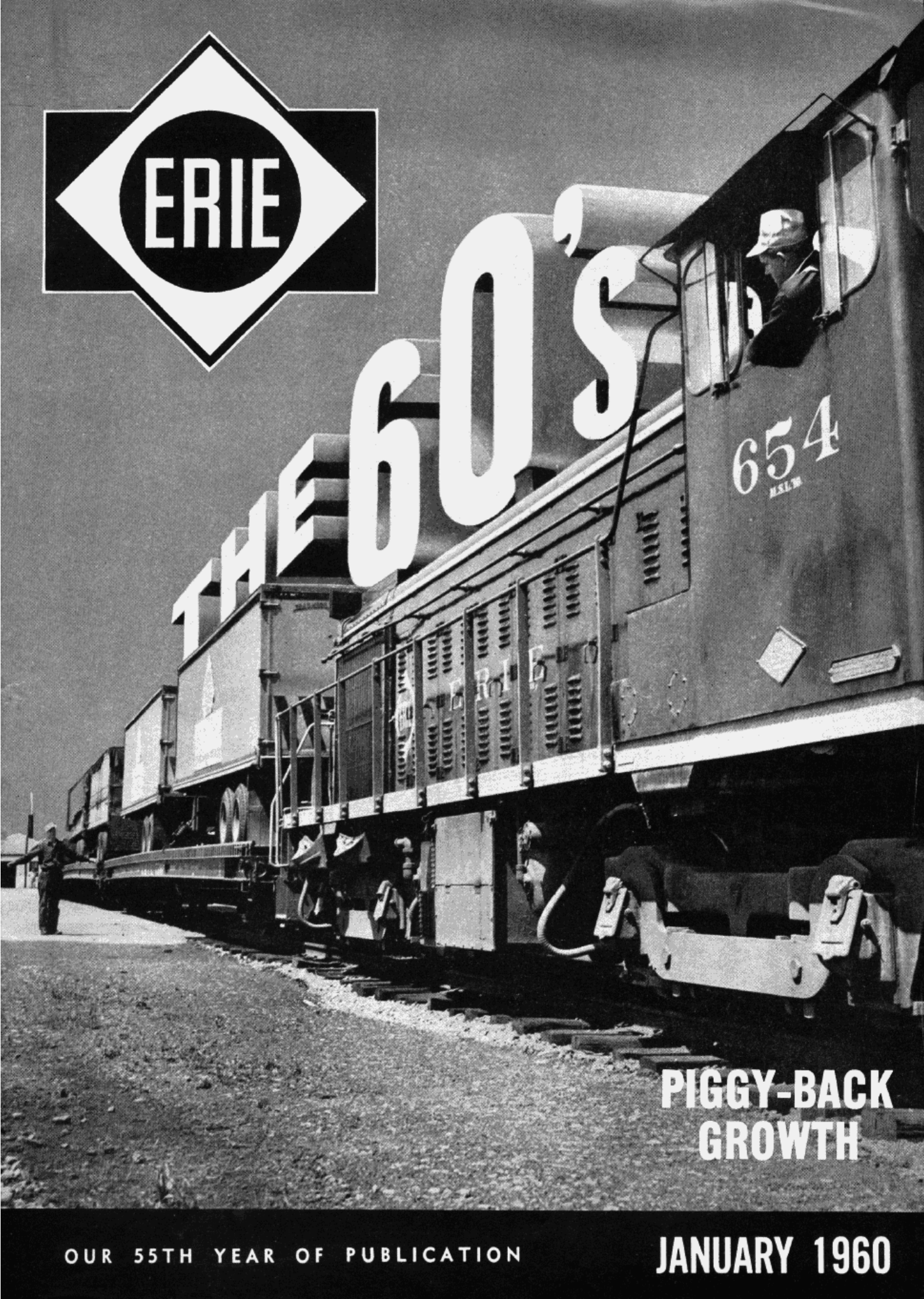




# THE 60'S



**PIGGY-BACK  
GROWTH**

OUR 55TH YEAR OF PUBLICATION

**JANUARY 1960**

## • The President's Page

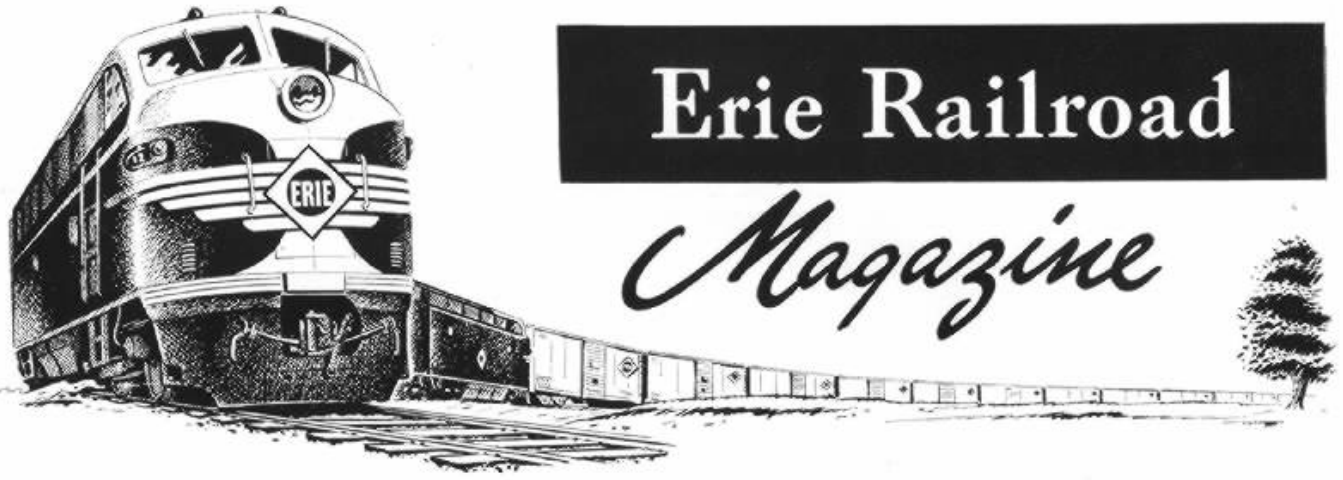
**T**HE YEAR 1959 is now history. What started out to be a recovery year for the Erie ran head on into the longest steel strike on record. As a result, there were severe traffic losses and our revenues fell far short of expectations.

Regretfully, it was necessary to make a number of economy moves, and improvement plans were postponed. It was not a good year for the Erie, but we are now emerging from this critical period and can see better days ahead.

Physically and financially the Erie is in good condition. With the courage and determination that Erie people have so often shown in the past I am confident that we can give a good account of ourselves in meeting the competitive challenges that lie ahead of US.

My prediction is that 1960 will be a much happier year for everyone associated with the Erie Railroad.

A handwritten signature in dark ink, reading "H. W. Van Weller". The signature is written in a cursive style with a prominent initial "H" and a large "W".



