

**ORE  
LIFELINE**

OUR 54TH YEAR OF PUBLICATION

**DECEMBER 1958**

## •The President's Page

**"Glory to God in the highest,  
and on earth peace to men of good will."**

—was proclaimed nearly 2,000 years ago, but is still the most inspiring message any of us can receive. Glory to the Supreme Being and peace among men should be our daily thought. We would then find the spirit of Christmas-time extended throughout the whole year. Can you think of anything finer?

I send to you and your families every good wish for this Christmas Season and for the New Year.

*H. W. Van Weller*



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

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**OUR OBJECTIVE**

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

**December, 1958**

**Volume 54, No. 10**

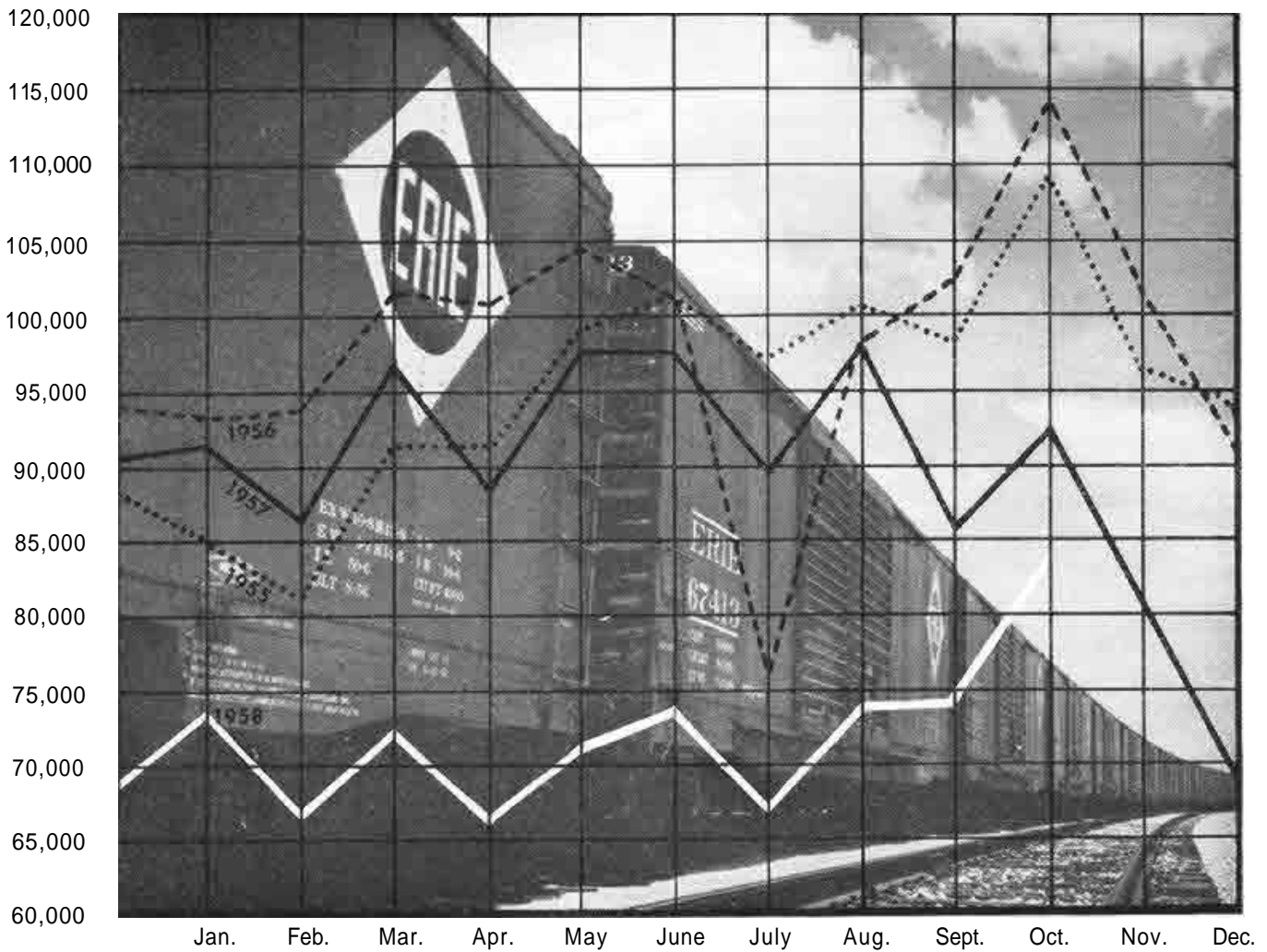
**THE COVER:**

**An ore train from the Erie docks at Cleveland moves eastward toward Bridge 2.22 over the Cuyahoga. On the far bank is one of the blast furnaces that line the Erie's path in this area. See story on Page 12.**

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

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or <i>Loss</i> )
Month of October,			
1958 .....	\$ 14,717,668	\$ 13,460,044	\$1,257,624
1957 .....	15,536,612	14,512,063	1,024,549
First Ten Months,			
1958 ....	\$127,897,805	\$132,127,746	<i>(\$4,229,941 *)</i>
1957 .....	146,692,145	143,343,915	3,348,230

(\*Losses in italics)

# *Gull's Life Is Empty; Last Ferry Has Run*

## **Busy Bird Loses Big Interest on Docks**

**M**ARMADUKE, once the busiest gull in New York harbor, is just another gull today, and those who know him well fear he will go into a decline, for the Jersey City Ferry has ceased to run.

It would be nice to say that Marmaduke was known and loved by countless thousands. However, he played to a much smaller audience, some of whom paid no attention to him. And those who did were under the impression he was swearing at them, and did not love him.

Marmaduke's activities centered around the Erie Railroad's Jersey City-Chambers Street ferry, which ended its last run at 6:30 p.m. Dec. 12, after many months of litigation. The Erie Railroad had been operating ferries from the foot of Pavonia Avenue since May 1, 1861.

### **Important Marmaduke**

Marmaduke's part in the ferry operation was very important--to him. As long as the ferry was in its rack of timbers and made fast to the Jersey shore he perched on the roof of the pier staring at the boat and muttering to himself in gull.

As soon as the ferry whistle sounded to signal the departure, however, Marmaduke ceased to sit. He would rise from his perch, circle the ferry twice, swearing horribly, and fly out ahead of the ferry and over the river.

Once the ferry was well on its way towards Chambers Street, he would return, and take up his old stand, waiting for the ferry to arrive from the other shore.

When it came in he would rise to his full height on the perch, and scream indignantly as the



**FEW WERE THE PASSENGERS** aboard the ferry Arlington, even at the peak of the morning rush hour, in the closing days of the service. Marmaduke is just out of the picture. He has already begun his job of "piloting" the ferry toward Manhattan.

ferry entered the rack, attempting to drown out the sound of the thrashing propellers, and certainly succeeding in being heard above them, and the squeaking of the log piles of the rack.

And then back to his muttering until time for another ferry run.

### **Things Got Dull**

Ever since March 25, 1957, when the bulk of the Erie's commuters began using the Hoboken station, things got duller and duller for Marmaduke. Erie ferries were laid up or transferred to Delaware, Lackawanna & Western ownership, and ran out of Hoboken. He was down to his last ferry, the Arlington.

And fewer and fewer persons

rode that--where once thousands traveled, now only a handful appeared. If anything, Marmaduke became more abusive, more managing.

What Marmaduke would have said if he had known what was going on in Washington and in the courts at Newark, no one will be able to guess.

One of the reasons that the Interstate Commerce Commission approved the shift of Erie commuter trains from Jersey City to Hoboken was to strengthen interstate commerce by enabling the railroads to make the savings that would ensue from consolidation of train and ferry services.

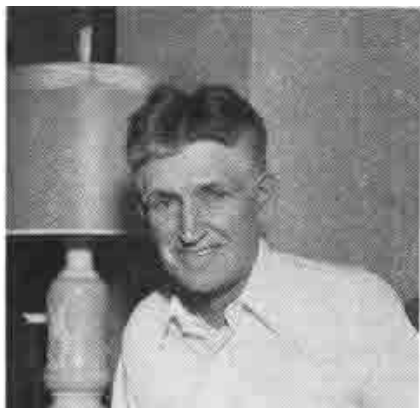
(Please turn to page 30)

# It's Christmas All the Year Along Erie's Lisbon Branch

## Holiday Spirit is Everyday Thing Along Train Crew's Route

**I**N MOST OF THE WORLD Christmas comes but once a year, but it has been Christmas the year round for the last 20 years on the Lisbon Branch.

There children wait for the sound of an Erie Railroad Diesel horn, and when they hear it, its notes have the same effect upon them that the tune of the Pied Piper of Hamelin had upon the children of that town.



They come pouring out of houses, springing out of fields. For they know that when they hear that whistle, good things are coming their way.

**JOHN J. SOLOVEC**, conductor on 370-371, began spreading Christmas cheer the year around 20 years ago when he joined the run as a brakeman. Today he is at home on sick leave.

And grown people, too, react to that whistle. At Long's Crossing Mrs. Frederick Stephens opens her oven door a crack to see how the pie is coming along.

That all these things happen at the sound of the horn, and that the spirit of Christmas rides the Erie rails five days a week, 52 weeks of the year, is due to John J. Solovec, conductor.

### Christmas Every Day

John has been an Erie employe for 42 years, and has been on the Niles-Lisbon run for 20 of those years, first as brakeman, and later as conductor. On his first day's run over the branch he was impressed with the number of children along the tracks. On the second day he had something in his pockets for them.

And so he had until September of this year, when he went on sick leave. But meanwhile his custom of giving candy to the children along the line had become a fixed part of the routine of the crew of 370-371. All the members of both train and engine crews set aside money every payday for children's gifts.

But the giving isn't just one way. So popular have the men who man Erie 370-371 become that people along the line look out for them to see to their comfort, and let them know in various ways that the community has a warm spot in its heart for them.

That's why Mrs. Stephens looks into her oven. Daily, except Sat-  
(Next page, please)



**SIX CHILDREN FROM ONE FAMILY** get their gifts from the hand of Harold R. Draves, brakeman, at Logtown near Lisbon, while Conductor Loomis watches from the caboose steps.

urday, Sunday and Holidays, as the time table says, there's a pie scheduled through her oven, timed to meet 370 when it passes Long's Crossing, no matter what the weather.

For come snow or rain, cold or heat, Mrs. Stephens will be at the crossing when the train arrives to hand up a nice hot home-made pie in time for the five men of the crew to share it at lunch. This she does, not in return for the men's courtesies to those along the line, but because she likes to do it.

But humans aren't the only ones who listen for 370's horn. There are five puppies who owe their lives to the crew. They and their mother were left homeless when a house by the tracks burned at Marquis. The crew heard about the tragedy, and promptly began taking table scraps to the mother, and, when she weaned her brood, to the young puppies.

### Lights Signal Crew

Nor are pies the only sign that people along the line show when the train goes by. The run from Niles to Lisbon is made in daylight, but the homeward run finds the train still on the line after sundown in the winter.

And as the train rolls through Austintown lights flash on and off on the porch of the house at 12 Harold Avenue. That's where the DePerro boys--Dean, 2, and Martin, 5, live; and that's their way of wishing the crew good luck.

During John Solovec's illness the men assigned to the train have kept up the tradition.

Today's crews usually consist of Albert D. Loomis, conductor; Martin Embert, engineer; Walter Richey, fireman; Glenn G. Cornelli and Harold R. Draves, brakemen. They are making certain that no one of the train's many friends is overlooked.

And when Walter Richey didn't make the run recently Charles Springer fell right in with the rest of the crew.

For come what may, it will be Christmas on the Lisbon Branch as long as 370-371 makes its run, thanks to John Solovec's generous nature, and those of the men who help make the Erie.

• • •



**A PIPING HOT PIE is handed up to Martin Embert, engineer of 370-371, by Mrs. Frederick Stephens of Long's Crossing.**



**CANDY IS SORTED in the caboose as the run starts. Working on the job are Albert D. Loomis, conductor, and Glenn G. Cornelli, brakeman.**

# While Cold Winds Chill North Some Erie Folk Bask in Sun

## Magazine Goes Calling on Those Who Live in Florida

**A**T THIS TIME OF YEAR, when winds howl the length of the railroad, snow flies, and the mercury falls, active employes of the Erie Railroad are likely to find their wishes based on desires for something a bit sunnier, a bit drier, and a bit warmer in the way of weather.

Too, their thoughts turn to their retired friends in Florida, who are enjoying just the sort of weather those in the North would like to have.

To make it easier for all our readers to visit or write to their friends, the magazine lists below all those retired Erie men and women to whom the magazine is being mailed this month, and who have chosen Florida as a residence:

### Bradenton

Mr. William Adams  
Southern Pines Trailer Park  
R. R. 3, Box 290B

Mr. R. D. Barrett  
Paradise Bay Trailer Ct.

