"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.
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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.
**Business Indicator**

Freight Cars Loaded on the Erie and Received from Connecting Railroads

**Dollar Figures at a Glance**

<table>
<thead>
<tr>
<th>Month of October,</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1958 .....</td>
<td>$14,717,668</td>
<td>$13,460,044</td>
<td>$1,257,624</td>
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<tr>
<td>1957 .....</td>
<td>15,536,612</td>
<td>14,512,063</td>
<td>1,024,549</td>
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</table>

<table>
<thead>
<tr>
<th>First Ten Months,</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1958 .....</td>
<td>$127,897,805</td>
<td>$132,127,746</td>
<td>($4,229,941 *)</td>
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<tr>
<td>1957 .....</td>
<td>146,692,145</td>
<td>143,343,915</td>
<td>3,348,230</td>
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</tbody>
</table>

(*Losses in italics)
Gull's Life Is Empty; Last Ferry Has Run

Busy Bird Loses Big Interest on Docks

MARMADUKE, 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 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

IN 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.

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)

Erie Railroad Magazine
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 day-
light, 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 Mar-
tin, 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; Mar-
tin Embert, engineer; Walter
Richey, fireman; Glenn G. Cornelli
and Harold R. Draves, brake-
men. 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.

* * *

December, 1958
While Cold Winds Chill North
Some Erie Folk Bask in Sun

Magazine Goes Calling on Those
Who Live in Florida

At this time of year, when winds howl the length of the railroad, snow flies, and the mercury falls, active employees 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

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
50889 S. 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

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. Retberg
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. 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.

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 Wittaz
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.

(Please turn to page 28)

"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 $777,806,000 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.

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 employees, 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.
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, 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.

New Coal Rate

Of special interest to all Erie Railroad employees 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 outdated 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 circuity 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.

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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.

Press-Time Report on Pending Projects

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December, 1958
Mahoning Division Carries Steel Industry's Life-Blood

ORE, 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 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,
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 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)
Erie Railroad Magazine

Mahoning
(Story begins on page 12)
dealers in secondary metals, and
even a scrap paper plant.

Passenger trains, which are op-
erated out of the Cleveland Union
Terminal, join the Erie's own
property just west of the E. 55th
Street yards--one of the peculiar-
ties 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 Youngs-
town, and, by way of the Pitts-
burgh & Lake Erie, on to Pitts-
burgh, and the evening Steel King
brings them home again, and many
entrain and detrain there.

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

Here too, new industries are ris-
ing, 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
tones 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 be-
yond 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 Cuyah-
oga 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)
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).
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**

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

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.
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 Sharpsville, 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.)

Does Your Coal Come by Rail?

December, 1958
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.

**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.
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 Rut-ter, 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.

NAME
Glenn E. Allen Ray America
Veronica E. Arns Clarence H. Barnes
William L. Blakney Walter O. Bøesneck
Thomas A. Brossie John R. Cadmus
Leroy W. Cole Angelo Conti
Ross H. Cook Edward David
Frank R. Davis
John H. Gerlach
James W. Greenhalgh Charles Haggerty
Frank Habbleb
Joseph M. Harrington
Addison M. Harle
Ray H. Holiday
Albert J. Horlacher Ben Johnston
William J. Lee Albin Lindholm
George T. Lynch Paul V. Mace
Alma L. McHugh Dominic Monroe
Louis Morante
John H. Morgan Edgar T. Mulhall
Joseph Nola
Dominic Needles
John O’Boyle
Frank D. O’Dea
Frank E. Papenke
Julius P. Pelt
John Romani Joseph A. Schruefer
Leon B. Teribury
Jay R. Tejier
Nicholas Uyhelysi
J. Russell Vught John Wangerlin
Carl J. Wims

POSITION
Asst. Aud. of Revenues
Super. Scales & Weighting
Head Clerk
Mechanist
Roundhouse Foreman
Office Engineer
Yard Conductor
Read Conductor
Engineer
Car Repairer
Shop Accountant
Engineer
Business Car Attendant
Engineer
Car Inspector
Engineer
Yard Master
Car Inspector
Conductor
Carpenter
Carpenter
Carpenter
Engineer
Engineer
Engineer
Engineer
Engineer
Engineer
Engineer
Engineer
Commercial Agent
Trackman
Plumber
Truckman
Commercial Agent