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

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### OUR OBJECTIVE

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

January, 1960

Volume 55, No. 11

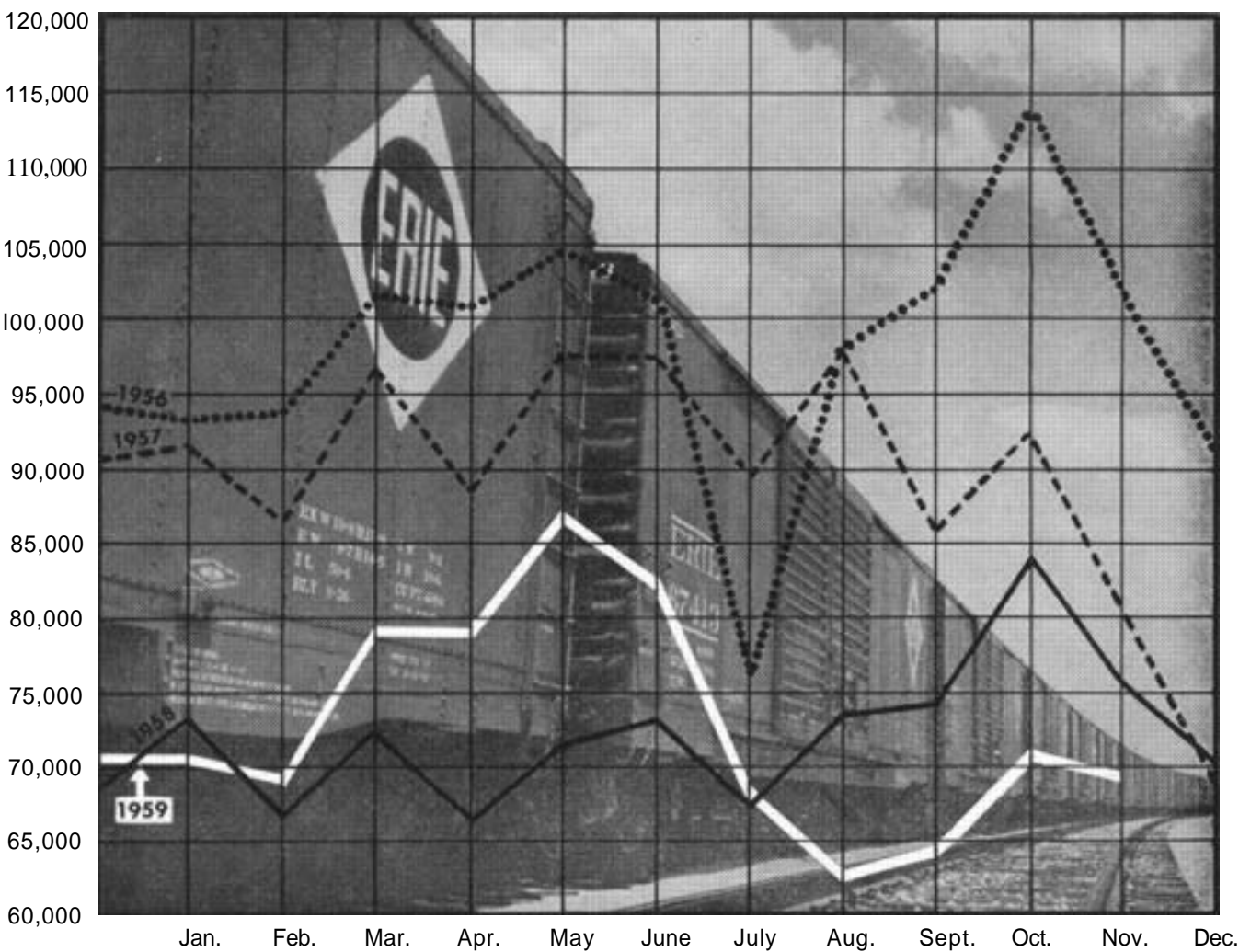
### THE COVER:

As a new decade begins, the Erie Railroad looks forward to a new chapter in its history and that of the nation. Among the things of promise for the railroad is piggy-back traffic. More about piggy-back on page six.

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

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

# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

		Amounts Received	Amounts Spent	Net Income (or Loss)
Month of November:				
	1959 .....	\$ 12,283,780	\$ 12,912,852	<b>(\$ 629,072)</b>
	1958 .....	12,890,379	12,689,655	200,724
Eleven months ended November 30:				
	1959 .....	\$142,665,673	\$148,689,036	<b>(\$6,023,363)</b>
	1958 .....	140,788,184	144,817,401	( 4,029,217)

( ) Denotes Loss

# Erie President Sees 1960 As Year of Happier Prospects

## Traffic Upsurge Begins As Mills Reopen

By HARRY W. VON WILLER  
President

**W**ITH not too much reluctance, we bid farewell to 1959 and turn our attention to the happier prospects that seem to be in store for us in 1960.

We have already witnessed an upsurge in freight shipments since the steel mills resumed production last month. With steel companies attempting to overtake the heavy pent-up demands of their customers and racing to pile up iron ore for the winter, our carloadings in December were well above the November level and also well ahead of the previous year.