Mr. M. W. Getz  
Trailer Estate

Mr. Chauncey H. Jerome  
Route 1

Mr. Bert C. Shock  
Avon Air Trailer Ct.

Mr. W. R. Worthington  
Route 1

### Clearwater

Mr. G. C. Cunion  
2419 Gulf-to-Bay

Mr. M. J. Frawley  
905 Hart St.

Mr. A. H. Klepper  
21 No. Neptune Ave.

Mr. Michael M. Petrenchik  
1650 South Fort Harrison

Mr. E. F. Robinson  
112 S. Duncan Ave.

Mr. Paul E. Temple  
1721 N. Greenwood Ave.

Mr. L. L. Worland  
118 North Lake Dr.

### Daytona Beach

Mr. E. G. Keyes  
1117 Fleetwood Ave.

Mr. Ralph W. Lougee  
824 Berkshire Rd.

### Debary

Mr. Anthony Joseph Grismer  
Box 448

Mr. Charles W. Hayward  
P. O. Box 441

Mr. John S. Hicks  
218 Lucerne Dr.  
Box 489

Mr. James McKersie  
P. O. Box 827

Mr. Philip Sommers  
P. O. Box 991

### DeLand

Mr. Jeff R. Giddens  
1545 E. Voorhis Ave.

Mr. O. N. Lackey  
136 S. Sheridan Ave.

Mr. A. E. Pasman  
611 N. Hayden Ave.

Mr. Charles O. Phallen  
541 W. Minnesota Ave.

### Delray Beach

Mr. H. L. Bogardus  
904 S. E. 4th Ave.

Mr. H. Feltell  
Cleveland Dr.  
Box 548

Mr. Robert E. Woodruff  
414 S. Ocean Blvd.

### Eustis

Mr. Robert Crawford  
903 S. Grove St.

Mr. Raymond Lewis  
810 S. Grove St.

Mr. T. W. Mundy  
21 West Seminole Rd.

Mr. Ben D. Tucker  
P. O. Box 147



"What did the boss do when you told him you'd rather sweep switches than work for him in that stuffy office?"

### Fort Lauderdale

Mr. Arthur W. Baker  
1104 Avacodo Isle

Mr. R. S. Carey  
1332 N. W. 7th Ave.

Mr. R. F. Denton  
3043 S. W. 2nd Court

Mr. L. E. Drew  
4621 S.W. 12th Ct.  
Broadview Park

Mr. George A. Heimlich  
4751 N. E. 6th Ave.

Mr. William J. Judge  
1001 S. W. 29th Ave.

Mr. H. F. King  
211 Carolina Ave.  
Melrose Park

Mr. Frank Padien  
303 N. E. Eighth Ave.

Mr. John C. Scholtz  
c/o Denton  
3043 S. W. 2nd Ct.

Mr. J. E. Warner  
2801 N. E. 21st Ave.

### Fort Myers

Mr. S. G. Unger  
Route 3, Page Park

Mr. C. O. Williams  
1840 LaFayette St.



Mr. J. B. Williams  
Route 3, Page Park

**Fort Pierce**

Mr. Anthony Benvenuto  
806 El Rancho Dr.

Mr. William Hahn  
1714 Angle Rd.

Mrs. Kathlyn M. Pankau  
2911 Sylvan Terrace

Mr. Charles C. Rickle  
Floridell Trailer Court

Mr. G. W. Wilmot  
508 89S. 7th St.

**Gulfport**

Mr. Wesley B. Vanderhoof  
5417 16th Ave., South  
c/o C. C. Williams

Mr. Charles C. Williams  
5417 16th Ave., South

**Hallandale**

Mr. John Carlough  
36 S. W. 10th St.

Mr. Thomas T. Johns  
Royal Palm Trailer Pk.

**Hialeah**

Mr. Kenneth J. Bennett  
621 E. 47th St.

Mr. John W. Graves  
272 W. 45th St.

Mr. J. J. Lysaught  
275 E. 4th Ave., #5

**Hollywood**

Mr. Harry Goodwin  
6231 Oleander Dr.  
Hollywood Pines

Mr. Martin Hofford  
2703 Thomas St.

Mr. Felice Inglese  
2335 Lee St.

Mr. C. W. Saunders  
4521 S. W. 38th St.

Mr. Henry Van Houten  
2243 Wiley Court

Mr. J. C. Zenobia  
1938 Wiley St.

**Lake Helen**

Mr. Elias Davis  
Box 187

Mr. W. L. Eaton

Mr. David W. Fisher  
P. O. Box 162

Mr. M. Reinhert

Mr. Harold R. Lyon  
P. O. Box 454

**Lakeland**

Mr. John W. Bair  
Woodalls Trailer Village

Mr. John Dworchick  
309 N. Gilmore St.

Mr. A. L. Sorensen  
2808 Cambridge Ave.

Mr. S. F. Moore  
836 E. Lemon St.

Mr. Harry Vernooy  
310 W. Belmar St.

**Lake Worth**

Mr. Carl H. Eise  
826 South D St.

Miss Alice Sackett  
1705 High Ridge Rd.

**Largo**

Mr. Homer N. Lewis  
Rainbow Court

Mr. William Mengerink  
Keystone Trailer Park

Mr. William L. Rettberg  
Silvercrest Trailer Pk.

Mr. Clifford Sovocool  
Route 1, Box 1534

Mr. Daniel N. Sutherland  
R. F. D., Box 59  
Pinehurst Ave.

**Melbourne**

Mr. C. S. Bryan  
R. F. D. #1  
Box 806D

Mr. Russell B. Hunt  
Route 2, Box 1145

**Miami**

Mr. C. E. Bombarger  
8295 N. W. 12th Pl.

Mr. William F. Calhoun  
P. O. Box 1141

Mr. Louis Caputi  
2540 N. W. 35th St.

Mr. Martin H. Fitzpatrick  
8543 N. W. 35th Place

Mr. J. W. Kinney  
124 N. E. 14th St.

Mr. James I. Miess  
c/o Ritz Hotel

132 E. Flagler St.

Mr. John Miller  
404 N. E. 35th St.

Mr. B. P. Rinkavage  
1301 N. E. 150th St.

Mr. Frederick H. Schmidt  
1870 N. W. 26th St.

Mr. A. E. Verinder  
3021 S. W. 16th St.

Mr. C. M. Wambough  
10100 N. W. 2nd Ave.

Mr. Alex Witiaz  
330 N. W. 59th St.

**Miami Beach**

Mr. Louis Kreitzman  
7420 Carlyle Ave.

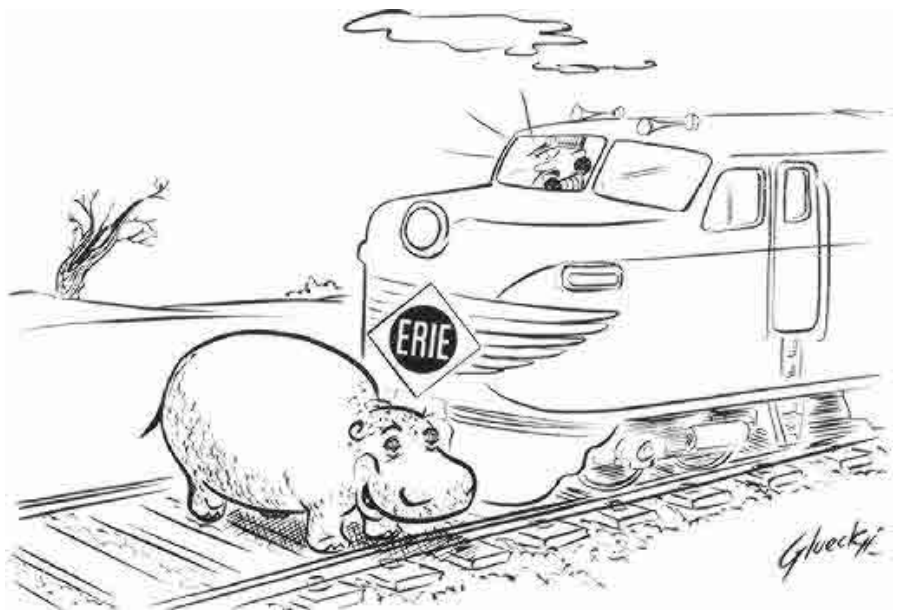
Mr. Aaron Nick  
619 Meridian Ave.

**North Miami**

Mr. Kenneth T. Miller  
100 N. W. 193rd St.

Mr. B. L. Stinedurf  
295 N. E. 129th St.

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"Then come up here and see for yourself, darn it!"

# Rail's Competitors Get Big Boost in Subsidies

When you read the following Associated Press dispatch which appeared in the New York Times on Dec. 3, compare it with the mail pay case that dragged along for two years when the railroads merely tried to get back from the Post Office Department the money it cost them to carry the mail.

WASHINGTON, Dec. 2 (AP)--The Civil Aeronautics Board estimated today that airmail subsidies in the next fiscal year would total \$61,786,000. This would be an increase of \$10,455,000 over the current year's subsidy total, and the largest total payment since 1953-54.

In addition, the airlines in the fiscal year starting July 1, 1959, will receive an amount estimated at \$77,806,000 to compensate them for the actual costs of carrying the mail.

The combined total of service mail pay and subsidy--\$139,592,000--would be the greatest in the eight years in which the C. A. B. has been identifying such payments in annual studies.

The board said next year's estimated subsidy for the thirteen local service airlines accounted for more than 75 % of the total, or some \$48,958,000.

"The Congress has indicated clearly its desire to foster and develop modern and efficient air transportation for the smaller communities which these carriers serve," the C. A. B. said.

In the face of these obviously one-sided advantages which our competitors enjoy, there should be no need for government officials and the public generally to wonder why the self-supporting, tax-paying railroads are taking off more and more passenger trains each year. Any business would have difficulty competing for business under these conditions.

And incidentally, from whom do you think the government gets the money to pay these air mail subsidies? From no-one but John Q. Taxpayer--and that includes all of us.

"ROUND TRIP, PLEASE... DECEMBER 25<sup>th</sup>"



## Dates and Place Set for Erie Pin Tourney

March 21 and 22 have been picked for the annual Erie Railroad System Bowling Tournament, Vernon F. Green, assistant general passenger agent at Youngstown, reports, and the Gran Lanes, 2617 Mahoning Avenue, Youngstown, set as the place.

Green urges all who wish to bowl--and the event has been growing rapidly--to get their application blanks in early.

Blanks will be sent to all captains of teams that rolled last year, to all superintendents, and to all the larger ticket offices. Should anyone wishing to enter not be able to get blanks near his home, he can get them by writing Green.

Entry fee is \$4.25 a man per event. March 21 and 22 are a Saturday and Sunday.

## Rail Taxes Help Public at Large

Railroad taxes include payments to states, counties, cities and towns, as well as to the Federal Government. They go to pay the salaries of executive officers, court officials, police and fire department employes, school officials and teachers, members of the armed forces, and to defray the costs of maintaining streets and highways, airports, rivers and harbors, prisons and reformatories, hospitals and scores of other institutions and governmental activities.



**RAILROADERS SHARE CHRISTMAS.** When the Railroad Community Committee of Cleveland helped raise money for the Cleveland Press Helping Hand Fund, Erie men played a prominent part, and Mr. Harry W. Von Willer, president of the Erie attended the opening of the exhibit in Cleveland Union Terminal. Left to right: F. Joseph Wild, general passenger agent, Erie, and chairman of the RRCC special events subcommittee; William T. Alexander, Jr., general manager, western district, New York Central, and 1958 chairman of the RRCC; Mr. Von Willer; Robert H. Hann, corporate secretary, Erie, and 1959 chairman of the RRCC.

# Eugene J. Dean Heads New York Traffic Club

Eugene J. Dean, assistant vice president, traffic, whose headquarters are at 50 Church Street, New York, has been elected president of the Traffic Club of New York. He will serve during the year 1959.

Largest club of its kind in the world, the Traffic Club of New York has a membership of 2,800 men, drawn from the upper levels of the country's industrial traffic managers and from all parts of the transportation field -- rail, water, air, pipe-line and motor transport.

Dean becomes the fifth Erie Railroad man to be so honored. The other four, and their years of tenure, were: Delos W. Cooke,



**Eugene J. Dean**

traffic manager, 1906; R. H. Wallace, general passenger agent, 1914; H. C. Snyder, assistant freight traffic manager, 1927 and G. C. Manning, assistant vice-president, 1936.

All four of the earlier Erie men served the club at critical periods, presiding over the club's organization, growth, and moving. And when Dean takes office he will have to organize a further move of the club, from its present quarters in the Biltmore Hotel to the space in Grand Central Terminal now occupied by the Grand Central Art Galleries.

