:

We wish to take this opportunity to thank you for the very efficient placing of box cars for the Caledonia branch of the Marion County Farm Bureau Cooperative Association during the past wheat season.

I am sure that you and your crew put forth an extra effort to supply us with box cars during the time we needed them.

Again we wish to thank you for your excellent service.

R. P. Sherer
Caledonia Branch Mgr.
Caledonia, Ohio

Sir:

I am taking time out to write you a line to thank you for the courtesy on the Erie Railroad.

My three sisters and I took a short trip to Glen Rock on the 1:02 p. m. train.

I cannot speak highly enough about the two conductors on your road.

They helped us on and off at both stations, and we are not too old. I can imagine how they would respect much older folks.

Helen L. Dobson
Brooklyn, N. Y.



"Yes, it's a nice day. I'm glad you think I'm a doll, and my husband would like his seat!"

Sir:

Please accept my deep appreciation for the kindness and superb cooperation you gave in our recent industrial development program for Overhead Door Corp.

You were exceedingly helpful to the company and to me. I am sure that the company is going to be happy as a part of your fine community...

Robert Dailey
Dailey & Co.
Muncie, Ind.

Sir:

I want to thank you very much for your cooperation in securing for us car No. 7256 for an emergency which occurred at our Glen Lyn plant.

By securing this car as requested, we were able to move a spare transformer from our Muskingum plant to our Glen Lyn plant, thereby greatly minimizing a situation which otherwise would have been tremendously costly to our company and others concerned with this matter.

R. C. Miller, Asst. Chief
Construction Division
Am. Gas & Elec. Service Corp.
New York 8, N. Y.

Sir:

I have just returned from the local freight offices at 1865 Scranton Road, Cleveland, where I was making inquiries concerning a trunk sent over the Milwaukee Railroad from Madison, Wis., by my daughter who is a student at the University of Wisconsin.

The courtesy and cooperation displayed by the lady in charge of the office, as well as the gentlemen who assisted her in handling this matter, were exemplary and I am writing this letter of commendation.

Criticism is all too often expressed vocally, and I hope that this note of thanks will in some small measure compensate for some of the frequently unmerited outbursts which railroad people must hear. I am most grateful for the prompt and kindly treatment.

S. G. Stillman
Cuyahoga County Republican
Organization
Cleveland 14, Ohio

Sir:

We enjoyed our perfect accommodations both ways this time. We think Erie trains are tops...

Cornelia Bennett
Paterson, N. J.

Merry Christmas

ERIEITES



Joseph V. Reilly

Railroad Representative

The Travelers Insurance Company

Room 1329 • Empire State Bldg. • New York

Phone: PE 6-4332

Erie Veterans News

DEAR Veterans:

Time marches on. This is my final literary effort as president of our great association.

It has been a grand experience for both Mrs. Turner and me. The good people we have met in our visits along the railroad have made one feel that, after all, we have a worthwhile organization.

I take this opportunity to thank all the good people who have gone out of their way to make our visits to their chapters so pleasant. Also for the splendid co-operation of all the system and chapter officers.

Erie Railroad officers, too, have contributed to the utmost in every way, to the success of every function, and to all of them my sincere thanks.

Veteran L. E. Rodgers will take up the duties as president at Jamestown on Jan. 18, and I am sure you will give him the same kind of support that has made my tenure of office so enjoyable.

Thanks again and may God bless you.

Sincerely,
W. W. Turner
President

Jersey City

By G. C. Kalle

Peter Gniazdowski, Arthur J. Stuewe, Tindaro Ballato, Leo Slawinski and John Zabriskie have retired since our last report. We wish them many healthful retirement years.

We were glad to welcome Veteran Ed Waddy and his wife at the United Veterans convention and at our New York Division Welfare Association dinner-dance.

Members planning to attend the annual meeting at Jamestown in January should make dinner and hotel reservations with the secretary as early as possible.

Our sick members, Mrs. F. P. Belling, Douglas Horn and Harold J. Gaherin, are improving. Best wishes for speedy recovery to them and others who may be incapacitated.

Our first meeting date of the new year falls on Jan. 1. Through the

courtesy of the Odd Fellows, we will be able to hold our meeting on Thursday, Jan. 2.

There are still a few unpaid dues. Please get in touch with the collector or secretary so we can close our books with no dues outstanding.

Again may we remind all veterans that the field is large and all it requires is a little effort to get a new or reinstated member. Application blanks may be secured from the secretary, or you can send him the prospective member's name, address, occupation, work location and date of service entry. He will carry on from there. Address: G. C. Kalle, Assistant Agent, Weehawken, N. J.

The officers, past and present, wish all veterans and their families a Merry Christmas and a Happy New Year.



"How long does this gradual readjustment to retirement take?"

Youngstown

By S. D. Bean

The joint meeting with the auxiliary in September was very successful. We should arrange these parties often.

Work on the buildings at our picnic grounds has ended for the season. We made necessary repairs to the old building and advanced the "addition" to a floored and roofed pavilion. All of this was made possible by volunteer contributions of money and labor by the members, who deserve a vote of thanks.

We have no new members to report. If anyone knows of a prospect, be sure to get his application. With so many retired veterans leaving for Florida or other places, we need all the new members we can get.

Chicago-Hammond

By Chris Hardt

Our annual fall party was held Nov. 19 at Nielsen's Restaurant in Evergreen Park.

After a delicious chicken dinner and election of officers for 1958, there was an evening of fun and relaxation. There also were many prizes, including a door prize.

Marion

About 50 veterans and wives attended the Oct. 17 meeting in the Grotto Hall.

Officers for the ensuing year were elected: F. R. Hayman, chairman; Ray Derringer, vice chairman; H. E. Smith, treasurer (second year); F. P. Yost, secretary (fourth year).

Entertainment was by the Par Dance studio.

Salamanca

Sixty members and guests attended the Cuba meeting at Hotel Kinney on Oct. 26. After an excellent turkey dinner there was a brief business meeting, and then round and square dancing.

Guests were Kathryn Draper, Olean, Braille instructor, and Mr. and Mrs. Earl Crabtree from the Hornell chapter.

Lloyd Eastman was dinner committee chairman for the meeting at Myers Hotel, Salamanca, on Nov. 22. He was assisted by Ralph Harold, Harry Sloan, Fay Barhite, Sam Minneci, John Lindner, Albert Burley and Robert Crouse.

The Christmas party will be at the Holy Cross Athletic Club, Salamanca, on Dec. 14. J. G. Alney is chairman, H. M. Bunker, co-chairman, and committee members are C. R. Fralick, Charles Stein, Luis Martorell, Leo Smith, John Kennedy, Stanley Ambuski, J. J. Malone, Harry Sloan and D. S. Fordham. Mrs. H. M. Bunker is decorating committee chairman.

Buffalo-Rochester

By Ruth Nise Munger

Forty-six chapter and auxiliary members traveled to Portland, Me., in October for the 28th annual meeting of the United Association of Railroad Veterans. It was one of the largest meetings, over 1,000 attending from all parts of the country and enjoying the hospitality of the Maine Central Railroad.

At the convention, Michael A. Redding, of this chapter, was elected second vice president of the association.

(Next page, please)

Erie Railroad Magazine

One of the two oldest veterans present was 91.

The veteran attending the most conventions was this correspondent who has missed only one since 1932. A corsage of white roses was presented.

H. P. Wells, of Boston, treasurer, is one of those who organized the association in 1929.

Next year the convention will be in Boston.

Best wishes to Engineers **Louis Luecht** and **George W. Feltz, sr.**, who have retired. The latter has more than 45 years' service.

Mr. and Mrs. Percy C. Berkwater celebrated their 50th wedding anniversary at Kenmore, near Buffalo, on Oct. 19. **Mr. Berkwater**, who retired in 1950 after nearly 47 years of service with the Erie, was agent at Buffalo from 1928 to 1950. His first job with the Erie was that of freight agent at Mount Jewett, Pa., where he went to work on March 11, 1903.

They marked the anniversary by attending Holy Communion at the Episcopal Church of the Advent in Kenmore. Earlier in the week their daughter **Virginia** had given a reception for them at Hotel Lennox in Buffalo.

Congratulations to **Mr. and Mrs. Elmando Bondanza** who observed their golden wedding anniversary recently. He retired in 1952 as freight house foreman after 44 years' service.