This gives us a running start into the new year even though we must still reckon with the temporary status created by the 80-day injunction under which the steel workers returned to their jobs.

However, I have confidence in the collective bargaining process and hopefully believe a settlement will be reached so as to avoid a repetition of the costly work stoppage that brought hardships to so many people employed in the steel industry and in other industries affected by the strike. This includes, of course, the railroads.

Barring any further shut downs in steel production, the outlook for freight business on the railroads seems more promising than it has for some time. Unless there is another walk-out we are estimating the Erie will show an 8% increase in ton miles in 1960. With close control over expenses, this will give us a profitable year.

We cannot sit idly by, however, and merely wait for the business to



**PRESIDENT VON WILLER** looks forward to a happier year in 1960.

come our way. In today's highly competitive transportation market, we must aggressively go after it by giving better service and offering the kind of rate structure that will attract more tonnage to the rails. The great challenge we have before us is to build sales and cut costs.

One of the brightest spots in the Erie's 1959 picture was the encouraging increase in piggy-back revenue which exceeded our highest expectations.

Our 1959 revenue from this source will be about \$4 million, an increase of nearly 140% over 1958. From a modest beginning in 1954, piggy-back service has grown to the point where it now constitutes over 3% of our total merchandise freight revenue. This is a gratifying con-

tribution to our gross, especially since most of it is new business we would not otherwise have handled. We are extremely optimistic about the future of our piggy-back operation.

Another bright spot was the progress made toward merging the Erie Railroad and the Lackawanna Railroad. Because of the far-reaching effect such a merger will have on the restoration of earning power and the resulting improvement in service and efficiency that will become available to the public, we have every reason to expect that our application will be approved by the Interstate Commerce Commission. We are hopeful that an early and favorable decision will be ren-

(Please turn to page 30)



# Erie's Piggy-Back Revenues More Than Double in Year

## Rise Takes Place Despite Steel Strike; Increase Steady Since 1955

By DAVID R. THOMPSON  
Vice President, Traffic



David R. Thompson

**P**IGGY-BACK REVENUES, one of the bright spots in the Erie Railroad picture, will more than double 1958's \$1,705,314 figure when the books are closed on 1959 business.

At last November's board meeting our president, Mr. Harry W. Von Willer, told the directors that piggy-back revenues for October had reached an all-time monthly high of over \$400,000 and that the revenue for the year would approximate \$4,000,000.

And this was accomplished in the face of a 116-day steel strike, a strike that depressed all business, and had an especially heavy impact in the Erie's own back yard, where steel production and steel-related industries are the backbone of the industrial community.

Many interesting aspects surround this wonder child of the railroad industry. "Startling" has become an overworked word, but there is no other that can be used more accurately to describe the growth of this source of rail revenue.

Ever since the first piggy-back trailer moved over the Erie, in July, 1954, there has been a steady increase in revenue from the service. Gross revenues from piggy-back in 1959 will be eight times that of 1955, the first full year of operation.

Everyone living along the railroad has seen the steady increase



**TIE-DOWNS ARE INSPECTED** before the piggy-back flats are moved out of the siding where they are loaded.



**THESE LOW-SIDE OPEN-TOP PIGS** carry steel. This is conventional type loading.



**PIGGY-BACK CARS ARE CARRIED** immediately behind the locomotive and travel in hot-shot trains.

in trailers moving via Erie. In fact, some, perhaps visionary, perhaps fore-sighted, have gone so far as to predict that the conventional boxcar may join the steam engine in the railroad museums. It is unlikely that that day will ever come, but if it does, the boxcar's place will have been taken by some descendant of today's piggy-back containers.

For behind the story of the rapid growth of piggy-back is the evolution of new methods and devices, all designed to make better use of rail dependability and economy by adding to it the flexibility of trailer movement in terminal areas.

Last February the Erie Magazine outlined the three piggy-back plans (I, II, & III) offered by the Erie at that time.

#### **Plans I and II**

From July 1954 until February 1957 only Plan II piggy-back was available to the Erie's customers. Under that plan the railroad provides its own door-to-door service moving its own trailers carrying shippers' goods on railroad flat cars at highway truckload rates.