Mr. and Mrs. Dean live at 8 Marquette Road, Upper Montclair, N.J. They have two sons and two grandchildren.

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December, 1958

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

## New Coal Rate

Of special interest to all Erie Railroad employes living in the New Jersey area is a new freight rate on anthracite coal delivered to New Jersey points. The new rate restores the competitive position of the railroads, and took effect Dec. 1.

When you are ordering coal, you may wish to point out the existence of the new rate to your dealer, and ask him if his coal comes by rail.

## Decision in Ferry Case

A three-judge federal court on Dec. 4 upheld the right of the Interstate Commerce Commission to permit the discontinuance of the Erie Railroad ferry from Jersey City to Chambers Street, and dissolved the injunction under which the railroad had been forced to operate the ferry--at a loss of \$400,000 a year.

Northern Branch trains began running into Hoboken on Dec. 15.

The Northern trains, three in and three out daily except Saturday and Sunday, were the last Erie Railroad passenger trains using the Jersey City station. The only passenger trains left in the station were the New York, Susquehanna & Western trains--and the Susquehanna has a petition before the Interstate Commerce Commission requesting that the railroad be permitted to abandon service to Jersey City and end its runs at Susquehanna Transfer.

## Steel Routing Change

A liberalization that stems from the Transportation Act of 1958 illustrates the aid which can be given to the railroads and to the public by modernization of outmoded government rules and regulations.

Effective Dec. 10 the rule limiting the route distance in connection with rates on manufactured iron and steel was abolished by the Erie Railroad, and by most of the other eastern railroads.

Iron and steel rates are based on the shortest rail distance between

shipping point and destination and prior to Dec. 10, 1958, restrictions known as circuitry limitations prevented the Erie from participating in many volume movements.

As an example steel from Cleveland to Toledo may now be routed via Erie to Marion, and then by way of the Chesapeake & Ohio at Marion for delivery at Toledo, at the lowest rate. Under the old restrictions that would not have been possible.

Iron and steel fabricators on the Erie can now bring in supplies from the Pittsburgh district and reship to many markets not previously open to them at rate parity with some of their competitors.

This opens new fields to the men who sell the Erie Railroad's transportation services and should simplify routing problems for the Erie's customers.

## Joint Track Use

Construction work that will link the Erie and Delaware, Lackawanna & Western tracks to permit joint use of the Erie rails between Binghamton and Gibson is proceeding.

Switch timbers have been placed ready to receive frogs, points and other switch parts at three points, and an automobile and equipment unloading platform, built in the '20s, that stands in the way, has been removed to permit track construction.

• • •

City officials of Scottsdale, Arizona, were flabbergasted to learn that the Federal Government plans a grant of \$146,660 to develop the Scottsdale Municipal Airport, the Associated Press reported.

Scottsdale has no municipal airport!

Asked if any application had been made for federal funds, a town official replied: "Heck, no!"

He said there had been talk of an airport a few years ago, but an airport committee, appointed to consider the matter, had never made a report.

# Mahoning Division Carries Steel Industry's Life-Blood

## Ore from Upper Lakes, Venezuela, Labrador Rides Erie Rails



**WARD F. WILSON** is assistant superintendent, Mahoning division.



**TRAINMASTER** and road foreman of engines at Cleveland is **Harry J. Felber**.



**ROAD FOREMAN** of engines at Youngstown is **Walter G. Coleman**.

**O**RE, THE LIFE-BLOOD of the nation's steel industry, and of first importance in the country's defense, flows to the steel mills of the Cuyahoga, Mahoning and Shenango Valleys over the first subdivision of the Erie Railroad's Mahoning division like a great river.

Some of the ore comes from Venezuela, some from Labrador, but most from ports on the upper Great Lakes.

There is rust-colored hematite, black magnetite, and newest of the ores, pelletized taconite, which looks like black marbles.

Much of the hematite--a word of Latin derivation which refers to the blood-red color of the ore--and taconite pass over the Erie Dock Co. facilities in Cleveland on the old riverbed of the Cuyahoga River, and directly into Erie cars for delivery to customers on the Erie's lines or for forwarding over connections to the Pittsburgh district. The foreign ores reach the division from the east for distribution to the steel plants on the Erie.

### 2,600 Tons An Hour

The Erie docks can handle 2,600 tons of ore an hour--an unbelievable figure until you have watched the giant Hulett unloaders at work, or stopped to realize that the docks, in three Great Lakes shipping seasons, have handled more than 2,500,000 tons.

Important as the ore is to the railroad, it is far from being the only product handled over the first subdivision, which stretches from the docks through Cleveland to Warren, Niles, Youngstown and on to Pymatuning, where it joins the second subdivision (see *Erie Magazine* for November).

From Cleveland to the Pennsylvania line the route follows that of the former Cleveland and Mahoning Valley Railroad; from the state line to Sharon, that of the Westerman Coal and Iron Co. road; and from Sharon to Pymatuning, the right of way of the Sharon Railway.

The C&MV, first organized as the Cleveland & Mahoning, had the unusual gauge of four feet nine and three-eighths inches, just seven-eighths of an inch wider than the standard gauge of four feet eight and a half.

That odd gauge was chosen by the road's founders, a group of Cleveland businessmen, in 1848. The idea was that the slightly wider track would allow them to haul cars that belonged to standard gauge roads, but that the distance over the flanges of their wheels would be too great to pass over standard gauge tracks.

Actual construction of the road began in 1853, and by 1856 the line was open to Youngstown, and the Hubbard Branch, which ran from Youngstown to Hubbard and the state line, was completed about 1865.

Meanwhile, in 1863, the C&M leased its railroad, side tracks,



**PAUL R. RICE** is trainmaster at Youngstown.

switches, and other property to the Atlantic & Great Western, and a broad gauge track, six feet wide, was laid astride the C&M tracks to accommodate the rolling stock of the A&GW, and Cleveland had a direct line to New York, via the Erie.

In 1863, too, an event occurred beside the Erie tracks that was to have far-reaching consequences, not only in American, but in world business.

At a point a little more than two miles from the Erie's docks a group of Clevelanders started a small oil refinery, to make kerosene out of "Pennsylvania Rock Oil," which was to be brought to Cleveland by the Erie.

### Seventeen-Ton Bites

That refinery grew into one of the world's largest oil companies. The original equipment has been replaced many times, and instead of occupying one shed, the refinery sprawls over many acres. It is said that on this site oil has been refined continuously for longer than in any other part of the United States.

But we are getting ahead of the story.

At the docks on Old Riverbed--a channel of the Cuyahoga that was once the main stream, but was by-passed in a river-straightening program--ore ships from the head of the lakes tie up beneath the huge Hulett unloaders that grab 17 tons of ore at a bite out of the holds, weigh the load and dump it into hopper cars.

Because of the gradient, the loaded hoppers are hauled in trains of 65 cars--for ore is heavy--as far as North Randall, and from that point on ore destined for the Mahoning-Shenango district travels, mostly down grade, in 130-car trains.

### Pass Milepost 0.00

As the trains leave the ore unloader yards they pass milepost 0.00, for the yards extend beyond the point at which the early builders of the road began their numbering.

Soon after leaving the dock the train passes a bolt and nut plant--a plant that produces about 15 million units a day in 27,000 shapes



**HULETT UNLOADERS AT THE ERIE DOCKS empty a lake freighter: of ore, and load it aboard hopper cars at a rate of 2,600 tons an hour.: This freighter brought down a cargo of 12,000 tons of pelletized taconite. She was once known as the Yellow Kid because in her first season she: was painted yellow overall.**

and sizes, using 50 different kinds of steel.

On the other side of the tracks is the kinky Cuyahoga River--a small winding stream lined on either side with docks and industrial plants.

Then the train passes through HD yard, from which a lead runs to the Erie's Scranton Road freight house in Cleveland, and passes over bridge 2.22, a bascule (jackknife) bridge over the river, and beside huge blast furnaces and across Kingsbury Run.

Here the double-track main is rising rapidly. Beside it are leads to numerous private sidings; soon the E. 55th Street yard is entered. The yard is more than two

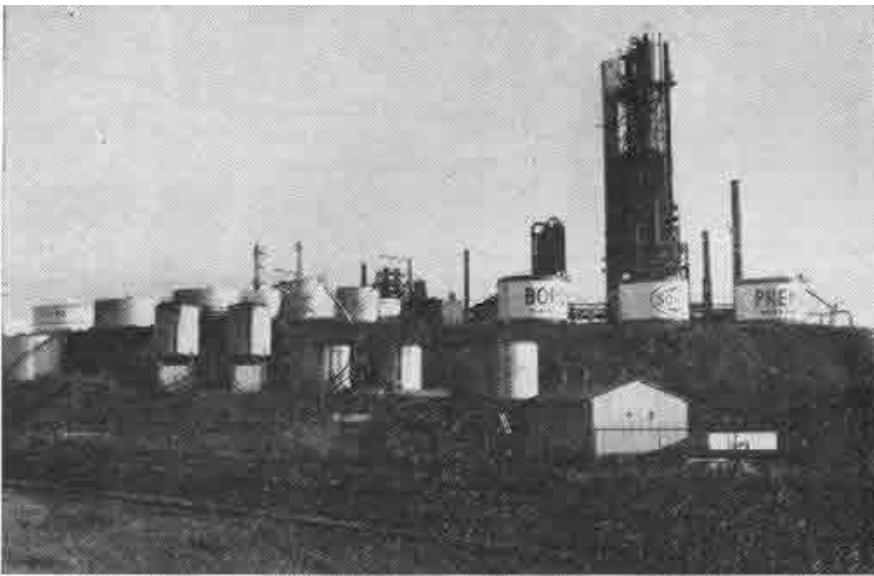
and a half miles long, and a Diesel shop and car repair facilities are located here.

Meanwhile the track continues to rise. For the elevation at Milepost 0.00 is 579 feet, just six feet above the average lake level, and at milepost 13 the elevation is 1068.

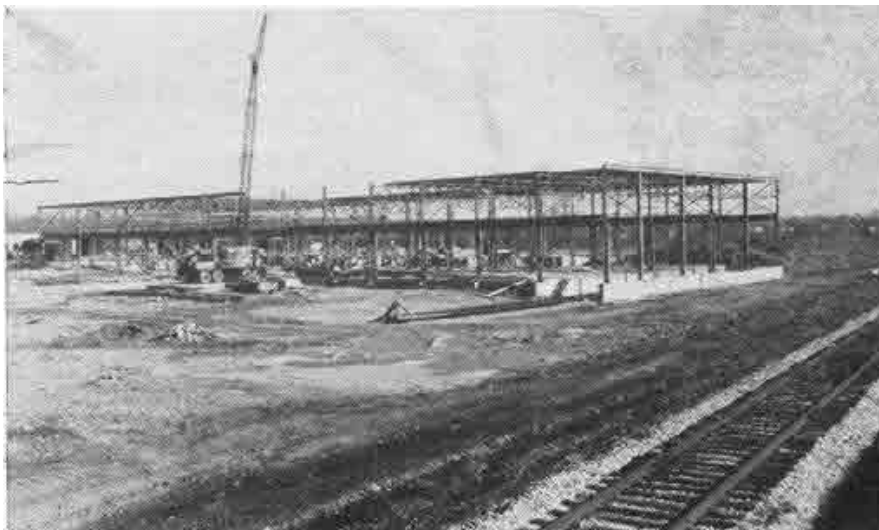
### Vegetable Oils, Too

As it rolls along the train passes other petroleum refineries, and processing plants where vegetable oils from the South Seas and from Minnesota are made ready for industrial use; paint factories, mattress factories, steel foundries and steel fabricators. Too, there are

(Please turn the page)



**THIS ERIE-SERVED OIL** refinery has been in business longer than any other refinery of its kind in the United States, and has been served by the Erie since it was established.



**A NEW FACTORY RISES** beside the Erie tracks at North Randall, and one of the first jobs to be completed is the private siding with an Erie Railroad connection.



**ERIE TRAIN NUMBER FIVE** rolls through Leavittsburg on first subdivision trackage. A moment after this was taken the train was on the second division and on its way to Chicago.

# Mahoning

(Story begins on page 12)

dealers in secondary metals, and even a scrap paper plant.

Passenger trains, which are operated out of the Cleveland Union Terminal, join the Erie's own property just west of the E. 55th Street yards--one of the peculiarities of this subdivision is that the road is numbered from west to east--and, after passing E. 93rd Street and WH tower, the Erie's new Lee Road passenger station, which serves a suburban clientele, is reached.

Lee Road is an important stop for the Erie's crack Cleveland-Pittsburgh trains, the Steel Kings. The morning Steel King takes Cleveland businessmen to Youngstown, and, by way of the Pittsburgh & Lake Erie, on to Pittsburgh, and the evening Steel King brings them home again, and many entrain and detrain there.