George Leffler, locomotive fireman, retired recently after 50 years' service. He was honored in a surprise ceremony in the yards off Bailey Avenue, Buffalo, on his last day, and presented with a pen and pencil set by members of the B. R. T.



"He works on an Erie tug."

Huntington

By A. C. Smith

Chapter and auxiliary members met Nov. 2 at the Masonic Temple and enjoyed a potluck supper.

After supper and the business meeting, officers for 1958 were elec-

ted. They are: **E. F. Champlin**, re-elected chairman; **W. R. Jamison**, vice chairman; **A. C. Smith**, re-elected secretary-treasurer; **G. F. Sands**, chaplain; **G. Y. Knight, sr.**, **O. J. Krimblebine** and **J. F. Tallman**, trustees.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Thomas W. Allen	Road Hostler	Jersey	10-31-57	47
Howard M. Bryan	Electrician Helper	Hornell	10-24-57	29
George L. Busteed	Foreman	Midvale	11-30-57	49
Jacinto L. Caputo	Track Foreman	Port Jervis	10-14-57	46
Gasper Chandas	Carpenter	Cleveland	10-13-57	27
Roy A. Colombo	Signal Maintainer	Waldwick	10-22-57	43
Con D. Cull	Road Foreman of Engrs.	Salamanca	11-30-57	45
Sylvester A. Daniels	Relief Gen. Foreman	Hornell	10-14-57	22
Merton S. Delap	Engineer	Hornell	10-22-57	42
Antonio DeLauro	Asst. Track Foreman	Weehawken	10-31-57	57
Peter DeMott	Road Conductor	Hornell	9-30-57	29
Gladstone G. Dirmeyer	Signal Maintainer	Leavittsburg	10-19-57	34
Clifford C. Dodge	Machinist Helper	Hornell	10-31-57	35
Frank Falzoi	Machinist	Hornell	10-31-57	41
George W. Feltz	Locomotive Engineer	Buffalo	10-27-57	45
John Ferencik	Plumber	Sharon	9-30-57	36
Nicolo Floriano	Carman	Hornell	10-31-57	39
William E. Gaylespy	Train Baggage	Cleveland	9-30-57	45
Lynn J. Gibbon	Road Conductor	Buffalo	10-9-57	46
Joseph Giordano	Hollermaker	Jersey City	10-3-57	45
James Green	Locomotive Engineer	Buffalo	10-7-57	45
Vincent P. Hall	Patrolman	Buffalo	10-4-57	23
Paul F. Henry	Accountant-Open Acct.	Hornell	10-31-57	45
Frank Hrelja	Car Inspector	Rittman	10-2-57	36
Grover L. Jackson	Engineer	Meadville	10-21-57	45
Charles H. Jordan	Welder	Brier Hill	9-23-57	36
Stanley J. Kearney	Bill Clerk	Chicago	9-30-57	47
Michael N. Kerdyl	Car Inspector	Hornell	10-3-57	40
William A. Kinner	Machinist Helper	Hornell	10-31-57	36
George Leffler	Locomotive Fireman	Buffalo	10-29-57	50
Harry L. Main	Car Repairer	Meadville	9-30-57	33
Carlton B. Miesse	Estimator	Cleveland	11-30-57	52
James A. Moran	Machinist	Susquehanna	10-12-57	54
William Niero	Engineer	Hoboken	9-9-57	36
Joseph H. O'Bryant	Operator	Kent	10-6-57	42
Joseph Olszewski	Plumber	Jersey City	11-13-57	44
Christ D. Painter	Engineer	Salamanca	10-21-57	44
Anton Puzman	Crossing Watchman	Cleveland	7-22-57	29
Andrew M. Quigley	Hostler	Salamanca	10-9-57	45
Grady H. Ray	Loco. Crane Engineer	Kent	10-10-57	21
Arthur L. Riemann	Asst. Valuation Engineer	Meadville	11-30-57	47
James P. Robbins	Pipefitter	Brier Hill	10-3-57	33
James H. Ross	Locomotive Engineer	Meadville	10-23-57	46
Floyd A. Sauerbier	Maintainer Helper	Cameron	10-8-57	33
Leo J. Schumacher	Temporary Carman	Dunmore	10-5-57	33
Charles Schwager	Engineer	Hoboken	9-30-57	31
Walter J. Shroka	Road Conductor	Cleveland	9-30-57	45
Nellie L. Singleton	Timekeeper	Hornell	11-30-57	41
Chester Snyder	Car Repairer	Port Jervis	9-30-57	29
Robert W. Stanton	Car Repairer	Elmira	9-18-57	50
James K. Strain	Engineer	Binghamton	9-30-57	45
Theodore S. Thomas	Machinist Helper	Hornell	10-9-57	22
Harold D. Washburn	Switchtender	Susquehanna	9-26-57	35
Isidore Wasyluk	Car Repairer	Jersey City	9-26-57	29
William J. Wendt	Engineer	Port Jervis	10-9-57	35

Latest Chatter About All the Erie Family

Marion Division

HAMMOND CONSOLIDATED

By Grace Connoles

Pvt. **Robert Settlemaier**, furloughed yard clerk, who is a gunner in Co. D, 10th Division, 10th Infantry, in Schweinfurt, Germany, appears in a movie showing tactical platoon training exercises. The film was shot near Frafenwoehr and demonstrates the Army's new pentomic concept to TV audiences in the U. S. **Bob** has been in Europe since November 1956.

Arthur Jarvis, assistant chief yard clerk, and wife have returned from a month's trip to New York and Florida. While in Clearwater they visited with the **L. L. Worlands** (retired chief yard clerk).

Mr. and Mrs. Fred Keene, accompanied by **Mr. and Mrs. Otto Koelzow**, have returned from a motor trip in Pennsylvania and New York. While traveling in western New York it was necessary for them to stop for a herd of deer crossing the road.

A welcome addition to the force is **Amy Jean Helms**, relief clerk.

William Martin, son of the correspondent, entered Indiana University as a sophomore this fall. He is studying journalism.

Freight House Foreman Roy Elkins is recuperating after a rather prolonged session with the flu.

L. W. Connoles, chief clerk, was called to Minnesota due to his mother's illness.

MAINTENANCE OF WAY

By Marlene Trainer

We welcome **M. E. Heck** of Huntington as plumber foreman. He replaces **W. B. Rathfon** who retired recently.

Signal Maintainer J. H. Wolfe and wife spent their vacation traveling in the West.

Assistant Chief Clerk **A. C. Smith** and wife are grandparents of **Kent Arthur**, born to **Mr. and Mrs. Glen Smith** in Miami, Fla. The Smiths visited their daughter and family in Knoxville, Tenn., on vacation.

Betty Pegan, daughter of Crossing Watchman **C. K. Pegan**, spent several days on an educational tour to Washington, D. C., New York City and other eastern points with the Huntington High School GAA group.

Several Erie young people are attending college. Some of them are

James Graeber, Valparaiso University, **Barbara Smith**, Purdue, **Betty Parker**, Holy Cross Central School of Nursing, South Bend, **Virginia Spenser**, St. Elizabeth School of Nursing, Lafayette, and **R. A. Koehlinger**, Indiana Tech.

Retired Telephone Supervisor **R. F. MacFarlane** of Tucson, Ariz. and wife visited friends and relatives in Huntington. **Bob** called at the office to renew acquaintances.

14TH STREET, CHICAGO

By Chris Hardt

Anthony Serritella, furloughed typist-clerk, who is with the Army at Fort Leonard Wood in Missouri, writes that he will be home for Christmas and will be happy to see his office associates.

The **Geraldine Lessig O'Briens** now have two children. **Gerry** was a clerk here and her father is the retired yardmaster.

Chester Prondzinski, clerk, left our service and now is in business for himself at Lincolnwood, Ill. We wish him success in his new enterprise.

Our new messenger-clerk is **Ronald Scarpaci**.

J. J. Novotny, chief tracing clerk, became a grandpa for the fourth time recently when a son was born to his daughter, **Dorothy Majceek**, at Berwyn, Ill. **Dorothy's** first child is a girl. The other grandchildren (boys) live at an Army post near Denver.

Stanley J. Kearney of the billing department retired recently. On behalf of the office forces **John J. Novotny** presented him with a wrist watch. Since **Stanley** is planning a trip to his home town, St. Johns, Newfoundland, office associates also presented him with a traveling bag.