In February of 1957 the Erie started handling motor carriers' trailers under what is commonly known as Plan I. Under this plan the railroad loads motor carrier

(Please turn to page 22)



**THESE "PIGS" HOLD MERCHANDISE** from Chicago for eastern points, and are rushing toward Jersey City in Train No. 100.

# Relocate Erie's Newark Line for General Foods Warehouse



HERE IS THE AREA in which the connection will be made at the west end; Paterson City branch of the Lackawanna on the left; Erie's Newark branch on the right.



TWO SHOVELS WORK ON ROCK broken up by three-quarters of a ton of dynamite.



THIS WORK TRAIN is on the Newark branch; the embankment is that of Lackawanna's Boonton branch.

## Vast Area Gained for Facility at Clifton

**W**HEN an institution the size of General Foods needs a district sales and distribution center for Jell-O, Maxwell House, Birds Eye and Post food products in an area as heavily populated as the New York City-New Jersey area, it needs lots of space.

For it takes a lot of space to receive, store and ship food for so many potential customers. But just because there are so many people, space is hard to find.

A site was found--31 acres in Clifton, N. J., between the tracks of the Erie and the Delaware, Lackawanna & Western railroads. The site was fairly level, it was wonderfully served by rail transport. But the site was surrounded by tracks, and no suitable access road led into the area, a broad open space in Clifton hemmed in on either side by low, steep bluffs of shale and red sandstone rock.

### Site Ideal—but

From the purely engineering standpoint, the site was ideal. The ground could support great weights. It was close to, in fact, surrounded by, customers. It would be easy to bring food in by efficient, reliable, rail transport. Not only were customers plentiful, but there was a good source of potential employees, too.

The trouble was the lack of access to highways.

When railroad engineers saw the problem, they suggested an answer. Near the Paterson-Clifton city line the two railroads were closely parallel; then they diverged, each running along one side of the property, and the Erie's line then passed under the Boonton Branch of the DL&W.

### Engineers Solve Problem

Why not, said the engineers, make use of this situation by co-



ordinating the operations of the two railroads past the site, thus giving a site with railroads on one side, and a possible access road on the other ?

Now their solution, suggested in conference, has taken concrete form, and soon a \$1,500,000 warehouse and office building will rise in what was once waste land. The building will cover some 159,000 square feet; 10 railroad cars and 23 trucks can be spotted at its docks at one time; 12,000 square feet of the warehouse area, and a like amount of office space will be air-conditioned.

It is estimated that the center will handle shipments of food products amounting to 11,000,000 pounds a month.

#### **Both Roads to Serve Plant**

Both railroads will serve the plant; the Erie from the Newark Branch and the Lackawanna from its Boonton branch.

For the Lackawanna's Boonton branch runs along the railroad south of the site; and until the relocation was undertaken the Erie's Newark Branch, which leaves the main line at South Paterson followed the railroad north of the large meadow in Clifton. From the Boonton Branch proper a Lackawanna line leads to that road's Paterson Junction yard, on the south side of the meadow.

From that yard the DL&W had a spur, maintained at industrial lead level, running to South Paterson, and called the City Branch. It was this DL&W track that closely approached the Erie's Newark Branch at South Paterson.