## North Randall Yards

At milepost 11.40 North Randall station and yards are reached. Here the ore trains take an additional tonnage for the worst of the :sub-division's hill climbing is over.

Here too, new industries are rising, and older firms are locating where they can have the Erie's convenient rail service and yet be away from the congestion of older areas.

Just beyond the yards the road crosses Tinker's Creek. Now the grades are very gentle descending ones through Solon, but before Geauga Lake, with its sand pits and amusement park, is reached the road begins to climb again.

## Across the Cuyahoga

Golf courses are more frequent, and Aurora, at MP 24.69, is a growing residential suburb.

The road continues to climb beyond Aurora, and at MP 27.42 the high point on the subdivision--1162 feet above sea level is reached, and the descent towards Youngstown begins.

Down through Mantua the line runs, and then across the Cuyahoga again. But here the Cuyahoga is a tiny stream indeed, and no ships force the use of draw bridges, and the river is crossed on a deck plate girder bridge.

(Next page, please)

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**FOOD FOR THE HUNGRY FURNACES** is piled high beside the Erie tracks at Youngstown.

The descent is broken by a short ascending grade, less than a half mile long, between MP 31.26 and 31.72, and then the line continues downhill.

At Garrettsville-Hiram the line passes through one of the many Ohio college towns; and at MP 41 Mahoning is reached. This siding serves a huge silica sand production plant on the north side of the tracks, a plant that produces sand for both industrial and railroad use.

Farther on, Leavittsburg, the junction between the second and first subdivisions is reached, a junction described in last month's magazine.

#### **Warren Is Reached**

For some miles before Leavittsburg the only sign of industry was the sand operation at Mahoning, but immediately after leaving Leavittsburg the road enters Warren, home of steel mills, light bulb factories, and plants devoted to electrical goods.

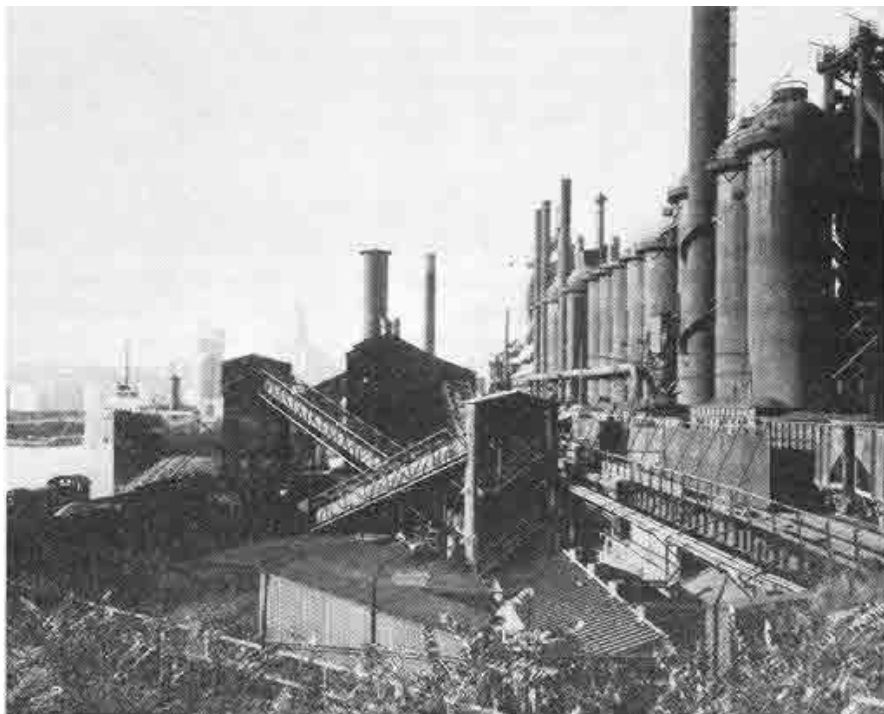
Warren is a typical American city in that it grew up around the railroad. Warren's growth was so intimately linked to the Erie that one of the town's important streets grew up on either side of the Erie tracks, and for

two blocks, including the area immediately in front of the station, there is a gauntlet track.

Gauntlet track is a device to save space without encountering the problems posed by switch points when double track must

run in space sufficient for single track; the centers of the two tracks are only inches apart.

One rail of each track lies within the two rails of the other. Frogs are the only track devices (Please turn the page)



**TYPICAL OF SCENES** from the Erie's tracks along the first subdivision of the Mahoning division is this one, which shows part of a blast furnace and its storage dock in Cleveland.

# Mahoning

(Story begins on page 12)



ON A FROSTY MORNING in late fall the mains at Youngstown are clear, with the switcher standing by on the siding with express and passenger cars. The Atlantic Express, Chicago to Hoboken is due at 7:45; the Lake Cities, Hoboken to Chicago, at 9:50; the morning Steel King, Cleveland to Pittsburgh, at 9:40.



## Latest Promotions

Name	Location	Promotion	Date Started With Erie
Samuel B. Gill	Cleveland, Ohio	Principal Asst. Engr.	8- 1-26
John J. Tibbits	Cleveland, Ohio	Office Engineer	9-19-18
Charles W. Traister	Cleveland, Ohio	Grade Crossing Engr.	3-30-27
A. F. Nuscher	Hornell, N.Y.	Supervisor Stations & Car Service	12-14-17
L. D. Miller	Binghamton, N.Y.	Agent-GYM	11- 4-24

needed. For operating and dispatching purposes this length of road, of course, is regarded as single track.

At Warren, too, the line crosses the Mahoning River, and is definitely over the hump from the Great Lakes watershed and in the Mississippi-Ohio basin.

Too, this area is definitely in the heavy-industry Mahoning-Shenango area. The first big steel mill is at Warren, and as the road continues through Niles and Girard to Youngstown, the tall chimneys of open hearth furnaces, the great stoves and ovens of the blast furnaces are always in sight.

### McKinley's Birthplace

Niles is the birthplace of President William McKinley, a fact proclaimed by the sign on the Erie station; Girard has grown so much that today it seems part of Youngstown.

At VO the huge Brier Hill Yard begins. Here there is a Diesel shop and car repair facility. The yard is over a mile and a half long, and more than 25 tracks wide. But perhaps its most interesting feature is that its east end, formally known as BR, is often called Prohibition Junction.

Youngstown is a hilly place, and the steel mills line the river banks and fill much of the other level land, save for that portion of the city, so that the Erie passenger terminal, which includes office space for the Western District general manager as well as the Mahoning division's superintendent, is close beside a hill and on e. curve.

### Himrod Junction

Immediately in front of the station the double track main is paralleled by a third track used for layover sleepers and as a siding for passenger train equipment. The platforms are busy places when trains arrive from Hoboken and Pittsburgh and are broken and put together again so that their passengers may continue their trips to Chicago or Cleveland.

Beyond the station is Himrod, where trains bound for Pittsburgh turn off; Hoboken trains continue on the main line past factories (Next page, please)

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making metal furniture, and past more steel mills, blast furnaces and coke ovens to Hubbard.

At Hubbard the track, double from the docks at Cleveland, becomes single for three and a half miles, when Coles is reached. In those few thousand yards the line crosses Little Yankee Creek three times.

Near Coles a large factory devoted to production and maintenance of tank cars is reached; and at the outskirts of Sharon the steel mills begin again.

### Sharon and Ferrona

Sharon's Main Street lies so close beside the tracks that the passenger station is across the street from the rails; and after leaving the station the trains cross the Shenango River on a single track through truss span. Immediately after the river is crossed the road becomes double track again.

More steel mills are passed, and then Ferrona Yard is reached. Ferrona Yard is the entrance to the New Castle Branch, but it is even more. For here foreign ores and some lake ores that reach the Erie by way of the P&LE are made up into trains for the mills of the area. But that is a different story.

Above the yard is a vast plant devoted to making electrical transformers.

From Ferrona the road climbs slightly, and soon after passing Sharpville, an old industrial town, it enters Pymatuning Swamp, which it crosses as a single track line until it rejoins the second-subdivision at Pymatuning, at MP 89.18.

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*(This is the second of three stories about the Mahoning division, and the 17th article of a series about the Erie Railroad. Forthcoming installments will trace more of the line's route from the Atlantic to the Great Lakes, and the numerous branches of the road.)*

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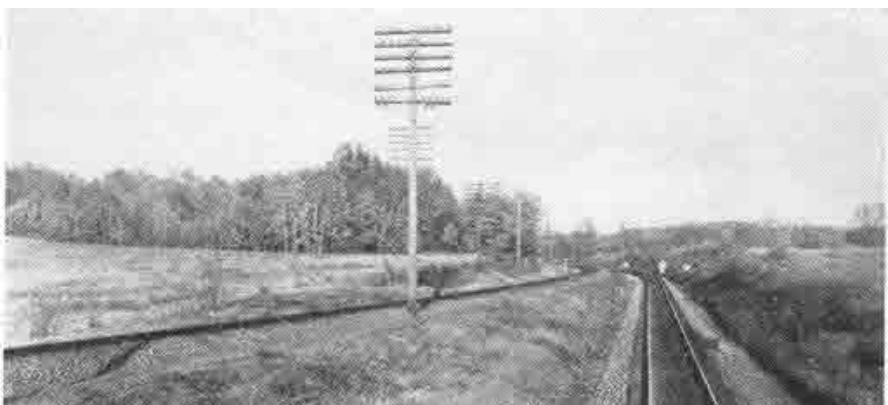
## Does Your Coal Come by Rail?



**AN ERIE SWITCH ENGINE** works the siding of a light bulb plant at Warren.



**WHITE AS SNOW** is the silica sand at the pit beside the Erie at Mahoning.



**JUST WEST OF PYMATUNING** the first subdivision of the Mahoning division (on the right) rises toward the level of the second subdivision.

# Erie Veterans News

## Buffalo-Rochester

By Jan Bender

Most of the 1958 office holders of the Buffalo-Rochester Chapter were re-elected at the November business meeting. Members to be installed include: **George E. Adams**, chairman; **H. J. Schultz**, vice chairman; **Frank Halbleib**, treasurer; **Herbert I. Moyer**, secretary; **Leo Overs**, **Fred Kern** and **J. M. Moran**, trustees.

The annual installation dinner and dance will take place on Saturday, February 7th. The time and place will be decided upon during the January 10th meeting which will be held at 1221 Clinton Street at 7:30 p. m.

Best wishes for happy retirements go to **Frank Halbleib**, chief clerk to master mechanic, and to **Joseph Schrufer**, clerk in revision bureau.

Both **George Adams** and **Fred Kern** just know Santa's coming to town because their spouses are off to New York City on a shopping spree.

Two birthday cakes are in order for the **Michael Reddings**. One for daughter **Peggy** on Christmas eve and one for Grandpa **Mike** on New Year's eve.

Buffalo appreciates the boost President **L. E. Rodgers** gave our 1960 United Veterans project. We cannot emphasize too strongly the need for your speedy cooperation and conscientious support in the coming year and a half.

## Youngstown

By S. D. Bean

Veteran **Raymond J. Biggins** retired as of Oct. 1, 1958. All good wishes for a long and happy retirement.

The writer and **Mrs. Bean** have been the recipients of many congratulations and good wishes on our fiftieth wedding anniversary. How time flies!

It is time now to begin making plans for the annual meeting at Huntington this coming January.

Hope to see a big crowd at our December meeting. Election of officers will be followed by refreshments.

## Susquehanna

By Harold Perry

The susquehanna chapter of Erie Veterans holds its regular meeting the first Monday of each month at 7 p.m. in the Main Office, Main St.

Every member is invited to attend. The officers would like each member to bring to the meetings a member who has not been attending and, as well, a new member.

Officers for 1959 were nominated at the November meeting, which enjoyed a large turnout.

Lunch and refreshments followed the meeting. Chairman for the social program was **Eddie Waddy**.

**Bill Iwinski**, former scribe of this column and still chapter president, took off for a visit with his sister in Canada after returning from a month's visit with his sister in Poland.

We all join in offering congratulations and best wishes to **Mr. and Mrs. Michael Dribnack**, who observed their Golden Wedding anniversary Nov. 21st. **Mr. Dribnack** is a retired Susquehanna division engineer.

Your correspondent, **Harold Perry**, and his wife observed their 38th wedding anniversary Nov. 16th.

Erie Veteran **Frank Matthews** did a minstrel number in the show "Light Up the Sky," which was produced by your correspondent for the Legion Honor Guard. The show was presented at the new Consolidated School auditorium before a large and appreciative audience.

## Salamanca

November meeting-dinner was held on the 21st at Myers Hotel, Salamanca with a fine attendance, averaging more than 50% retired present.

Plans for the seventh Annual Christmas Party were announced by **J. G. Ainey**, dinner chairman. Party will be held at the Holy Cross Club on December 13th.