Donna Myers, rate clerk, and **Richard Major** were married Nov. 2 at St. Mary's Church in Hammond. The reception was at Calumet City. Wedding gifts from the office were an electric percolator and a mixer.

TRANSPORTATION

By C. R. Swank

Mr. and Mrs. J. C. McCauley spent a weekend in Meadville visiting with the **L. J. Carters**.

W. W. Frederick, operator at Newton, and wife visited their daughter in Colorado while on vacation.

C. K. Albertson, first trick operator at SJ tower, Lima, and family made a vacation trip to the Southwest and stopped with friends in Arizona.

Mary Jane Keefe, stenographer in the chief dispatcher's office, went to Lansing, Mich., along with mem-

bers of the Fort Wayne Ice Skating Club, to attend a judging school of the U. S. Figure Skating Association.

• • •

Stores

MEADVILLE SCRAP & RECLAM.

By George Smith

Birthday greetings in December to **Richard Dobbins** and **Joseph Severo**.

Glad to report that Stockkeeper **Stanley Lawhead** is improving after an operation.

We welcome **Audrey Lavery** as clerk-steno while **Marlene Braham** is on leave.

There are five employees here who have worked continuously during the 30 years since our plant was founded. They are: **F. F. Forbes**, supervisor; **George H. Hood**, leading stockkeeper; **Ralph Foster**, carman; **Walter Smith**, crane operator, and **Stanley Miller**, generator plant attendant.

Small game was quite safe this season from the so-called hunters at this plant.

Since my last column our bowling team has been knocked out of first place. Glad to say the work equipment shop team is leading the league now.

Thelma Pope is improving slowly after an illness.

The committee and actors and actresses are working hard preparing for our annual Christmas party, to be at the Eagles' auditorium Tuesday night, Dec. 10.

The correspondent wishes all a happy holiday season.

• • •

Allegany-Meadville

SALAMANCA SHOP

Tom Paprocki, carman apprentice, and **Tena Nickola** were married on Sept. 7.

Congratulations to **Jan Schinning**, wife of **Bill Schinning**, who is now a real estate salesman.

A son was born Oct. 31 to **Mr. and Mrs. Bob Prusinowski**. The **Prusinowskis** are now occupying their newly built home.

We wish many happy retirement years for **Con Cull**, **Andy Quigley**, **John Sullivan** and **Bill Rail**.

SALAMANCA YARD

By S. Minneci

Congratulations to **Mr. and Mrs. LeRoy S. Jones** (yard conductor) on the arrival of a son Oct. 16. They have four boys now.

We wish many leisurely years for **Nick Reach**, section foreman, who

(Next page, please)

retired Nov. 1 after more than 45 years' service. Gardening is one of his hobbies.

Yard Brakeman **Martin S. Discavage**, who worked here and in Olean for the past 40 years, retired Nov. 4. He and **Mrs. Discavage** are now living in Florida.

Congratulations to Conductor **L. L. Bean** who became a grandfather for the 21st time with the arrival of **Stephen Leslie Plano** Oct. 25.

Kent Division

MARION

H. C. Thomas, division clerk, and wife, accompanied by **Mrs. Thomas'** parents, **Mr. and Mrs. John A. Burgin**, spent their vacation in Hot Springs, Ark.

Congratulations to Yard Brakeman **F. P. Yost, jr.**, and wife on the arrival of a daughter.

Mary O'Donnell, pass clerk in the superintendent's office, spent a week-end in Gary, Ind.

M. Melynk, patrolman, is back at work after a vacation.

We welcome a new patrolman, **W. L. Dutton**.

L. M. Lessley, assistant chief dispatcher, visited his son who is stationed at Fort Hood in Texas for advanced training.

The Erie Trowel Club held its regular meeting Nov. 2 at the Grotto Hall and elected officers for 1958, **Paul Herrington**, president; **Richard Kester**, vice president, and **R. A. McEvoy**, secretary-treasurer.

Thirty-four were present and enjoyed a pot-luck dinner at 6:30.

Tom Hurley was in charge of entertainment.

AKRON

By Besse Westbrook

Leon's dining room, decorated with gold flowers and a miniature train, was the setting for the dinner and dance on Oct. 5, honoring **L. W. Brillhart**, chief clerk of the revision bureau, on his retirement after 40 years of service. **Mrs. Brillhart** was presented with an orchid corsage and **Lester** wore a white carnation.

C. D. Carnes, agent, was toastmaster and presented a retirement certificate from the auditor of revenues department, Cleveland, and a chair from the auditing department and fellow workers and friends at Akron.

Speakers were **L. E. Isham**, trainmaster; **H. F. Keelen**, general agent; **R. E. Snyder**, new chief clerk, revision bureau; **F. D. Bott**, chief clerk, yard office, and **E. F. Kale**, chief clerk, freight office.

Mr. Brillhart's father was present and let us in on a few secrets of **Lester's** boyhood days. Other relatives attending were his daughters, **Beatrice Thornton** and **Gladys Varner** and their husbands; three brothers and a sister-in-law.

Congratulations to **R. E. Snyder**, rate revision clerk, promoted to chief clerk, revision bureau; **W. H. White**, promoted to rate revision clerk; **H. D. Stewart**, relief clerk in the freight office, promoted to rate revision clerk, and **Dave Hinds**, from general clerk to relief clerk.

J. E. Dice, cashier, and **Mrs. Dice** spent a vacation in California with friends and relatives.

Harold Bennett, chief clerk in the general agent's office, motored to Florida on vacation. He stopped at Tampa, St. Petersburg, Fort Myers, Key West, Miami, Fort Lauderdale and Jacksonville, and on the way home, at Williamsburg, Va.

Esther Martin spent her vacation with a niece who is attending school in St. Louis.



"Lucky for me I left my ticket in my other bag. I'm on the wrong train."

ASHLAND

By E. E. Woodford

Congratulations are extended to **Bob Giffin**, former typist, who was married on Oct. 25. He is now general clerk at Akron.

George Kyser, trucker, and wife have returned from a three-week tour to the west coast.

T. E. Schlingman, yard clerk, and family moved into their new home on Oct. 19.

P. E. Allison, operator-clerk, and family have returned from a two-week vacation in Phoenix, Ariz.

Mahoning Division POLICE DEPARTMENT

Capt. **J. O. Sheets** and Lieut. **David Downie** visited with **Lawrence J. Friess**, retired patrolman, at his home in Cleveland. **Larry** asked to be remembered to all his friends.

Patrolman **J. M. Buda** spends much spare time reloading bullets.

Patrolman **R. E. Hamilton** won a transistor radio at the Ashland County Fair.

Lieut. **C. H. Pageler** has acquired a new hunting dog.

Lieuts. **R. V. O'Dea**, **C. H. Pageler**, Patrolmen **A. Herrick**, **C. E. Talley**, **E. J. Conricote** and **D. H. Kerr** have recovered from influenza.

M. OF W., YOUNGSTOWN By Catherine E. Holzbach

Division Engineer **R. J. Pierce** and wife toured California on their vacation.

Bruno Dicasali, track supervisor, Greenville, is recovering satisfactorily after an operation.

Congratulations to **Mr. and Mrs. Paul H. Gum** (engineering corps) on the birth of a son Oct. 30.

W. L. VanLenten, son of Chief Clerk **W. H. VanLenten**, who was honorably discharged by the Army last March 29, now is an advisory attorney for the government in Washington, in the Health, Education and Welfare department.

Dominic Monroe, crossing watchman, is improving slowly from a heart attack.

Gladstone G. Dirmeyer, Warren, former signal maintainer at Leavittsburg, retired on Oct. 19 and plans to live in Florida.

L. R. Henderson, assistant division engineer, vacationed in Florida.

G. J. Kahl, assistant chief clerk, and wife visited their daughter in Chicago while on vacation.

Kenneth Heib now is supervisor's clerk at Warren.

YOUNGSTOWN FREIGHT By Mary Ellen Carney

A hearty welcome is extended to **Thomas Van Fossen**, new general clerk.

We wish **Dorothy Gettig** speedy recovery following her recent operation.

The writer now is stenographer in place of **Dorothy Gettig** and will be the magazine correspondent.