#### **Broad Plan**

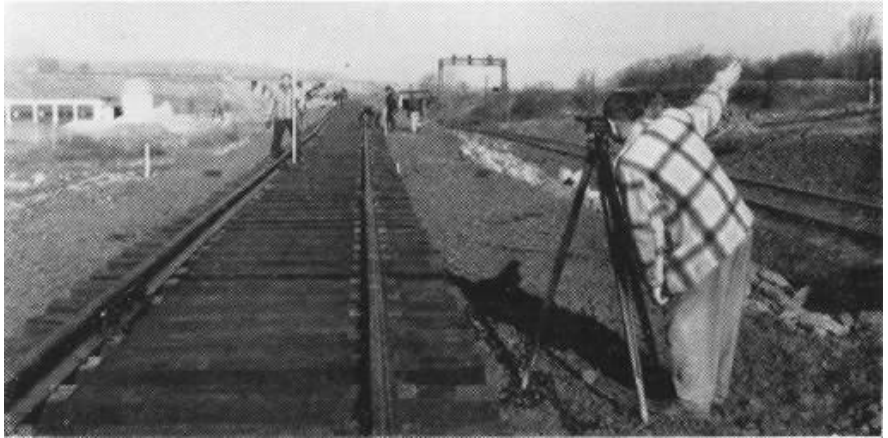
Broad outline of the plan was this: A connection between the Erie's Newark Branch and the Lackawanna's City Branch would be made just east of South Paterson; the City Branch would be improved, and relocated to run south of the Paterson Junction yard, and thence up to Paterson Junction, to connect with the Boonton Branch.

A crossover would be provided in the double-track Boonton Branch and a turnout to the southward at the point where the bridges of the Garden State Parkway cross that

(Please turn to page 26)



**NEW JUNCTION POINT** where Erie trains will reach the Boonton branch is marked by the No. 20 turnout where the man is standing; old yard lead to the right. The vast open space in the background is the site chosen by General Foods.



**SKELETON TRACK** at east end of job ready for ballast.



**TRACK SUPERVISOR** Rocco D. Riccardi and Lewis W. Swoap, division engineer, New York division, confer while stone is added in the background to bring the embankment to proper height.

# Watches Erie's Cash by Day Mends Watches by Night



**WHEN THOMAS J. MONTROSE is at work, he deals with figures, papers, and cash at the New York Station Terminal Accounting Bureau.**



**BUT AT HOME HE RELAXES and deals with fine watch movements at a bench he built for the purpose, and specializes in work on old and antique watches.**

**A**SSISTANT TO CASHIER at the Erie's New York Station Terminal Accounting Bureau is a job that demands the most painstaking kind of accuracy.

And most people would think that after a day spent in such a demanding sort of job its holder would go in for something a lot less demanding by way of relaxation—wood-chopping or something else that would not require much concentration.

However, when the office door closes behind Thomas J. Montrose, Erie employe, he heads home to work just as exacting, and a kind of work that, like his office job, penalizes the smallest mistake—and he calls it relaxation.

## **Archie Appears**

His hobby is watchmaking, and especially that branch of watchmaking which deals with old watches. He'd like to include old clocks too, but Mrs. Montrose has voiced certain objections, and Tom limits his work to watches.

His change in plans began with the first antique clock he brought home for repair. It was a marvel of age, and had not run for years. Its works were all of wood.

Mrs. Montrose was naturally interested, and stood by when Tom opened the case. A large and well-nourished cockroach, disturbed by all the commotion, jumped out and ran across the workbench.

## **Stopped at Sea**

Shortly—in fact very shortly—thereafter Tom could be seen putting the clock out in the back yard. It was no good, he found, telling Mrs. Montrose that such things were all part of a clock-maker's life. Nor could she be convinced that it was not a cockroach but a clockroach. The only argument to which she would listen was that there was no room in a watch for insect life.

Tom's first job with the Erie was in the baggage department,

(Please turn to page 24-)

*Erie Railroad Magazine*

# Operating Department Moves Seven Up Promotion Ladder

## Three Divisions Get New Superintendents As F. J. Mulligan Retires

**S**EVEN operating department men moved up the ladder of promotion on January 1, when Edwin J. Robisch became superintendent of the Mahoning division, James D. McFadden, superintendent of the Kent division, and James W. Conway succeeded McFadden at Buffalo.

Wilbur J. Betz succeeded Conway as assistant superintendent at Hoboken, and Robert L. Downing moved up to passenger trainmaster there. Edward J. Luckow, inspector of operation, Hoboken, became freight trainmaster for the New York division, and James J. Scullion was appointed inspector of operation, Cleveland.

Robisch moved up to take the place of Francis J. Mulligan, who retired for reasons of health.



**Edwin J. Robisch**

Robisch was born at Callicoon, N. Y., within sound of the Erie's locomotive whistles.