**F. J. Dugan**, chairman of the

election committee, announces results of the chapter election. Officers for 1959: chairman, **J. L. Murray**; vice chairman, **Luis Martorell**; secretary-treasurer, **L. P. Johnson**; recording secretary, **Sam Minneci**; and trustees, **J. G. Ainey**, **Fay Barhite** and **C. R. Fralick**.

The officers will be installed at the Christmas Party with **R. P. Reebel**, Past System President, presiding.

Following the business meeting an interesting and timely address was delivered by Col. **John G. Krieger**, U. S. Air Force Reserves, on the development of the Air Force in the last ten years, modern military defense, guided missiles, nuclear weapons, space craft, satellites, and other developments in the atomic and space age. The colonel also touched on long range planning and predictions of future air travel.

The next regular meeting will be held on January 23rd.

## Marion

By Lucile Osmun

Marion Chapter and Ladies' Auxiliary of the Veterans held their October meeting in Grotto Hall, at which time a covered dish dinner was enjoyed.

Arrangements are in progress for the annual Christmas party. Let's all take a member who has not been attending regularly, as everyone is welcome and we feel sure they will enjoy the meetings.

## Jersey City

By Ernest Mastriani

Past Chairman **Bill Dowries** is presently confined to the hospital at Bergen Pines and would appreciate a visit from any of the Veterans who would like to visit with him. If possible, why not make an effort to cheer Bill with a visit?

The membership committee under **Jack Hazzard** reports the election of eight new members at the last meeting. Our thanks and encouragement to the members of this active committee.

On Saturday, Oct. 25 we were honored with a visit from our system president, **Mr. L. E. Rogers**, and his wife. A special meeting had been called, and after the formality of opening, all business

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was dispensed with and the welcome of the chapter extended to our honored guest.

A dinner was served to the approximately 80 members attending, and following it we adjourned to the meeting hall where our president warmly thanked us for our hospitality.

Following this we enjoyed entertainment furnished by **Henry Rutter**, consisting of a soloist, a comedienne, a pantomimist and an accordionist. We finished up by all joining in community singing, quartets, etc.

The next day, a number of members and their wives, including **Mr. and Mrs. Rogers**, journeyed to Patricia Murphy's Restaurant in

Yonkers, N. Y. where they enjoyed the food, the flower gardens and the hot houses for which this place is noted.

Returning to **Frank Belling's** home, all enjoyed refreshments until time for departure of our honored guests who were escorted to the train and wished a pleasant trip.

Our thanks to Brother **Belling** for his entertainment of **Mr. and Mrs. Rogers** during their stay in Paterson.

All members are invited to come to our December meeting when they will have a voice and a vote in the election of the men they desire to handle their chapter's affairs for the coming year.

## Latest Chatter About All the Erie Family

### Kent Division

**MARION**

By **Lucile Osmun**

Congratulations to **Caller R. G. Needles** and wife on the arrival of a granddaughter.

**Dick Harden**, home on furlough, was a recent visitor.

**Dick McClain** spent his vacation getting settled in his new home.

**Mary M. O'Donnell**, accident clerk in superintendent's office, spent part of her vacation in Charleston, W. Vs., attending the district conference of the Altrusa Club which was held in the Daniel Boone Hotel.

Congratulations to **Earl McCombs**, clerk, and wife on the arrival of a son, October 7th.

### AKRON

By **Besse Westbrook**

**William J. Moore**, general foreman, mechanical department, and wife enjoyed their vacation motoring in Florida, stopping at Ft. Lauderdale and Miami on the east coast and Tampa and St. Petersburg on the west.

**Charles Johns**, car clerk, and family spent their vacation touring Ohio, stopping at many places of interest.

**Esther Martin**, general clerk, motored to Toledo for a few days vacation.

**Miss Dianne Cotrufo**, granddaughter of **Stowman Oscar F. Westerberg** and **Naomi D. Westerberg**, was chosen 1958 Columbus Day Queen over eight contestants. She represented the Cassaese Society.

**Dianne** was Homecoming Queen at North High School, where she graduated in June. She was also chosen Queen of North Hill Board of Trade and is now employed by the Electric House.

### New York Division

**PASSAIC, N. J.**

By **Edward W. Kane**

**Mary M. Molinaro** enjoyed her vacation visiting Scranton, Pa.

We welcome **Bill Lane** as demurrage clerk.

(Please turn the page)



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Glenn E. Allen	Asst. Aud. of Revenues	Cleveland, O.	11-28-58	32
Ray America	Super. Scales & Weighing	Cleveland, O.	10-31-58	44
Veronica E. Arns	Head Clerk	Cleveland, O.	10-31-58	42
Clarence H. Barnes	Machinist	Jersey City, N. J.	10- 8-58	41
William L. Blakeney	Roundhouse Foreman	Leavittsburg, O.	11-30-58	47
Walter O. Boessneck	Office Engineer	Cleveland, O.	11-30-58	43
Thomas A. Brosie	Yard Conductor	Ferrona, Pa.	11-15-58	36
John R. Cadmus	Road Conductor	Hoboken, N.J.	10- 8-58	46
Leroy W. Cole	Engineer	Port Jervis, N. Y.	10-21-58	38
Angelo Conti	Car Repairer	Jersey City, N.J.	10- 5-58	29
Ross H. Cook	Shop Accountant	Hornell, N. Y.	10-15-58	37
Edward David	Engine Preparer	Waldwick, N. J.	9-24-58	36
Frank R. Davis	Business Car Attendant	Cleveland, O.	11- 9-58	40
John H. Gerlach	Engineer	Port Jervis, N.Y.	10-22-58	35
James W. Greenhalgh	Car Inspector	Port Jervis, N.Y.	10-27-58	48
Charles Haggerty	Yard Brakeman	Youngstown, O.	10-31-58	29
Frank Halbleib	Chief Clerk to M.M.	Buffalo, N. Y.	11-30-58	48
Joseph M. Harrington	Engineer	Buffalo, N.Y.	9-30-58	39
Addison M. Hartle	Freight House Foreman	Marion, Ohio	10- 2-58	24
Ray H. Holiday	Yard Master	Marion, Ohio	9-30-58	32
Albert J. Horlacher	Car Inspector	Jersey City, N.J.	10-14-58	22
Ben Johnston	Carpenter	Meadville, Pa.	9-29-58	41
William J. Lee	Conductor	Susquehanna, Pa.	8-31-58	42
Albin Lindholm	Carman	Jamestown, N. Y.	10-29-58	41
George T. Lynch	Yard Brakeman	Croton, N.J.	10- 5-58	42
Paul V. Mace	Operator-Towerman	Hornell, N. Y.	10-27-58	38
Alma L. McHugh	Chief Telephone Operator	Cleveland, Ohio	10-31-58	35
Dominic Monroe	Crossing Watchman	Youngstown, Ohio	10-11-58	36
Louis Morante	Machinist Helper	Meadville, Pa.	10-21-58	43
John H. Morgan	Engine Dispatcher	Secaucus, N.J.	10-31-58	43
Edgar T. Mulhall	Time & Material Clerk	Youngstown, Ohio	11-30-58	43
Michele Nole	Freight Car Painter	Susquehanna, Pa.	10-14-58	35
John F. O'Boyle	Carman Helper	Dunmore, Pa.	8-29-58	49
Frank D. O'Dea	Lieutenant of Police	Rutherford, N. J.	10-28-58	39
Frank E. Papcke	Stockkeeper	Cleveland, Ohio	10-24-58	51
Julius P. Pelt	Freight Carman	Susquehanna, Pa.	9-16-58	33
John Romanki	Engine Preparer	Elmira, N. Y.	10-31-58	36
Joseph A. Schrufer	Rate Revision Clerk	Buffalo, N. Y.	11-28-58	32
Leon B. Teribury	Engineer	Elmira, N. Y.	10-15-58	38
Jay H. Tyler	Commercial Agent	Peoria, Ill.	11-30-57	29
Nicholas Uyehelyi	Trackman	Goshen, N. Y.	9-25-58	33
J. Russell Vaughn	Plumber	Susquehanna, Pa.	9-29-58	37
John Wanagiel	Trucker	Jersey City, N. J.	10- 6-58	30
Carl J. Wilmas	Commercial Agent	Cincinnati, Ohio	11-28-58	39



WHEN GEORGE AND ALMA McHUGH retired their friends presented them with a set of garden furniture for their new home in Pompano Beach, Florida. Here they display it at their retirement banquet. Alma was chief telephone operator at Cleveland, and George car clerk at the Scranton Road freight house.

Your correspondent enjoyed his vacation in Florida.

**Charles Eythe**, baggageman, is planning a hunting trip during the month of November.

**Cornelius Simms**, brakeman, is looking over property in Sarasota, Fla. for his future home.

**Leo McCauley**, conductor, is talking about a Florida vacation next winter.

**Al Stoebe** is back at work after a brief illness.

#### JERSEY CITY FREIGHT CAR By Ruth Trent

It's a girl for **Mr. and Mrs. Ronald O'Malley**, and they have named her **Patrice Mary**. Ronnie is car repairer at Penhorn shop.

#### WEEHAWKEN DOCKS AND LOCAL By Violet Schmitt

A romance that began at a St. Peter's College prom culminated in the wedding of **Margaret Ann McMahon**, daughter of **Mr. and Mrs. George McMahon**, foreman, to **Michael Stellaci** on Sunday, November 2nd at St. Paul of the Cross Church in Jersey City.

A reception for about two hundred relatives and friends followed at the Robert Treat Hotel in Newark, after which the couple left for a Bermuda honeymoon. The bride was graduated from St. Aloysius Academy and the groom from St. Peter's College last year.

Another wedding of the fall season was that of **Josephine Francis**, daughter of **Mr. and Mrs. Louis Francis**, trucker, to **William Campolongo** of West New York, N.J.

The event took place at St. Michael's Church on October 25th, and after a reception at the Bamboo Gardens for about one hundred and fifty members of the families and friends, the happy bride and groom embarked on a honeymoon trip to Niagara Falls.

At still another wedding on Saturday, November 1st, at which **Barbara Gaherin**, daughter of **Mr. and Mrs. H. Gaherin**, chief clerk, was bridesmaid for her girl friend, **Barbara's** engagement to **Louis Taurozzi** of Fairview, N. J., was announced.

There is much excitement in the **F. L. Pizzuta**, westbound clerk, household. Daughter **Lucille**, who has been in Hawaii with her husband stationed with the U. S. armed forces, came home, arriving in time for her sister **Frances'** wedding this month.

We must add that **Lucille** very thoughtfully brought the ladies in the Weehawken office a Hawaiian lei of orchids.

**J. McGowan**, tally clerk, is having his patience tested. He is teaching his wife to drive.

Recent visitors at our station were **Barney Benzoni**, recently re-

tired cooper, and **Joe Vollinger**, former General Motors representative, who asked us to extend his greetings to all his Erie friends.

Since his retirement last year **Joe and Mrs. Vollinger** spent six months touring the U.S.A. with stop-off visits at Los Angeles to visit their daughter and her family; at their summer home at Highland Lakes, N. J.; and at the annual Vollinger family reunion in Paramus home of **Mr. and Mrs. William Vollinger**, also General Motors representative with Erie.

They now can be found at their Florida residence where they plan to take life easy.

**Bertlan Horvath**, son of **Mr. and Mrs. Louis Horvath**, checker, is now at home after completing his four years training with the U. S. Navy, during which he spent much time in foreign waters and learned a great deal of the life outside the U.S.

Thanks to a new inspiration. **Paul Saycheck**, our Weehawken bowling team seems to be improving.

#### SUPERINTENDENT'S OFFICE, HOBOKEN

By Mary A. D. Meyer

**Mr. H. A. Rhoads** and son **Bobby** took in the World Series at the Yankee Stadium, New York, October 6th.

Vacations: **Mr. and Mrs. Fred Dana** spent the third week of their vacation at Cape Cod, Mass.; **Dick Young**--day trips to Connecticut, Pennsylvania and New York; **Mr. and Mrs. Harold Kaufman** took a motor trip through New York and New England States and to Montreal and Quebec, Canada; **Mr. and Mrs. Vandercloster** and **Stanley Galowacz**--day trips; **Antionette Geerinck** and **Mary Quinn** of asst. vice president and general manager's office spent the week end at Cape Cod, Mass. recently.

Visitors are always welcome and recently we had: **Ed Shipman**, chief dispatcher from Buffalo, **Ed Bunnell**, **Joe McGirr**, **Ralph Riccardo**, **Gus Brennan** and **Mrs. Pace**.

Erie Railroad employes third annual communion breakfast was held at the Saint Anna Catholic Church hall, Hoboken, Sunday, October 19th. There were over 145  
(Next page, please)

in attendance, and hymns for the Mass were sung by **W. J. Flusk**.