F. T. England and **Rose Mary Patrick** are back at their desks after vacations.

Birthday congratulations are extended to **Arthur Hopwood**. The correspondent also has a birthday this month.

(Turn the page, please)

CLEVELAND FREIGHT

By R. M. O'Connor

Chief Clerk Carl Grunwald's son Bob and Doris Warren were married Oct. 5 at the Fairmont Presbyterian Church. The reception was at the Alcazar Hotel.

George and Alma McHugh handed out 70 bags of candy as tricks or treat. Chief Bill Clerk George Kilcoyne and wife attended a Halloween costume party. George dressed as Elvis Presley and wore genuine sideburns—a week's growth—and Mrs. Kilcoyne as Hound Dog.

Jim Reeves, typist, tore his hand on a barbed wire fence while playing football and five stitches had to be taken. However, he is able to drive his new light green car.

Agent C. H. Schlegel and wife spent three weeks' vacation in California. Other recent vacationers are Lee Craft, freight checker, who went to Georgia; George McHugh and Ted Specht. Ned Hoon, retired freight stower, vacationed in Tennessee.

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Car Accountant

CLEVELAND

By Lou Landers

Now that we are happily settled in our new quarters in the Columbia and Marine buildings, promotion congratulations are in order. G. F. Dunathan, from car accountant to auditor of machine accounting, H. G. Strom, from chief clerk to car accountant, and R. W. Sturr, from assistant supervisor of machine operation to chief clerk.

Jean Brady and Mr. and Mrs. John Brady (Celeste Kemer) spent a vacation touring Ohio.

Irene Canterbury traveled to Florida on vacation.

Marion and Cliff Palmer will spend their annual vacation at Miami Beach, Fla.

It was participation in the Canadian War Heroes fencing tournament that took Norma Simmons to London, Ontario.

The usual correspondent, Ella Carpenter, vacationed in Philadelphia with her family.

Helen Ketchum spent a weekend with the Leonard Dawsons in Pittsburgh.

Olga Tanka and her sister flew to Mexico, stopping in Mexico City, Taxco, Cuernavaca and Acapulco.

Mabel Thomas' nephew, Major H. R. Deck, and family have been transferred from Turkey and are stationed in France.

Mr. and Mrs. Harold G. Post took their annual vacation trip to Phoenix, Ariz., to visit their son.

A December bride will be Lynne Marie Priest, who is wearing a diamond ring given to her by John R. Stevenson.



Much happiness is wished Grace Smith who is engaged to Jim Loch.

Vi Auryansen spent Thanksgiving and the weekend in Jersey City.

Mabel Goss spent a week's vacation with friends in Chicago.

Helen Wenzel spent two weeks in her home town, Pompton, N. J.

Lula Featherston was presented with honorary membership in May-

flower Chapter No. 430, Order of Eastern Star. In district No. 3, without holding the title of a grand officer, she is the only member to have been presented with this honor.

We hope Mr. and Mrs. W. Schwarz and Louis Guillemette will recover quickly from recent illnesses.

• • •

Accounting

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Paul Henry, who retired Oct. 31 after 45 years of service, was given a party at the American Legion and presented with a gift.

Ronnie Benson claims to be one of the best shots when it comes to hitting partridge and rabbits.

Nancy Conner is flashing a big diamond on that certain finger, left hand.

Welcome to new members, Jean Crook and Edward Leferink.

Little David is the newest addition to the Tunny Vet family.

Ann Anderson and Margaret Wood visited in New York.

Don Crowley has returned to the Erie after military service.

The Credit Union, under the capable leadership of Walter Coston, has opened an office across from the Erie station.

Irene Lyke and husband have purchased a new house.

Lillian Karl was Christmas shopping in New York.

Lightning ruined Ernie Dungan's TV set and his wife's drapes.

Bill Leonard was co-chairman of the American Legion's Halloween party for children.

Jack Hollowell, Norm Westervelt and Wes Wright, all former IBM maintenance men, were back in the office to fix one of the machines.

Eleanor Trowbridge has traded cars.

Yours truly expects to become an Arkport commuter shortly after the first of the year.

(Next page, please)

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Latest Promotions

Name	Location	Promotion	Date Started With Erie
A. G. Clemence	Salamanca	Road Foreman of Engines	11- 3-18
R. R. Mitchell	Marion	Road Foreman of Engines	8-15-41
J. L. Craft	Jersey City	Road Foreman of Engines	8-29-41
B. I. Higby	Meadville	Asst. Valuation Engineer	12-14-36

Erie Railroad Magazine



AUDITOR OF REVENUES

By Jimmy Murphy

That blue haze surrounding Cleveland Nov. 5 was cigar smoke occasioned by the advent of **Charles Anthony Ripepi**, heir to **Rip Ripepi**, proudest daddy in the county.

We proudly report that our office responded with its usual generosity to the Community Chest campaign.

Congratulations to **Edgar Austin** who completed 40 years of service on Nov. 26, and to **Jean Scholleart** who reached one year on the same date.

Those travel folders about Key West, Fla., were too much for **Bill** and **Madeline Koleszar**, so they decided to go to the Sunshine State.

Mary Ellen McLaughlin left Nov. 1 to become a housewife.

Pearl Etterman came in recently proudly displaying a beautiful diamond engagement ring. The boy is **Dick Brown** and the altar-ation will take place July 19.

Congratulations to **Mr. and Mrs. Don Witwer** on the birth of a baby girl (**Sally**). **Sue Witwer** formerly was a clerk in the interline bureau.

George Beard had an annoying bit of anatomy removed from his heel and is now completely recovered.

Joe Bangert underwent surgery recently.

Gwen Ihlenfeld and **Peggy Fink** are recovering gradually. They hope to be released by their doctors soon.

Promotion congratulations to **Elmer Oberglock**, appointed assistant chief clerk in the agency bureau, and to **Anthony Farina**, head government bill of lading clerk, both of whom are highly regarded and earned this deserved recognition.

Congratulations also to **Bill Stipe**, newly appointed traveling auditor, who can be depended upon to keep things moving on schedule.

A warm welcome to **P. F. Ried**, former traveling auditor, who has been appointed special assistant to **Mr. Manning**.

Trudy Murphy and **Geraldine Zinitz**, our newest key punch operators, have struck up a nodding acquaintance with the I.B.M. brainless wonders (we speak, of course, of the machines).

Mr. and Mrs. Jim Carlin are the happy papa and mama of their first baby boy.

Before a beautifully decorated altar in St. James Church, **Therese Karnes** and **Jim Szucs** were united in marriage. A reception was held at **Ritter's**. **Therese** and **Jim** completed the joyous event with a honeymoon at Daytona Beach, Fla.

AUDITOR OF DISBURSEMENTS

By Denny Kish & Dorothy Buday

Lottie Scholz flew to St. Petersburg, Fla., for a Thanksgiving vacation. **Kathryn Guiton** spent the holiday at home in Jersey City.

Polly Jameson visited relatives in Pittsburgh recently.

We are glad to hear that **Fergie Small's** wife, **Mildred**, is able to get about despite a broken hip.

Speedy recovery is wished for **Ed Joniak's** father who had been in St. John's Hospital.

Denny Kish says "soup isn't so bad." He was on KP duty while his wife had the flu.

A hearty welcome to **Nancy Dennis**, new calculating machine operator.

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New York Division

WEEHAWKEN LOCAL & DOCKS

By Violet Schmitt

Anthony Piazza, messenger, had the misfortune of having his car stolen and at this writing had not had any word of its recovery.

Get-well wishes are extended to **S. Shew**, stower, **Mark Robertson**, dock laborer, and **W. Moore**, stower. It's nice to see **P. De Candia**, trucker, back at work after his long illness.

Joseph Rudd, dock laborer, and family expect to be in their new home by Christmas.

Wedding anniversary greetings are extended to **A. Viaud**, claim clerk, who celebrated with a family dinner party, and to **R. Colville**, relief clerk, who took wife **Jane** to dinner and the theater.

Happy fellows here are **G. Mohlmann**, dock laborer, and **John McGowan**, tally clerk. The former's daughter **Patricia** gave birth to a girl Oct. 26 (**Denise Ann**, 8 lb. 8 oz.), and a son was born Nov. 3 to the McGowans. **Robert** weighed 7 lb. 5 oz. and has a sister **Linda** and a brother **John**.