LOCATION
Cleveland, O.
Cleveland, O.
Cleveland, O.
Leavittsburg, O.
Cleveland, O.
Fetrona, Pa.
Cleveland, O.
Port Jervis, N. Y.
Jersey, City, N. J.
Hornell, N. Y.
Waldwick, N. J.
Cleveland, O.
Port Jervis, N. Y.
Port Jervis, N. Y.
Youngstown, O.
Buffalo, N. Y.
Buffalo, N. Y.
Marion, O.
Marion, O.
Jersey City, N. J.
Meadville, Pa.
Susquehanna, Pa.
Youngstown, Ohio.
Meadville, Pa.
Secaucus, N. J.
Youngstown, Ohio.
Susquehanna, Pa.
Youngstown, Ohio.
Elmira, N. Y.
Elmira, N. Y.
Pennsylvania, N. Y.
Youngstown, Ohio.
Susquehanna, Pa.
Youngstown, Ohio.

DATE
11-28-58
10-31-58
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10- 8-58
11-30-58
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10- 8-58
10-21-58
10- 5-58
10-15-58
9-24-58
11-30-58
10-22-58
10-27-58
10-31-58
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9-30-58
10- 2-58
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9-29-58
8-31-58
10-29-58
10- 5-58
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10-24-58
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11-10-58
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11-28-58

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SERVICE
Latest Chatter

About All the
Erie Family

Kent Division

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. Va., attending the district conference of the Altrusa Club which was held in the Daniel Boone Hotel.

Congratulations to Earl MeCombs, 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 motorizing 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 Cotruf, granddaughter of Stownman 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

By Edward W. Kane

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

We welcome Bill Lane as a new wrap clerk.

(Please turn the page)
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 tour 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 employs 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 Roads, Eileen Hoppler, Patricia Mahoney and Margie Sfranza. 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.

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.

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 lekes, 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.

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)
Car Accountant
CLEVELAND
By Ella Carpenter

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

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

Sandra and Dave Zmek enter- tained many relatives and guests at a house warming in their new home in Fairview Park.

Wilma Kerzman thoroughly en- joyed 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 tourna- ment held in London, Ont. and im-mensely 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 includ- ed a number of their fellow work- ers.

On a recent visit, Ruth Smith in- formed us that she had just re- turned 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 for- ward 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 holi- days 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 vaca- tioned 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. Peters- burg. 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 Waverley, not a year older.

While in St. Pete, I tried to con- tact 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 opera- tion.

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 Wash- ington Bridge across the Hudson River there are 26,474 wires, each 0.196 inches in diameter?

Hurricane season is over, but do you know why hurricanes are giv- en 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.

By Ella Carpenter
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 Jacubic 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.
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.

Ursula 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

STILL GREATER PROTECTION--For Cars and Lading

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CARDWELL WESTINGHOUSE CO., Chicago, Ill.
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.

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 employes' 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 employes 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 Dressler, Ted Tanner, Dotty Rixford, Rita Halloran and last, but not least, Mr. Winters who celebrates his birthday on Christmas day.

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.

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 Kuminisk spent a weekend 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. McLaury on his 49th birthday Nov. 5th.

Joe Schruefer, 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)
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 Trevy 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 Heffran 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.

“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 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.
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 inexpert 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 focusing 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.)

Every effort is made to return all pictures as soon as possible. However, until the press run is complete, no picture used in the magazine will be returned. Accidents sometimes happen to engravings while they are on the press, and we must have the original ready if another engraving is needed.

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

Quarry at Huntington, Ind., on the Erie Railroad

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(Story begins on page 8)

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Orlando
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P. O. Box 482
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Erie Railroad Magazine
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(Story begins on page 8)

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415 Pomegranate Ave.

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8711 Dexter St.
Mr. Norman A. Eakin
6021 39th St.

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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.

December, 1958
**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. Traffic 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.
YESTERDAY it wasn't there. Today, he picks it up and wonders: *why did it grow like that?*

The miracle of growth! Whether it's a "toadstool" that springs up overnight or a cancer cell that suddenly comes into being, we've a lot to learn about the whole beautiful process of orderly growth... and the dreadful, senseless growth that is cancer.

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.
less rock and smoother roll
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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 shipment. One loading, one unloading -- no in-between handling!

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

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