**Mrs. Mary Liddell**, the former **Mary O'Dea**, stenographer in the master mechanic's office, Jersey City, was guest of honor at a dinner party at the Hotel Taft, New York, Thursday evening, October 23rd.

Those present were: **Patricia Blum**, **Rosemary Van Riper**, **Barbara Trumbour**, **Virginia Rhoads**, **Eileen Hoppler**, **Patricia Mahoney** and **Margie Sfraerzza**. **Mary** is taking a leave of absence.

**Abe Kleinman** attended the opening of the Metropolitan Opera at the Metropolitan Opera House, New York City, October 27th.

Nice to see **Fred Dana** back after illness.

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## Employment

### JERSEY CITY

By **V. T. Bustard**

**Mrs. H. E. Kelly**, who is treasurer of the Little Falls Professional and Business Women's Club, was a delegate to the luncheon of the Federation of Women's Clubs at the Princeton Inn.

**Marie Colasurdo** is spending her week-ends taking driving lessons in the car she purchased recently.

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## Marion Division

### TRANSPORTATION DEPARTMENT &

### MAINTENANCE OF WAY DEPARTMENT

By **C. R. Swank**

**Miss Ruth Carol Jordan**, daughter of Division Engineer and **Mrs. R. H. Jordan** of Huntington, Indiana, became the bride of **Mr. Rex Allen Pearson**, son of **Mrs. Ruby Pearson**, also of Huntington, in a double ring ceremony at the Church of the Brethren.

The attendants were **Mrs. Frances Sirianni**, matron of honor, sister of the bride, and **Mrs. Marjory Ickes**, bridesmaid, sister of the bridegroom.

**R. J. Pearson** served his brother as best man, and ushers were **Larry Stallsmith** and **Robert Caley**. A reception following the wedding was held at the home of the bride's parents.

**Clarence E. Guthier**, engineer, Marion division, and wife have returned from their tour of Europe, which was highlighted by an

audience with the late Pope Pius XII.

Congratulations to Trainmaster **W. J. Donnelly** and wife, who are the parents of a new daughter.

**Walter Rathfon**, retired plumber foreman, called at division engineer's office and renewed acquaintances.

Your correspondent recently renewed old acquaintances with **James Todd**, formerly of Huntington, who is now agent at Galion, Ohio.

o

## 14TH STREET, CHICAGO

By **Chris Hardt**

**James Kearns**, local Erie police patrolman, and wife **Darlene** announce the arrival of their new baby girl, **Susan Darlene**, on October 6th at the Chicago Lying-In Hospital.

The new baby's older sister, **Kathleen** is a five year old kindergarten student. She is proudly boasting to her class-mates that she is now a baby sitter for her new sister.

**Louise Reck**, former typist-clerk who left Chicago for Yarnell, Arizona to join her mother, who was convalescing from illness, writes to **E. C. Wise**, O. S. & D. department, that she was happily married to **William Winslow** on August 23rd at Las Vegas, Nevada.

The couple have made their home in Los Angeles, California. We congratulate **Louise** and her husband on this happy occasion.

**John Keegan**, able dispatcher for Motor Express at our 23rd Street piggyback trailer operation who ably assisted in co-ordinating the piggyback system there, is well appreciated by Motor Express drivers and Erie Railroad people for his congenial manner and helpfulness.

He always has two words for everybody: a very pleasant "Good morning" or a very pleasant "Good night." Our foreman at 23rd Street Station, **Walter Mills**, boasts that **John** is truly his "right hand man."

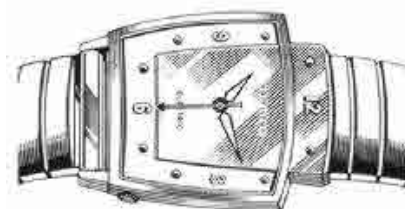
**Jack Lutz**, former yard clerk at 51st Street Station, is now clerk at 23rd Street Station.

**Robert Lee**, just discharged from active duty in the United States Army, has resumed his duties as yard clerk at 51st Street Yard.

(Please turn the page)



ALINDA, \$65



EVEREST Electric\*, \$110



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for a  
star-bright  
Christmas

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REWARD OF LOVE



"I like to consider it an accident. One of the section hands offered to light my cigaret."

o

**Frank Parker**, veteran engineer at 51st Street, is a volunteer fireman of the local fire department at Evergreen Park, Illinois, his home town.

**Frank** and son **Francis**, formerly clerk at 14th Street Station and now an executive of the Freight Agent's Association of Chicago, Association of American Railroads, recently enjoyed a 9000 mile railroad tour of the southern and eastern States.

A word of warning: do not get **Frank** started talking about his trips, unless you can arrange to take a day off from work.

New maintenance of way track car man **William Foley** has a wonderful head of red hair. So, of course, he is called "Red Foley."

**Donna Major**, rate clerk, and husband **Richard**, an airline assistant at Midway Airport, recently purchased their honeymoon home at Stickney, Ill.

Already **Donna** is rambling through books and catalogues for home furnishings and seed catalogues for flowers and shrubs and landscaping.

**Lynne Hardt**, daughter of the writer, became the bride of **Mr. Wayne Oswald** in a recent wedding ceremony. Congratulations to the happy newlyweds.

## Car Accountant CLEVELAND By Ella Carpenter

**John** and **Lucille Babli** drove to Charleston, W. Va. to attend a districter contest of the S.P.E.B.S.Q.S.A. and were very enthusiastic about the beautiful scenery in the Virginia and W. Va. mountains, especially with its autumn hues.

**Dora** and **Bob Alves** drove to Jamestown, Williamsburg and Virginia Beach and thought the new tunnel and bridge across Hampton Roads was quite an engineering feat.

**Sandra** and **Dave Zmek** entertained many relatives and guests at a house warming in their new home in Fairview Park.

**Wilma Kerzman** thoroughly enjoyed her recent trip to New York where she visited Radio City and the Statue of Liberty. But the highlight of the journey was the boat trip to West Point.

**Norma Simmons** and some friends drove to a fencing tournament held in London, Ont. and immensely appreciated the fall scenery enroute.

**Joan** and **Paul Bene**, with the capable assistance of **Marian** and **Cliff Palmer**, **Shirley Walker** and **Jean Brady**, put on a clam bake in Rocky River Valley that was an epicurean's delight, according to those who attended, which included a number of their fellow workers.

On a recent visit, **Ruth Smith** informed us that she had just returned from trips to Albany, N. Y., and Northport, L. I., and is now planning to go to California for the holidays.

We also had a visit from **Muriel Singer** who passed candy and bid adieu to her many friends.

**John Folwasny** is looking forward to his annual visit with his family in Sherman Oaks, Calif., and intends to stop off at Salt Lake City and a few other points of interest enroute.

**Ellen Cunningham** went to El Centro, Calif., to spend the holidays with her daughter and son-in-law, **Carol** and **Keith Galusha**.

**Mr.** and **Mrs. Harold Post** plan to spend the holidays in Phoenix, Arizona, with their son, daughter-in-law and two grandsons.

**Marian** and **Califf Palmer** vacationed in Miami Beach again, but this time they drove and stopped off at several points of interest along the way.

Yours truly will wind up this year's vacation visiting relatives in Philadelphia at thanksgiving and go to New York for Christmas.

• • •

## Marine By Jesse Baker

During my very pleasant recent trip to Florida, I stopped to see **Arthur Terwilliger** in St. Petersburg. He asked about all of his old friends on the Erie.

**Arthur** must have found the Fountain of Youth, for he looks the same as he did when he was steering the Waverly, not a year older.

While in St. Pete, I tried to contact **Russ Munsen**, and I was told that he had planned a trip to Europe.

**Dick Donovan** may have to go under the knife for an eye operation.

Capt. **Fred Decker**, retired tug captain, was in signing requests for passes to Florida. Fred sends regards to all.

I must have started something, for the fellows who bowl from 120 to 160 want to know why their names did not make the magazine. All right--here goes:

**Gus Matousek** and **George Schermerhorn**, tug dispatchers; **Alex DeFeo**, **Joe Gozzolino**, **A. A. Laus**, **James McTighe** and **H. G. Smith**, all floatmen; and Captains **George Benson**, **Gil Diamond**, **Henry Hansen**, **D. R. Laus** and **George St. Amound**.

**Joe Barbati**, mate on the tug Chicago, bowled a 293 game.

Do you know that in each of the four cables of the George Washington Bridge across the Hudson River there are 26,474 wires, each 0.196 inches in diameter?

o

Hurricane season is over, but do you know why hurricanes are given girls' names? This is no mere whimsy--it is perfectly logical.

Hurricanes are born at sea, and the sea is traditionally feminine. Therefore the stormy infants take the gender of their mother in their names, which are limited to six letters or less.

(Next page, please)

*Erie Railroad Magazine*

**Accounting  
AUDITOR OF DISBURSEMENTS**

**By Jim Hough  
&**

**Rita Mazur**

Moving our office to the Columbia Building, after 27 years in the Midland, brought about utter chaos. I am happy to report, however, that no one suffered injuries in their journey and everything is back to normal.

There are always a few, however, who like to vary their routine and among them are **Ginny Blackley** and **Rita Mazur** who spent a "not so restful" weekend in New York City. Rita was so impressed with the big city she missed the train for home and consequently flagged a plane the next afternoon.

**Dorothy Buday** and **Mary Jacobic** are on their way to see the sights of New York also. A report will be made on their excursions after they return home.

Two very happy travelers this month were **Kathryn Guiton** and **Lottie Scholtz** who went to Jersey City to see Kathryn's new born niece. Kathryn is now proud to be known as "Grandma" and Lottie as "Auntie."

**Polly Jameson** was happy to change her name to **Mrs. Frank Kennard** on October 18. Polly and Frank were married at Evangelical United Brethren Church in Independence, Ohio. Congratulations to both.

Congratulations also to **Fred** and **Martha Talbot** who celebrated their fifth wedding anniversary on October 24th.

I wonder if that big smile on **Mary D'Altorio's** face is because **Maynard Grieves** has asked her that "important question" and has sealed it with a diamond ring. Seriously, Mary, lots of luck.

We wish to extend our welcome mat to **Dave Murg** who is back with us after two exhausting years with Uncle Sam.

**Marilyn Haely** was dealt a double run (including both 9's of trump) in single deck pinochle during lunch hour last week. (Marilyn made her bid.)

Another genius in our group: **Jim Hough**, who after only one year of bowling scored a 233 game.

o



**THESE CRASH TRUCKS**, built for the Air Force by the American-LaFrance Corp. at Elmira, started their trip to their bases aboard the Erie. The trucks can fight fires with foam, fog, or water, and have complete rescue equipment aboard.

o

**AUDITOR OF REVENUES**

**By Ray Stevens**

The Birthday Club, in one of their excursions, picked the Chalet as the place to celebrate the birthday of five of their members. **Connie Hagedorn**, **Mary Lou Raynak**, **Erlamae Saunders**, **Rita Slimak** and **Pat Yon Duhn** were the happy ones.

Dept. of Championship Bowling: **Florence Cregau** confided in us that she had won a bowling trophy. Research, however, brought out the fact that it wasn't for superior pin toppling but for nineteen gutterballs in a three game series.

**Anne Marie Coyne** did her pin boy a favor in rolling 18 and her buddy **Kay McGreal** astounded everyone by coming through with a two. These scores were achieved in only one game and the future champions should be extended the glad hand for trying anyway.

**Frank Tracy** and the family are enjoying life in their new dwelling in Parma these days.

**Mary Falasco** of the machine room took a two-week driving tour of the west with her sister and brother-in-law.

**Pat Good** and his son **Pat, jr.** spent two weeks in Sunny Florida.

On October 4th **Nancy Cholley** and **Norman Parker** of Quitman, Mississippi exchanged vows at Holy Family Church. After the reception at Sunny Brook Gardens the couple left for a two-week honeymoon in New Orleans.

One week later, October 11th, **Gloria Ranft** became **Mrs. Bill Lash** at St. Vincent De Paul

Church. Following the reception at VFW Hall the couple drove to Florida for a three-week honeymoon.

**Shirley Ranft**, the new bride's sister and **Bill Broestl**, both of this office, were among those in the wedding party.

(Please turn the page)



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| <input type="checkbox"/> Locomotive Engineer         |  |

Name \_\_\_\_\_ Age \_\_\_\_\_

Home Address \_\_\_\_\_

Occupation \_\_\_\_\_

Erie employees will receive a Special Discount





**VERN ZIPFEL**, secretary to the freight traffic manager at Chicago, and **Donna Henning**, former clerk-stenographer for the Erie at Chicago, were married recently.

o

On October 18th, **Dolores Ondrick** and **Kenneth Graf** exchanged vows at St. Wendelin's Church. Following the reception at the church hall the couple left for their honeymoon at Cope Cod.