R. Marotta, telephone operator, spent the last of her vacation helping with the fall cleaning at home. **A. Viaud** went to Keansburg and **B. S. Reed** rested at home.

Our plans include that long promised checker game between **J. Bogan**, Ford representative, and **L. Hudson**, dock clerk, and a bowling match between **R. Colville** and **A. Piazza**. Just found out that **J. Campbell**, from Jersey City Local, is captain of our bowling team, which must account for their excellent record.

Michael Sabia, messenger, is recuperating from injuries received in an automobile accident.

Our newest messenger is **Denis Corbett**.

SUPERINTENDENT'S OFFICE

JERSEY CITY

By Mary A. D. Meyer

Dick Vander Closter, **George Ameier**, **Dick Young** and **Andy Sanok** spent some of their remaining vacation days working around their homes. **Mr. and Mrs. Fred Dana** motored in New York and New England. **Christina McNamara** cruised to Nassau.

Frank Sportelly saw the Braves win the second World Series game at the Yankee Stadium.

Wedding anniversary congratulations to **Mr. and Mrs. Daniel Crowley**.

Good luck wishes to **Robert Campbell**, who has been transferred to XW tower, Paterson, and to **Emil Welle**, from Leonia to Jersey City telegraph office as operator and train starter. Welcome to **Jeannette Haggerty**, telephone operator-steno.

Glad to see **Alice Shama**, **Phil Schmidt** and **Frank Bookstaver** back at work after illnesses.

Mrs. Joseph Stanley is recovering nicely at home after undergoing surgery at St. Mark's Hospital in Hoboken.

Mr. and Mrs. E. F. Bunnell entertained his retirement dinner committee at their home recently, assisted by daughter **Marge**. Attending were **Mr. and Mrs. J. R. Ebert**, **Mr. and Mrs. F. M. Sportelly**, **Mr. and Mrs. H. A. Rhoads**, **Mr. and Mrs. N. J. De Vito**, **Mr. and Mrs. H. R. Coleman**, **Antoinette Geerinck**, **Alice Shama** and **Paul Knapp**.

Among those attending the employees' second annual communion breakfast at Our Lady of Victories R. C. Church, St. Jude Shrine, Paterson, (Turn the page, please)

NEED MONEY?

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PASSAIC-CLIFTON
NATIONAL
BANK AND TRUST COMPANY

Passaic Office: Corner Main Ave. & Broadway
Clifton Office: Cor. Main & Union Avenues
Allwood Office: Cor. Market Street & Lyall Rd.
Athenia Office: Cor. Van Houten & Lisbon St.
AUTO BANK PLAZA: Broadway & Gregory Ave., Passaic, N. J.

MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

erson, Oct. 20, were: Antoinette Geerink, Alice Shama, Peggy Straut, former employee; Mr. and Mrs. J. R. Ebert, Mr. and Mrs. N. J. De Vito, Mr. and Mrs. J. T. Corbett, Mr. and Mrs. T. C. Rooney, Mr. and Mrs. A. L. Whalen, H. A. Rhoads.

Abe Kleinman attended opening night at the Metropolitan Opera House.

Mr. and Mrs. J. W. Conway motored to Ohio on vacation.

Mr. and Mrs. Harold Kaufman toured in New England and Virginia.

JERSEY CITY MECHANICAL

Here's what we hear from four men who retired last summer from the locomotive department:

William A. Quilter, roundhouse foreman, has moved to Toms River, N. J., and started a chicken farm.

Edward C. Miller, special inspector, is living in Rutherford, and Charles J. Schwarz, boiler foreman, is living in Cape May Court House, N. J., where he moved after leaving active service with the Erie.

Edgar Van Sickle is living in Canisteo, N. Y., and working in Hornell.

When they retired in June the four had a combined service record of 163 years, with Quilter having the longest of the four—45 years 8 months. Miller had 43 years and 6 months with the Erie, Schwarz, 40 years 7 months, and Van Sickle, 33 years 3 months.

Employment

JERSEY CITY

By V. T. Bustard

Welcome to Marie Colasurdo who is working as stenographer during Nancy Brennan's leave of absence.

We are also glad to have with us Charlotte Schall who transferred from the New York Terminal Station Accounting Bureau to fill the secretary position while Maureen Lancia is on leave.

Lighterage

NEW YORK CITY

By Regina F. Frey

Vacations are winding up for this year with Dot Shea in Fort Lauderdale and Caesar Seville headed for Miami Beach.

Birthday congratulations to Lil Skupin and Helen Heffernan.

C. L. Seville completes 30 years with the Erie this month.

Joe Keenan attended the Army-Colgate game at West Point and saw President Eisenhower.

We are glad to see Julia Touhy and Charles King back at work after sickness.

Susquehanna Division HORNELL DIESEL SHOP

By R. L. Hammond

Employees now are receiving Asian flu vaccine at the shop hospital.

Special Apprentice Bryce T. Brown has been transferred to Susquehanna.

We welcome Thelma (Tolly) Pelych as messenger.

Best wishes for speedy recovery to Lester Campbell, electrician.

October retirements: Charles Flanders, pipefitter helper, 14 years' service; Theodore S. Thomas, machinist helper, 21 years; Howard M. Bryan, electrician helper, 28 years; Frank Falzoi, machinist, 41 years; William A. Kinner, machinist helper, 36 years; Clifford Dodge, machinist helper, 34 years.

Congratulations to Mr. and Mrs. Forrest E. Bryan (electrician apprentice) on the birth of a son, and to Mr. and Mrs. Donald Nilson (son, Oct. 31). Mrs. Nilson is stenographer in the general master mechanic's office.

Martin G. Dean, special inspector, and wife attended a wedding in Manitowoc, Wis.

Marine

By Jesse E. Baker

Joe Sala, oiler on the ferryboat Jamestown, is ill at home.

Frank Bliem, retired ferryboat deckhand, was struck by a car while directing traffic at a school crossing in Waldwick, and was taken to the Valley Hospital in Ridgewood. Now he is recuperating at home.

Capt. George Moser and wife vacationed in St. Petersburg, Fla.

Our tug Paterson, with Capt. John Murnane in charge, was in the lead on Oct. 21 when Queen Elizabeth, on her royal ferry, was escorted out the bay by an armada of tugs, fireboats and other harbor craft, yachts, and the Mayflower II—another first for the marine department.

Capt. Harry Flood, Eileen Hopler and others attended the second annual communion breakfast for Erie employees at Our Lady of Victories R. C. Church in Paterson on Oct. 20. Ralph Grogg, chief clerk, was in charge of ticket sales here.

Sam Edwards, retired engineer, stopped in to see old friends.

Why is a ship called she? This may be the answer: Because she has beautiful lines; takes much paint to keep her looking her best; it's a good man that can handle her; she has stays and a waist, also plenty of bustle aboard; the rigging costs more than the hull, and when coming into port she heads straight for the buoys.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Allan, Carl Benford	Dining Car Waiter	Chicago	7-21-57
*Barrett, John Bernard	Yard Brakeman	Youngstown	8-15-57
Bartz, William Frederick	Agent-Operator	New York Division	9-27-57
Boszor, Glen Dewey	Janitor-Laborer	Kent Division	10-10-57
Canfield, Martin Joseph	Engineer	Delaware Division	10-14-57
Carpenter, Joseph	Work Equipment Operator	Rochester Division	10-16-57
Catalino, Benedetto	Janitor	Susquehanna	10-21-57
*Chapman, Orra Jesse	Conductor	Kent Division	8-6-57
*Cramer, Matthew	Electrician Helper	Susq. Motor Car Shop	9-19-57
Cuthbert, Henry	Extra Trucker	Weehawken	10-2-57
*Duggan, Frank Joseph	Freight Agent	Olean	9-10-57
*Jaycox, Charles Guy	Crossing Watchman	Kent Division	8-24-57
Kershaw, Jasper	Stower	New York City	8-12-57
Lowery, Joseph Michael	Locomotive Engineer	Wyoming Division	9-26-57
*Luce, Carlton Abram	Carpenter Foreman	Mahoning Division	8-6-57
*Marx, Max	Crossing Watchman	Buffalo Division	8-10-57
Mechling, Burwin Herbert	Yard Clerk	Marion Division	10-10-57
*Miller, Allan Jacob	Shop Hostler	Buffalo Machine Shop	8-20-57
*Miller, Frank John	Engineer	Susquehanna Division	9-6-57
*O'Neill, Joseph Francis	Yard Conductor	New York Division	6-17-57
Osienski, Alexander	Electric Welder	Secaucus Shop	10-11-57
*Russell, Patrick Joseph	Laborer	Susquehanna Coach Shop	9-30-57
*Scalir, Harris	Coach Painter	Susquehanna Coach Shop	6-21-57
Smith, John Robert	Carman Helper	Hornell Car Shop	10-22-57
*Stafford, Theodore Carelous	Car Inspector	Marion Car Shop	8-25-57
*Steele, Plummer Eugene	Trainman	Mahoning Division	9-12-57
*Swain, Bertes Arellias	Crossing Watchman	Marion Division	8-30-57
*Trombley, Gabriel	Crossing Watchman	Buffalo Division	8-15-57