On October 11th **Donna Brosch** and **George Hruska** surprised the office staff by quietly slipping away and tying the knot. After a short honeymoon in New York State the happy couple returned to Cleveland and their west side residence.

**John Prentice** and his wife spent a week at Paterson, New Jersey.

**Nona Meier** and her mother visited friends in New York.

A husband-and-wife team retired from the ranks after a combined total of 92 years of loyal service. **Vera** and **Eddie Arns** are the two and they will be sorely missed by their co-workers.

**Edna Miller** and one of her girl friends took in a week's fishing at Catawba Island and Edna related this story to her friends. She managed to catch 119 fish, and if that isn't a fish story then we've never heard one.

**Bill Van Stein** visited relatives in Lexington, Kentucky in October.

Aunt **Dolores Vassileff** proudly announced to the office staff that her sister **Gwen Ihlenfeld** had been visited by the stork on October 2nd. The little Miss has been named **Phyllis Louise**. Both **Gwen** and her husband **Bob** are former Erieites.

Two Erie couples had a merry weekend in New York in October.

**Ursala** and **Paul Jurcisin** and **Pat** and **Chuck Van Duhn** were the merrymakers.

**Ralph Linhart** and his wife spent a week's vacation in New England.

**Helene Toth** and **George Olson** returned to the office after operations and stays in the hospital.

**Joe McManus, jr.** is traveling around town these days in a new imported German roadster.

**Bob Shields** spent three weeks in the Sunshine State.

**Mike Van Duhn** has joined the ranks of home owners by purchasing a dwelling in North Ridgeville.

**Al Fitch**, **Bill Broestl**, **Dick Cawley**, **Steve Miko**, **Rose Kovach** and her husband **Joe** were among those who cheered on the Browns at all of their home games.

Here's the tip of the old fedora to those in the individual departments who furnished me with my information: **Jim Murphy**, **Pat Prentice**, **Shirley Daugherty**, **Dolores Vassileff**, **Frank Powella**, **Marge Brooks**, **Millie Costanzo** and, of course, many others. Thanks a million.

The Erie girls don't have a bowling league of their own this year but they do have three teams entered in the Standard Oil league. As of October 21st the Frame-Ups, an Erie team, were leading the league. **Irene Haborak**, **Janet Locher**, **Juanita Smith**, **Joann**



"He could hardly wait for your train to arrive."

o

**Stelbasky** and **Shirley Walker** are the five keggerettes.

Other Erie girls bowling are **Connie Hagedorn**, **Betty Krych**, **Marge Pharis**, **Mary Lou Raynak**, **Deanne Carlson**, **Mary Lou Hnatt**, **Audrey Stettin**, **Gloria Lash** and **Shirley Ranft**.

As for the men, the night of October 23rd found the same team in first place, the Interline bunch.

At this time some of the leading-average bowlers were **Jim Petonic**, 181; **Chuck Van Duhn**, 172; **Frank Buck**, 171; and **Marty Marcellino**, 168. These figures are through the courtesy of **Bill Lash**, secretary.

Some of us at the Erie have been gifted with nicknames by our co-workers. A few of the latest are **Jack Sherman**, affectionately termed "Pop"; **Marty Marcellino**, alias "Don Juan"; **Frank McCarthy**, given the name "Little Caesar" by **Ken Blask**; **Erlamae Saunders**, or "Whirley"; and last but not least **George Joseph**, a self-styled "Old Banana."

In this, the annual season of rejoicing, may we all have a truly Merry Christmas and a Happy New Year.

(Next page, please)

*Erie Railroad Magazine*

## STILL GREATER PROTECTION--For Cars and Lading

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## HORNELL ACCOUNTING BUREAU

By Dick Crowley

The Brotherhood of Railway Clerks held their regular meeting in the hall on Main Street, after which luncheon was served. All present said they had a delicious luncheon.

Newlyweds **Pauline** and **Mozzie Piacenti** had their wedding trip through the South, including New Orleans.

**John** and **Joanne Larson** honeymooned through the New England states. John, unfortunately, had an engagement to fulfill for the United States Army. He was drafted October 14th.

**Paul Smith** and the **Mrs.** spent a week end at the mountains recently.

**C. F. Brown** (Brownie) and his wife visited their daughter and son-in-law in Newport, R. I.

**Marguerite Whiting** spent her vacation in Richmond, Va. with her parents and other relatives.

**Olga Nazar** visited in Cleveland, O.

**Dave DeLaney** recently rode a Diesel to Elmira.

**Frank Krider** vacationed for a few days.

A party was held at the Moonlit Restaurant at Bath for **Lorraine Spowart** who was recently married. About twenty of the ladies from the office were present.

**Lorraine** was given a gift from her fellow workers. Members of the committee were **Joyce Fuller**, **Rita Halloran**, **Barbara Sheridan** and **Helen Huff**.

**Cliff Friends** has a new car.

**Ed Gillette** won the Giants-Browns football pool sponsored by the Golfing Association.

It is reported that "**Coots**" **Congelli** had a streak of bad luck with his hunting.

**Frank Bottomley**, **Bruce Dungan** and "**Abber**" **Burdette** were out deer hunting the first day of the bow and arrow season.

Several of our fellow employees' wives helped out with the Community Chest Campaign in the city.

**Ross Cook**, shop and marine accountant in this bureau, retired after 37 years of faithful service. He was presented with a gift, and all of his fellow employees wish

him the best of luck and many years of enjoyable retirement.

**Al Morris** enjoyed a trip to New York City for a few days.

Birthday wishes for December go to: **Dick Halloran**, **Frank Condon**, **George Hussong**, **Bob Pebbles**, **Dave DeLaney**, **Jim Hilton**, **Frank Krider**, **Ann Kubiak**, **Roscoe Dressier**, **Ted Tannler**, **Dotty Rixford**, **Rita Halloran** and last, but not least, **Mr. Winters** who celebrates his birthday on Christmas day.

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## Mahoning Division POLICE DEPARTMENT

By J. O. Sheets

**G. D. Schirmer**, patrolman who retired Oct. 1 after 41 years of loyal service, was honored at a testimonial dinner at Eagles Hall, Meadville.

His many friends and co-workers wish him many happy years of retirement.

We welcome to Meadville **B. R. McKay**, patrolman, recently transferred from Cleveland.

**M. Banyas**, patrolman, can prove he's had good hunting: he's eating wild duck again.

**J. F. Gilson**, patrolman, has dry-docked his boat and is busy cleaning his deer rifle. He hopes to get another buck this year.

**A. Herrick**, patrolman, recently enjoyed a visit with friends at Sharon, Pa.

**R. E. Hamilton**, patrolman, and his wife celebrated their 18th wedding anniversary at the Souther Hotel in Mansfield, O.

**C. H. Pageler**, lieutenant, made a trip to Pennsylvania recently to check over his hunting ground for the coming deer season.

**D. H. Karr**, patrolman, purchased a new car recently.

• • •

## Buffalo Division BUFFALO MACHINE SHOP By Frank Halbleib

Congratulations were extended to **Mr. William E. Murphy**, electrician. His wife gave birth to a baby boy. Mother and son are doing very nicely. Cigars were enjoyed by his fellow workers.

A second proud new papa was **Mr. Richard L. Williams**, laborer, whose wife gave birth to a baby girl.

o

## BUFFALO FREIGHT

By F. J. Rombkowski, Jr.

Congratulations to **Bob Havens** on the arrival of a son born Nov. 1st; to **Harry Guyette**, a son Nov. 4th; and to **Jack Campbell**, also a son Nov. 7th.

**Adele Kuminski** spent a week-end visiting friends at Champaign and Urbana, Ill.

**Charles Schaeffer** is driving a new car.

Congratulations to **Joe Karg** on his birthday Nov. 10th.

The Erie deerslayers were pretty quiet this year--no invitations for venison dinners were extended.

Mother of Good Council Church, Blasdell, N. Y., was the setting at 10 a.m. Nov. 22nd of the marriage of **Theresa Yacobucci**, daughter of Rate Clerk **Nick Yacobucci**, and **Mr. Thomas Stefanacci**. An evening reception at the Big Tree Fire Hall followed, with many clerks attending.

Birthday congratulations to **R. E. MacLaury** on his 49th birthday Nov. 5th.

**Joe Schrufer**, rate clerk in the Buffalo rate revision bureau, retired November 30th after 32 years service with the Erie Railroad.

Friends and co-workers honored him and his wife at a banquet dinner at Beckers Restaurant on Dec. 5th. A gift was presented along with good wishes for a happy, healthful retirement.

(Please turn the page)

# MAKE TRACKS

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## Susquehanna Division HORNELL BACK SHOP AND DIESEL SHOP

J. Parker, messenger, must have noticed the wild geese going over, as he has donned the plaid cap and is settling back for the winter.

Congratulations to **Vie Kastner**, machinist, Hornell Diesel shop, who was recently married.

Congratulations to **Tom Piacenti**, machinist, Hornell Diesel shop, who was recently married.

• • •

## Lighterage

NEW YORK CITY  
By Regina F. Frey

Congratulations to **Bertha Tre-fry** who became a grandma via son **Edward**, stationed in Alaska with the Navy.

**Edna Andrews'** husband recently made a trip to Thule, Greenland, in behalf of the Naval Supply Department, and sent home most interesting accounts and pictures of his experience.

**Dot Shea** and **Loretta Londregan** spent a week's vacation in the Poconos.

**Virginia Gough** has been transferred to the master mechanic's office in Jersey City.

Best wishes to **Lil Skupin** and **Helen Hefferan** who celebrate December birthdays and **Clarence Johnson** who celebrated his on November 14th.

**Lorraine Zurich**, daughter of Chief Clerk **Emil Skupin**, is celebrating her first wedding anniversary this month. Her parents celebrated 24 years of marriage last month.



"What's the fare to Niagara Falls?"

o

A news item in the *South Australian Advertiser*, January 8, 1958, says: "The caterpillar plague which has overrun eastern Victoria for some weeks, today delayed, but failed to stop, a train at Healesville.

"Four brooms were attached to the engine's cow-catcher, but could not clear a path through the squelching, 50-yard wide mass. The wheels spun like those of a bogged car.

"The driver, Norman Jones, uncoupled one of the two carriages, and loaded all his passengers into one carriage.

"He backed a mile to get speed, dashed at the caterpillars, and skidded through."

## Two Erie Police Attend Academy

Two members of the Erie Railroad police department, Lieut. Richard J. Hardinger, staff lieutenant at Jersey City, and Patrolman Roy A. Davis, Hammond, attended the eighth annual National Railroad Police Academy.

The academy, held under the auspices of the protective section of the Association of American Railroads, was held at Chicago from Sept. 22 to Oct. 3, has the basic purpose of instructing instructors, and the recent graduates of the intensive two-week course are now busy telling fellow members of their department what they learned.

For the details of railroad police work are always changing, and constant study is needed to keep up with new court decisions, new criminal activities and the temptations to criminality that new products bring.

### Fields Covered

The academy's intensive two-week program covered every important phase of railroad police work. In addition to sessions on general police training and the selection, training and responsibility of supervisors, the 1958 school dealt with recent court decisions affecting police problems with regard to search and seizure; investigation of freight and baggage claims; investigation of arson and suspicious fires; handling of juvenile problems; and the principles of public speaking.

Two major projects were related to thefts from interstate shipments and derailment investigations, with a full-day moot court session presided over by a judge of the United States District Court.

### Realism Keynote

Actual on-the-scene activities were correlated with lectures and visual aids, and there were practical demonstrations in connection with the marking and preserving of evidence, photography, care and handling of firearms, techniques and mechanics of arrest, first aid, and numerous other subjects of direct concern to a railroad police officer.

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# Hints Given on Pictures for Magazine

The Erie Magazine likes to run pictures submitted by its readers --and runs all it can if they are newsworthy and of interest to our readers. Nothing is more frustrating to an editor than to receive a picture that he'd like to run, but can't because the picture is unsuitable for reproduction.

Nor, for that matter, is anything more frustrating for the person who submits the picture.

Below are some tips to make it easy for you to submit pictures. Don't worry--simple pictures are best.

1. Pictures should be black and white, glossy. The engraving camera is color blind, and we can't make a black and white engraving from a color picture. The colored pictures you see in magazines are printed from a series of engravings.

## Wide Range of Tones

2. The picture should have a wide range of tones. One that gives a general impression of grayness, or a generally black impression when you look at it, just won't reproduce properly. Remember that the engraving camera makes a copy of the picture through a screen, and no engraving can be as good as the original. Values will be lost, and unless they are good to start with, the result will be bad indeed.

3. The picture should be sharp. If there is an out-of-focus area, it will look worse in the engraving. Blurred areas will become more blurry as the screen gets in its work.

4. Faces should be large enough to reproduce well. The engraving prints from a lot of little dots--the spaces between the grids of the screen. The more such dots, the better the likeness. If they are too few, it's anybody's guess as to who is in the picture.

If you take your own pictures, here are some hints that will help:

## Keep It Simple

1. Be simple. Simple arrangements are best. If more than one person is in the picture, don't let

anyone look at the camera--let them look at one another or at something. Better still, have them doing something.

2. Expensive equipment isn't essential. Fixed-focus (box) cameras, properly used, give better results than elaborate cameras in inexperienced hands. Again, be simple.

3. Try to limit group pictures to three persons, and have them close together. The more people you get in a picture, the more likely one is to close his eyes or make a face of some kind at the wrong moment, and focussing problems become harder for you. Again, be simple.

## Don't Forget Names

4. Easy does it. Don't tire your subjects with long preparations. If you need a smile, and it won't come, ask the subject to say "cheese."

When you submit pictures, please send full data with them. Remember that cut lines don't write themselves. We must know the names of the persons in the picture, and the where, when and what of the picture and of everyone in it.

Names are often a stumbling block. Be sure you have the first names of your subjects, middle initials if any, and that all names and job titles are correct.

## Paper-Clip Menace

Pictures can be ruined by paper-clips, by folding, by staples or by pressure of sharp points, such as ballpoint pens. Remember, too, that we must send pictures out of our office for engraving. Pictures are rarely lost, but it is a possibility. Please save yourself, and us, from possible embarrassment by making certain that the pictures you forward can be replaced easily.

Avoid writing on the backs of pictures. If possible, type essential information on a separate sheet of paper and paste it to the

photograph with library paste or rubber cement. (Some adhesives react with the emulsion surface of the photograph or with its paper backing.)

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(Story begins on page 8)

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Mr. Leon Justin  
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Rt. 4, Box 375A  
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Miss Daisie Krieger  
707 Anderson St.  
Mr. H. A. McAllister  
2831 Mulford Ave.

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Mr. & Mrs. George McHugh  
1653 West River Dr.  
Margate  
Mr. J. A. Oehlschlaeger  
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Mr. Edward Estell  
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Mr. Jay Harmison  
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424 Kentucky Ave.

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2026 4th St., So.  
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5301 Haines Rd., Lot 41  
Mr. Roy C. Colter  
216 Ninth Ave., N. E.  
Mr. Earl Davenport  
430 Dartmouth Ave., No.  
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(Next page, please)

# Florida

(Story begins on page 8)

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121 S. Pine Street

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Mr. W. C. Haviland  
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Mr. Thomas P. Scott  
1630 Aloma Ave.

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Mr. Frank Boyden  
1115 10th St., Box 4)96

Mr. James R. Decker  
P. O. Box 994

Mr. George A. Fetzer  
Mr. Ray D. Regan

805 South Ave.  
Box 397

Miss Mabel C. Washburn  
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Box 1371  
Boynton

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Cortez

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Crescent City

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Dania

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P. O. Box 511  
De Leon Springs

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P. O. Box 226  
Dover

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109 Broadway  
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48 Terrenca Ave.  
Golden Beach

Mr. Robert E. O'Hern  
816 Avondale Ave.  
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West Hollywood

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1134 El Prado St.  
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P. O. Box 85  
Zolfo Springs

• • •

Generals George B. McClellan, Grenville M. Dodge, A. E. Burnside and Nathaniel P. Banks, all of Civil War fame, were employed by the Illinois Central Railroad prior to that conflict. McClellan was chief engineer and vice president, Dodge was an instrument man, Burnside was cashier, and Banks was resident director of the company.

# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Alltop, Oscar	Welder	Mahoning Div., M. of W. Dept.	10- 5-58
*Baglino, James Joseph	Car Inspector	Jersey City Car Shop	10- 7-58
Ballard, Edward	Delivery Clerk	Sharon, Pa., Mahoning Div.	9-29-58
Battista, Mike	Laborer	Meadville Diesel Shop	10- 1-58
*Bennett, Bert Franklin	Trackman	Marion Division	10- 1-58
Berry, James Earle	General Yardmaster	Port Jervis, New York	10- 5-58
*Bowers, Fred	Yd. Brakeman & Ex. Yd. Cond.	Croxtion, N. Y. Div.	8- 4-58
Brengard, Joseph Victor	Pipefitter	J.C. Pass. Car Dept.	9-25-58
Brennan, James William	Engineer	Delaware Division	10- 2-58
*Bulmer, Oliver	Assistant Foreman	Rochester Div., M/W Dept.	9-19-58
*Clifford, Michael James	Dispatcher	Delaware Division	9- 3-58
*Conley, Michael Frank	Mill Hand	Kent Car Shop	10- 8-58
*Craft, Asa Wade	Loco. Crane Operator	Brockway	8-23-58
*Cranmer, Riley	Trackman	Marion Division	7-23-58
*Crawford, Edward Cameron	Electrician	Jersey City Shop	9-25-58
*Crawford, John Bertrand	Machinist Helper	Marion Shop	8- 6-58
*Cyphers, George Irving	Yard Brakeman	Weehawken, N. Y. Div.	7-25-58
*Daltorio, Nick Benjamin	Car Inspector	Kent Car Shop	9-16-58
*Denton, Luther	Pipefitter	Hornell Roundhouse	9-19-58
*Dipero, Louis	Machinist	Kent Shop	10-21-58
*Dran, George James	Yd. Brakeman & Ex. Yd. Cond.	Croxtion, N. Y. Div.	10-15-58
*Dunlea, John Carroll	Ex. Station Laborer	Susquehanna, Pennsylvania	9-16-58
*Earl, Monfred Stephen	Clerk-Operator	New York Division	9- 7-58
*Eiseman, Frank Sr.	Machinist Helper	Marion Shop	9- 6-58
*Faulks, Joseph Henry	Cook	Dining Car Dept.	8-17-58
*Fiaschi, Edward Adolph	Carman	Susquehanna Coach Shop	9-23-58
*Galloway, William Albert	Engineer	Susquehanna Division	9- 6-58
Gay, Edward John	Conductor	Susquehanna Division	9-18-58
*Glynn, Patrick James	Accountant	Cleveland, Land & Tax Dpt.	8-16-58
*Gould*, George	Engineer	Mahoning Division	9-21-58
*Hawes, Rex Bentley	Carpenter Foreman	Delaware Division	8-20-58
*Hein, Edward Christopher	Carpenter	Jersey City Shop	8-28-58
*Higgins, James	Yard Brakeman	Susquehanna, Del. Div.	9- 9-58
*Hobbs, Philip La Verne	Yard Brakeman	Port Jervis, N. Y. Div.	8-26-58
*Jordan, Otto Louis	Checker	Chicago, Marion Div.	9-13-58
Karp, John	Trucker	Jersey City	9-18-58
*Kelly, Thomas Joseph	Watchman	Jersey City, N. Y. Div.	10- 2-58
*Kirk, John Leland	Clerk	Cortland, Mah. Div.	9-14-58
*Lackey, Oliver Noble	Asst. Division Engineer	Marion Division	10-18-58
Lathers, Gerald Russell	Conductor	Susquehanna Division	10-17-58
*Mackechnie, William James	Car Repairer Helper	Port Jervis Car Dept.	10- 8-58
*McMahon, Walter Erwin	Loco. Engineer	Buffalo Division	9-16-58
*McMullen, Clyde Alvin	Yard Brakeman	Meadville, Mah. Div.	8-26-58
*Mechalski, John	Caretaker	Dunkirk Shop	7-12-58
*Melby, Waiter Herman	Loco. Engineer	Kent Division	10- 6-58
*Morrison, John George	Patrolman	Weehawken	9-27-58
*Mosgrove, William Joseph	Machinist	Hornell Backshop	9-26-58
Murchan, John Francis	Yd. Brakeman & Ex. Yd. Cond.	Croxtion, New York Division	9-14-58
*Murphy, James William	Trackman	Buffalo Division	6- 4-58
*Napierala, Stanley Joseph	Switchtender	E. Buffalo	7-19-58
*Nash, Esther Pauline	Key Punch Opr.-File Clerk	Car Acct. Office, Cleve.	8- 4-58
*Neilsen, Jenas	Carpenter	N.Y. Terminal Division	9-18-58
*Norton, John James	Engineer	Buffalo Division	9-11-58
O'Horo, Mary Theresa	Telephone Operator	Youngstown, Western Dist.	10- 9-58
*Peipenbrink, Edward Joseph	Passenger Brakeman	Marion Division	9-24-58
*Ryan, Joseph Charles	Brakeman	Buffalo Division	10- 7-58
Schoenert, Louis William	Yard Conductor	Hornell, Susq. Div.	10-15-58
*Sforza, Tony	Car Repairer	Brier Hill Car Shop	8-29-58
*Shaw, James Orr	Boilerwasher	Jersey City Shop	9- 6-58
*Timm, Leo	Machinist	Jersey City Shop	10-15-58
*Uliano, Domenico Aniello	Trackman	N.Y. Terminal Division	9-25-58
Underwood, Thelma Keyes	Clerk	Hornell, Account. Dpt.	7-23-58
*Vancardo, Calogero	Trackman	New York Division	9-14-58
*Vaughn, Edward	Trucker	Chicago	9-19-58
*Vesneski, Martin Peter	Laborer	Salamanca Car Shop	9-22-58
*Watson, James Charles	Conductor	Mahoning Division	8-15-58
*Williams, George Alfred	Conductor	Mahoning Division	10- 4-58
*Young, Thomas Lewis	Stationary Engineer	Hornell Shop	10- 7-58
Yuengert, William George	Yardmaster	Youngstown, Mah. Div.	10- 8-58
*Zdrodowski, Frank	Carman	Kent Car Shop	10-23-58
*Zuzolo, Mattio	Machinist Helper	Meadville Diesel Shop	

\*Retired Employees

# Ferry

(Story begins on page 5)

On July 11, 1957, the ICC authorized the Erie to end its ferry service on August 14, 1957. From that day until Dec. 4, 1958 there was not a day when some action, either to prevent the ending of the ferry service or to bring about its end was not before some court somewhere, being argued or under consideration.

Twice notices went up announcing the end of the service once scheduled for August 14, 1957, and again for Sept. 14, 1958.

Meanwhile the number of riders continued to decline. The cost of providing the service, some \$400,000 a year more than the revenues received from its operation, continued to drain the life blood of the railroad. Fewer and fewer persons used the ferry.

## Weather and Traffic

The number of riders varied with the weather. On pleasant days the ferry offered harassed executives a relaxing interlude. When the weather turned nasty, the commuters headed for the Hudson & Manhattan tube trains. It was estimated that it cost the railroad about \$330 a year apiece to operate the ferry for the 1200 commuters who used it, over and above the fares they paid.

Only three Erie trains arrived at Jersey City every morning, and only three left in the evening--all Northern Branch trains. Trains of the New York, Susquehanna & Western also use the Jersey City station.

Beginning Monday, Dec. 15 the Northern Branch trains will use the Hoboken terminal, where Lackawanna ferry service, Hudson & Manhattan tube service, and buses are available. Susquehanna commuters will have a choice of using the H&M at Jersey City or may change to buses at Susquehanna Transfer.

And on that day Marmaduke will have no course left but to revert to being a gull. If he mourns the passing of the ferries---outmoded by tax-provided tunnels and bridges--he will be one of very few who do so.

• • •

Erie Railroad Magazine

## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

# IRON ORE UNLOADING DOCKS

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**The cancer puzzle** is tied up in growth --growth of body cells smaller than the periods on this page.

Scientists, working under grants from the American Cancer Society, are ceaselessly studying cells--normal and cancer cells. And they too are asking: *Why?*

*Why* do cells suddenly change from normal growth to uncontrolled, disorderly growth? This question can be answered only by the most probing, painstaking and costly research.

**Your contributions** to the American Cancer Society will support hundreds of scientific studies necessary to save lives today and tomorrow.

Remember: Cancer can strike anyone. But you can strike back *hard* with your dollars. Send your gift to **CANCER** in care of your local post office.

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Products that need special care in shipment -- electronic equipment, kitchen cabinets, high-precision machine tools-- get "kid glove" treatment from Erie's Piggy-Back service. It cuts down on handling, provides all-weather service-- results in damage-free movement of goods, increased customer satisfaction and profits.

Here's how it works--a Piggy-Back highway trailer is backed up to a shipper's door and loaded. From there it is driven directly onto a special Erie Piggy-Back flat car. Smooth diesel power then pulls it rapidly over highways of steel to its destination. There the trailer is rolled off the flat car and delivered directly to the customer, completing a door-to-door

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Erie's dependable, fast-growing Piggy-Back service combines the best of rail and highway transportation. It's another example of progressive railroading . . . another reason why more and more shippers say, "Route it Erie!"

symbol of dependable  
customer service



## Erie Railroad

Dependable Service For The Heart Of Industrial America

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