*Retired Employees

Hoboken Express

(Story begins on page 8)

The lift bridge joining the "stub" and main platforms is 15 feet wide and 15 feet long. The other two bridges which span the double rail track between the main and island platforms on the east and west end measure 15 feet wide by 27 feet long. Electrically controlled, these hydraulic lift bridges perform a dual function. When elevated they support a capacity of 10 tons and form a link between otherwise isolated platforms.

Signals Linked to Spans

In the down position all bridges have a capacity of 50 tons and carry rail cars into the depot across the pits in which the operating mechanism is installed. Custom-built and engineered for this specific job, the lift bridges are protected by an intricate, electrically locked derail system. As an added safety measure for employees using bridges, alarm bells and traffic signal lights are synchronized with the controls to indicate the bridge position at all times.

More than 600,000 individual pieces of rail and air express will be handled through this new facility each month. To help speed the processing and movement of this volume and wide variety of shipments, modern materials handling equipment, including a specially designed type conveyor system, was installed at Hoboken.

The nerve center of the new terminal's full operations is the unique conveyor system which extends almost the full length of the building.

Power and Gravity

The conveyor system, consisting of 833 feet of power-operated sections and 380 feet of gravity, is a permanent installation extending along the terminal's vehicle-loading platform edge facing Observer Highway.

An important highlight of this intricate materials handling artery is a powered recessed floor-level steel slat conveyor which will permit faster shipment handling with greater safety. This new floor-level slat conveyor, installed at

both platform edges of the "stub" track, provides unloading facilities for 14 street vehicles and four rail cars at the same time and, via a center connecting section, automatically transports shipments into the terminal's main power conveyor line for processing.

Two primary operations keep terminal activities going 24 hours a day. One is the outbound phase which begins at about 4 p.m. and continues through the night until 6 a.m. the next day. The inbound operation is maintained continually, processing express shipments around the clock. Peak operating periods are 6 p.m. to 12 midnight for outbound traffic, and 9 p.m. to 4 a.m. on inbound traffic.

Transfer Operation

An additional and important phase of operations—the handling and processing of the transfer portion of incoming and outgoing shipments—is automatically set up during both periods of activity.

Express shipments arrive at the new Hoboken Express Terminal by train, street tractor-trailer units, and local Hudson County pickup and delivery trucks. From nearby New Jersey, New York and Pennsylvania points on the Erie and Lackawanna railroads, railroad cars of express shipments arrive at the new express depot and passenger station for outbound processing.

Thirty-six local rail and air express pickup and delivery trucks serving communities in Hudson County, New Jersey, and loaded tractor-trailers with express traffic from eleven other Railway Express terminals in the metropolitan area, haul in shipments destined to cities and towns served by the entire Erie and Lackawanna Railroad systems as far west as the Mississippi River, and for points served by other railroads beyond.

Scholarships

(Story begins on page 10)

hour in the different cities, time must be allowed to make the elaborate preparations to administer them.

Eligibility Rules

Eligible are:

1. Sons and daughters of Erie employees whose earnings did not exceed \$9,000 in the previous year.
2. Children of deceased or retired Erie employees, provided the deceased or retired parent was an Erie employee at death or retirement.
3. Only boys or girls now in the senior year of high school and who plan to enter college in the fall of 1958.

Application forms may be obtained by writing to the secretary of the Erie Railroad Scholarship Award committee, 1302 Midland Building, Cleveland 15, O., and giving information as to the parent's name and railroad occupation, or by sending in a special post card distributed with pay checks during November.

Other members of the committee are: Willis T. Pierson, vice president and general counsel; David R. Thompson, vice president, traffic, and George C. Frank, assistant to the president, public relations.

Shareowners

(Story begins on page 10)

He pointed out that carloadings handled by the Erie in the first eight months of 1957 were off 3.2% compared with 1956; but since Sept. 1 had declined 17.1%. A national contract with railroad labor granted employees an increase of 12 cents an hour on Nov. 1 which will cost the Erie over \$5 million on an annual basis.

Erie's ten months net income was \$3,348,230 or \$1.15 a common share compared with \$6,846,149 or \$2.58 in 1956. In October Erie earned 39 cents a share compared with 58 cents last October.

Operating revenues for the ten month period were \$145,646,674, down \$662,883 compared with the previous year. Operating expenses, however, were sharply higher at \$118,814,596, up \$4,744,391 or 4.2% over a year ago.



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

Safety Meeting

(Story begins on page 11)

angle that can be used to keep a fast - moving, 20 - minute, safety meeting on the chosen subject is employed to create human interest.

Group System

"Near the close of each sub-departmental meeting, a short discussion period is held for a status report on items brought forward from the preceding month's meetings. Additional items requiring attention are solicited and only safety items that cannot get immediate correction are considered for the summary report given to the division superintendent.

"Handling in this manner, the list of items is kept to a minimum and includes those requiring further study and, in a few instances, require appropriations which must be approved before corrections can be made.

"The functioning of the committee is very simple. Ordinarily there are 12 members who make the rounds and this number is divided into three groups of four members each, referred to as Groups A, B and C. All members present themselves at the first location.

Primary Purpose

"Immediately with the start of this meeting, or the subsequent meetings, Group A moves forward to the next location to assemble employees and introduce any preliminary feature or arrangement in anticipation of Group B. The talk or message is handled by Group B as are the discussion periods. Instances where more time is required than the scheduled 20 minutes, Group C stays on to clear up safety items that become involved during the discussion period.

"The success of the meetings depends greatly on a functional and well-balanced schedule, and the dividing up of the committee into the three groups has been very effective.

"The primary objective of the work of this committee is to encourage employees to actively participate in the safety program to correct the causes of accidents, and help correct unsafe practices

and conditions regardless of which department becomes involved.

"In this safety promotional work, maintenance of equipment and stores operations are so involved with the safety of every department that it is felt greater benefits are obtained through a committee representing all operations. Possibly this procedure would be of value at other railroad terminals."

Erie Men Listed

Besides Shaughnessy and Forbes, the following men from the Erie attended the safety congress:

Ernest W. Hardin, police captain, Chicago; George E. Young, police lieutenant, Chicago; John S. Steen, police lieutenant, Chicago; James G. Ainey, trainmaster, Salamanca;

Ward F. Wilson, assistant superintendent, Youngstown; Clyde E. Wogan, inspector of operation, Youngstown; Harry J. Felber, trainmaster-road foreman, Cleveland; Lester E. Isham, trainmaster-road foreman, Kent;

Francis E. Navin, superintendent, Huntington; Norman T. Emrick, road foreman of engines, Hammond; William M. Wiarda, assistant superintendent, Chicago; Robert L. Downing, trainmaster, Jersey City; William M. Daly, claim agent, Huntington;

Purl C. Chamberlain, assistant to engineer of structures, Cleveland; James K. Weikal, assistant division engineer, Hornell; Wilson D. Slater, assistant division engineer, Huntington; Royal K. Gillespie, assistant master carpenter, Salamanca;

William S. Hoza, assistant master carpenter, Youngstown; Joseph W. Smith, jr., track supervisor, Warsaw; Jesse H. Smith, general foreman, M. of W., Hornell; Wayne L. Hoffman, general foreman, M. of W., Huntington; Martin J. Stelzer, division storekeeper, Hammond; Chester G. Gilkison, supervisor of materials, Cleveland.

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In the twelve months ended August 31, 1957, the Class I railroads earned a return of 3.68% on property investment (after depreciation), compared with 3.99% for the year ended August 31, 1956.

4-H Leaders

(Story begins on page 7)

Since the boys and their counselors came from such diverse places in the state, it was impossible to bring them to Cleveland by rail, but once in Cleveland, their activities revolved about the railroads.

The Other Ohio

They spent two days studying just what happens to their animals from farm to consumer, and were lodged overnight aboard Pullman cars parked in the Cleveland Union Terminal.

Besides a place to sleep, they needed a place to study—and the Erie Dock Co. furnished them with a lecture hall in the dock company's machine shop.

Too, the boys' experiences in Cleveland were broadened by a chance to see the other Ohio—some of the things that make Ohio as strong industrially as it is agriculturally.

For at the dock company's landscaped facility they saw the Erie's Hulett unloaders, giant machines that can take 2,400 tons of iron ore an hour from the hold of a Great Lakes ore vessel and load it aboard hopper cars destined for the steel mills along the Erie, in Cleveland and Youngstown.

Stock Car to Supermarket

They visited stockyards and slaughterhouses, the meat aging rooms of wholesalers and food retailers, and went behind the scenes at a supermarket, where they saw the meat prepared for the housewife.

They heard a railroad president speak, and, for relaxation, attended the motion picture "Around the World in 80 Days," which emphasizes the importance of railroad transport.

And when the two days were over they went home to report to the many future leaders of farming in their home communities, to tell them not only of the mechanics of livestock marketing, but the part played in it by railroads, and to tell them too, that the railroads are not impersonal, cold and heartless, but organizations composed of warm-hearted, vital, men and women, eager to serve the public as best they know how.

Story of Erie Stationmaster, Juggler on TV

THE STORY of the kindness shown to Whitey Dukenfield by an Erie stationmaster will be told on the Ohio Bell Telephone Co.'s television program in January.

The stationmaster was George Hinds. The year was 1894. The place was the Erie's station at Kent.

As many another performer of that day Dukenfield, later to become a great name in vaudeville, musical comedy and the movies as W. C. Fields, found himself stranded.

He had just finished a juggling date at Kent's McHenry House theater. His next job was in New York. Being a young man of judgment, he was going to travel to New York on the Erie.

Honest but Kind

At first he tried to overawe Hinds into letting him have a ticket to New York by means that later were to stand him in good stead in such movies as "You Can't Cheat an Honest Man."

Fields soon found that Hinds was an honest man. He couldn't be cheated.

But then he made another discovery. Hinds was a kind man, a man with a heart, a typical Erie employe, eager to help his fellow-man. Hinds saw the desperation behind Fields' bluffing and lent him \$10.

In those days it was possible to buy a ticket to New York from Kent for \$10 and have some money left over.

Hinds thereby made himself and the Erie a friend for life.

The re-enactment of the scene in the Erie station at Kent will be telecast in Youngstown on Jan. 4 at 7:20 p.m. over WKBN; Cleveland, Jan. 5 at 3:50 p.m. over KYW; Akron, Jan. 9 at 8:50 p.m. over WAKR.

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The average serviceable freight car performed 1,023 ton-miles of service per day in 1956, compared with 948 ton-miles in 1946, and 595 ton-miles in 1936.

December, 1957



THIS STILL PICTURE from the forthcoming Ohio Bell Telephone Co.'s television presentation about the adventure of an Erie stationmaster and W. C. Fields shows actors playing the parts of George Hinds and Fields.

Bowling Tourney Date Advanced

NOW IS THE TIME to fill out those bowling tournament blanks and shoot them back to the secretary, for the entries for the 13th annual Erie Railroad System Championship close on Dec. 21, and the event itself will be held a month earlier than usual, on Feb. 8 and 9.

Vernon F. Green, in announcing the new dates, explained that the Marvondale Alleys, where 12 Erie tournaments have been held, are unable to accommodate the Erie bowlers this season.

Instead, the tourney will be held at the brand-new Gran Lanes, 2617 Mahoning Avenue, Youngstown. The Gran Lanes, opened in October, is a 24-alley layout, with parking space for 200 cars, and is located on Ohio Route 18.

Green reports that the Gran Lanes have the latest equipment, and cost \$830,000.

Entry blanks have been sent to all captains of teams that rolled in earlier tourneys. For those who wish to enter for the first time this season, blanks have been sent to all principal ticket offices and superintendent's offices.

The bowling committee expressed regret that no open dates could be had in mid-March.

Railroad Films Listed

The Association of American Railroads has just published the seventh edition of its railroad film directory, listing motion picture films, film strips and film slides, owned by or relating to the railroads of the United States, Canada and Mexico. The directory contains brief descriptions of 338 films and film strips and slide films, many of which are available to schools, church organizations and other groups on a free-loan basis. The directory, obtainable from the AAR public relations department, Washington 6, D. C.

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Special Trains

(Story begins on page 6)

own car, but has never done for himself—and that someone is the Erie Railroad's highly-skilled passenger department.

And the trip is sponsored by an organization he trusts: his newspaper, his lodge, a railroad historical society, his service club, his Cub Scout, Bluebird, Camp Fire, Girl Scout or other association.

Typical Trip

A typical first rail trip sponsored by a newspaper is one to New York, where the traveler finds his hotel reservations made, his sight-seeing plans and schedules set, and theater tickets bought for him as well.

Perhaps on his last trip to New York he drove, and once in Manhattan found his automobile more of an encumbrance than a help. Meanwhile he has found that there is no effort, nothing but relaxation, when the railroad does the driving.

He has discovered that he arrives refreshed; that the train, running through at night, has saved him time as well as effort.

He has found the luxury of being able to move about, of being free to eat, play cards, chat with acquaintances, or watch the scenery without imperiling his life or that of others, while the miles slip behind.

In a word, he has found that the train is still the best way to travel. Next time he will take the train.

And if he is not yet an adult, but one of the many children who ride trips arranged for them—usually short, one day affairs that include a trip behind the scenes of railroading—he is a railroad enthusiast from that day forward.

Those who go on historical society trips are a little different. Members of the societies are already in love with railroads and railroading. But often their excursions are arranged to earn money for the society as well as to see some bit of railroad.

Historians' Guests

For this reason the society members sell tickets to their friends, and many of the guests rediscover the railroads on such a trip, marveling at the advances that have

been made in rolling stock since last they rode the train.

Among them, too, are many who have never ridden a train before. Some, believe it or not, are to be found who express surprise that there are lavatories and wash rooms in every car; others are surprised at the smoothness of the ride.

This lack of knowledge is hard for railroad people, used to trains and their ways, to accept.

Naturally, whether or not all these people come back to buy their own tickets as regular, instead of special, train passengers depends upon whether or not they are pleased with the special trip.

Thanks to the friendliness, skill and safe handling of the operating department, the maintenance of the car mechanical department, many become converts to using the railroad.

Trips by the Thousand

How many take such trips?

Figures show that 3,200 took newspaper-sponsored trips between Jan. 1, 1957 and Nov. 22.

In one day the New York division moved 2,502 Cub Scouts and their leaders between New Jersey points and Hoboken, where the scouts saw typical rail equipment on display, and back to their homes. Other movements of children, including special Saturday trips from Cleveland to Brier Hill, totaled 14,717 persons, including their adult escorts. Over 11,000 high school and university students rode special trains or cars.

These trips, besides winning new steady customers, brought income and profits to the road. But, best of all, they are demonstrations that the railroads are still the best way for groups, whether of six or 600 persons, and individuals to travel.

• • •

After deducting operating expenses, fixed and contingent charges and federal income taxes, the Class I railroads had \$813 million left for improvements, dividends to stockholders, and reserves, in the twelve months ended August 31, 1957. This was \$63 million less than they had in the corresponding period of 1956.

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| <input type="checkbox"/> Blueprint Reading | <input type="checkbox"/> R. R. Diesel Machinist | <input type="checkbox"/> R. R. Engineering |
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| <input type="checkbox"/> & Air Brake | <input type="checkbox"/> Machinist & Toolmaker | <input type="checkbox"/> Foreman |
| <input type="checkbox"/> Carpentry & Millwork | <input type="checkbox"/> Mathematics & Mechanics | <input type="checkbox"/> Supervision |
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| <input type="checkbox"/> Construction Engineering | <input type="checkbox"/> Personnel — | <input type="checkbox"/> Welding—Gas & Electric |
| <input type="checkbox"/> R. R. Diesel Electrician | <input type="checkbox"/> Labor Relations | <input type="checkbox"/> High School |

Name _____ Age _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____ Name of Railroad _____

Susquehanna Division

(Story begins on page 12)

nishing a contrast to the black glass of the city's tallest building.

Corning's site is well chosen. It lies on a plain hemmed in by hills, and the city straddles the river. One of the city's boundaries is Cutler Creek, which the Erie crosses to reach Painted Post, named for a monument an Indian chief erected to commemorate a victory.

And at Painted Post, an electronics, Diesel engine and air compressor center, the Erie's main line leaves the Chemung, for it is beside that town that the Tioga and the Cohocton meet to form the Chemung. The Erie turns toward the south, and follows the Tioga, and the Rochester division follows the Cohocton's north bank.

Just outside Painted Post is Gang Mills, gateway to the Erie's Tioga Branch, a 25½-mile line from Lawrenceville, Pa. to Blossburg, Pa., reached by trackage rights over the New York Central, trackage rights that extend from Gang Mills to Lawrenceville and on to Newberry Junction.

Along the Canisteo

The Erie does not follow the Tioga far until the point is reached where the Canisteo flows into the Tioga, at Erwins. From that point onward the tracks of the Susquehanna division are never far from the Canisteo.

At first the valley is broad, but near Addison the hills close in again. And at Addison there is an interchange with the Wellsville, Addison and Galetton Railroad, a short line that paints its box cars a gay banana yellow and green.

Not far from Addison QZ siding begins—a siding that stretches for miles to allow running meets and passes, and that serves both the east and west bound main tracks. In order to do so, the siding is not at the side of the right-of-way, but between the tracks.

The scenery in this stretch, until Hornell is reached, is principally rural, with farms filling the broad spots the Canisteo has carved out of the hills, until, just east of Hornell, the Erie crosses the Canisteo.

That crossing of the Canisteo is a routine thing today for Erie

trains. But it was not routine on Sunday, Sept. 1, 1850. For that morning the first train into Hornellsville crossed the bridge.

The people of Hornell evidently knew, even then, what the coming of the railroad would mean to their city.

Service Shortened

For when the train was heard crossing the bridge, the minister of the Presbyterian Church pronounced the benediction early in order to allow his flock—and himself—to see the train.

Since that day Hornell and the Erie have lived for one another. Not only is the railroad the most important employer of labor in the city, but Hornell is a key transfer point for l.c.l. freight; in its yards all trains are classified for points east of Hornell; there the refrigerator cars, bound for Croton, are iced; and there too are the offices of Carl S. Kinback, superintendent of the Susquehanna, Wyoming and Delaware divisions.

Because of a swale east of Hornell, the employees of the offices call themselves Swalers, not only to distinguish themselves from other operating men, but from the many other Erie employees at Hornell.

For here live hundreds of other men and women of the Erie. Some are employed at the Hornell Accounting Bureau, and others work in the offices and warehouses of the general storekeeper, and in the Diesel shops.

But Hornell, railroad town and Erie town that it is, has other industries as well. Most of the special furniture for the United States Post Office—sorting racks, lock-boxes and the like—is made here and there is a bearing factory.

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

• • •

The railroads bear the entire cost of the unemployment and sickness benefit system administered by the Railroad Retirement Board.

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Quarry at Huntington,
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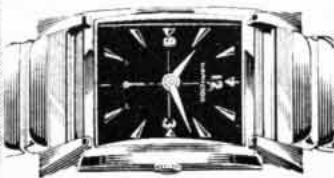
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THE ERIE STONE COMPANY
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Meadville Car Shop

(Story begins on page 5)

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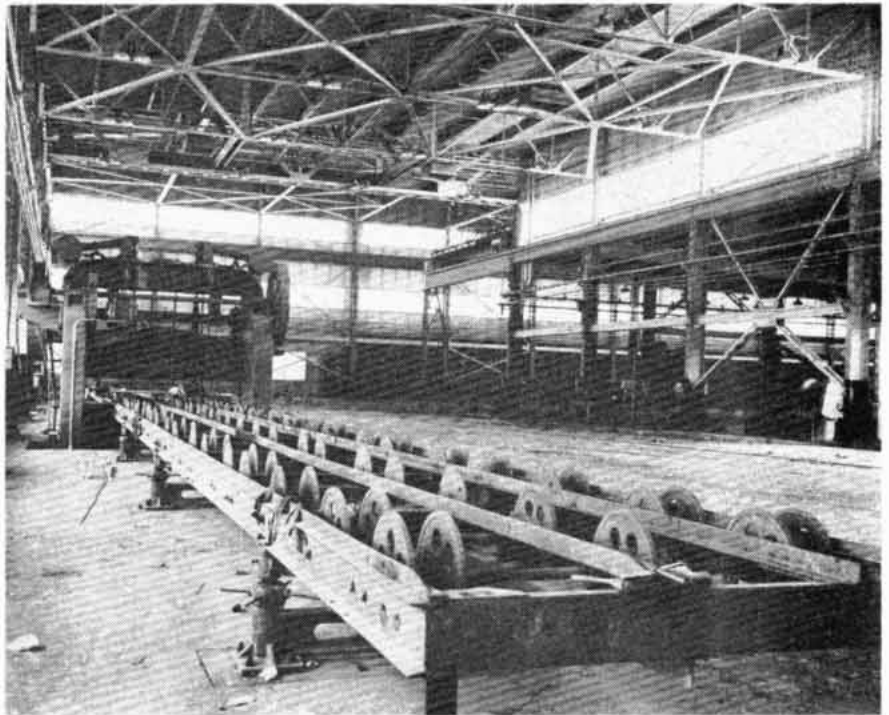
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THIS HUGE SHEAR in the Meadville car shop will trim steel sheets to size. It is typical of the heavy machinery being installed.

electrical hand tools will be the rule.

Not all the piping, however, is for production purposes. Much of it will go to keep men comfortable at work, and into the locker and wash rooms where men can make themselves presentable at the end of the day and relax before leaving the shops, with that sort of relaxation that only hot water and soap can give.

The necessity for outdoor work has not been forgotten. More than 300 freight car loads of crushed stone, together with many thousands of yards of fine stone have been placed in the outdoor working area to make it as pleasant as possible under foot.

All told, more than 12.8 acres have been given that treatment, so that every track will be surround-

ed by a level, dry and pleasant surface.

Nor has the need to get to work, and to park near the shop been forgotten. Not only has a roadway been constructed to the shops, but in the spring it will be connected to a new road to be built from Water Street that will pass the scrap and reclamation plant, providing easy access to a parking area to be reserved for workers in the car shops.

• • •

The Class I railroads originated 1,447,000,000 tons of freight in 1956, an amount exceeded in only three peace-time years in railway history -- 1947, 1948, and 1951. However, in total ton-miles of service performed, the 1956 volume was higher than in any previous peace-time year except 1947.

THE ERIE DOCK COMPANY

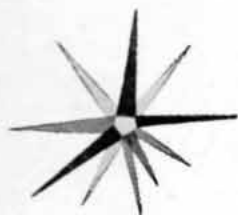
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THESE MODERN GOLIATHS GIVE THE RAILROADS MORE "GO"... You're looking at more than a million dollars' worth of streamlined power — sleek, tireless, highly efficient locomotives that help the railroads serve you better.



More Railroad Progress like this depends on adequate earnings

Isn't this common sense?

In a few years, the railroads have changed over almost completely to economical Diesel power. And other advances in motive power are already on the way — advances as important to America as to the railroads.

But the money for new locomotives — and all improvements in railroad service — must be supplied by the self-sustaining railroads from their own earnings. And railroads just aren't earning enough money these days to put into operation all the improvements they have developed, as fast as they would like.

Railroads *could* make enough money to do more of these things, for they are — by far — our most efficient system of mass transportation. But their earning power is hamstrung by outdated public policies that favor competing forms of transportation.

As a result, the railroads' earnings are reduced — and the nation loses some of the benefits of railroad progress.

In your interest — in the interest of *every* American family — railroads should be permitted *equal* opportunity to earn an adequate return on their investment. Isn't this common sense?

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