"Father saw to it that we boys always had something to do," he recalls. "Before school there were chores to do, and when we came home it was remarkable how much he had laid out for us to do."

He attributes much of his outlook on life to that early training. He came to work for the Erie as a clerk in the Jersey City yards in 1928, and held various clerical positions until 1936 when he became yardmaster at Little Ferry, N.J. In 1941 he was appointed general yardmaster at Cleveland, and inspector of operation in 1942.

In 1943 he was made assistant trainmaster at Marion, and in 1944 became trainmaster at Susquehanna, Pa.

Service as trainmaster in Port Jervis, Buffalo and Marion followed. He moved up to assistant superintendent, Chicago in 1949, and became superintendent at Salamanca in 1953.

He went to Huntington, Ind., as superintendent in 1955, and has been superintendent at Marion since 1956.



**James D. McFadden**

McFadden, superintendent at Buffalo until his promotion to Kent, started work for the Erie in Youngstown 32 years ago as a yard clerk, and moved up through various clerical positions until 1941, when he became yardmaster there.

He was promoted to inspector of operation, Cleveland, in 1943, assistant trainmaster at Huntington later the same year, and went to Marion in the same capacity in 1944.

He advanced to trainmaster at Meadville in 1945, and to chief trainmaster Hornell, in 1951. He became assistant superintendent at Jersey City in 1952 and superintendent at Buffalo in 1956.



**James W. Conway**

Conway was born along the Erie at Marion, O., and, after graduation from high school there, went to work for the Erie in 1928. He rose through various clerical positions there and in the Cleveland headquarters of the company before the merger. (Please turn to page 21)

## Petition to Speed Merger Denied

The Interstate Commerce Commission has denied a petition presented by the Erie Railroad and the Delaware Lackawanna & Western asking for the omission of an examiner's report on the proposed merger.

Effect of the denial will be to delay a final decision by the commission, perhaps by several months.

Had the railroads' request been granted, the full commission would have proceeded to a direct and final decision. The denial means that after the examiner has reported all interested parties will have time to file exception to his findings and to ask for opportunity to argue their positions before the case is submitted to the ICC.

# Erie's Western Terminus Is Birthplace of Train 100

## Chicago Switching District Is Served by 27 Railroads



**GEORGE J. SHERIDAN** is agent at Chicago.



**HARRY E. JOYCE** is assistant superintendent at Chicago.



**ASSISTANT AGENT** at Chicago is Phillip A. Snyder.

**C**HICAGO, western terminus of the Erie Railroad, and the nation's largest rail center, is the birthplace of Erie train 100, which makes the run from Chicago to Croxton, nearly 990 miles, in 32 hours.

Because of its complexity, the Chicago Switching District is nothing that can be explained in one article. After all, some 27 railroads, both line haul and terminal, serve the area. But the genesis of train 100 will give some idea of what procedures are like.

Every Monday, Tuesday and Wednesday afternoon train 100 begins to take form when an Erie switch engine arrives at the freight station of the Erie at 14th and Clark Streets.

As it does so the chances are that Harry E. Joyce, the new assistant superintendent at Chicago, will be checking the train's departure from the third floor of the station building, watch in hand.

The engine pulls the seven tracks of cars that have been loaded for Lifschultz Fast Freight, and takes the eastbound cars to the Erie's 51st Street yard, where they are arranged in line for train 100.

At about this time receipt of piggyback trailers at the Erie's 23d Street yard increases in tempo. They have been coming in all afternoon, but now, as the business day closes, and the cut-off time for guaranteed loading of trailers--7:15 p.m.--approaches, they pour into the yard, and are pushed aboard their cars, conventional or Clejan.

### Stock Yard Pull

Meanwhile a switch engine has left the 51st Street yard, run north over the Chicago & Western Indiana to the Chicago Junction Railway, and west along it to the Union Stock Yards, where it has picked up cars of live stock destined for Chester, N. Y., just east of Goshen.

The engine then returns to the C&WI tracks, and runs north again to the 23d Street yard, where the stock cars are added to the piggy-

back consist, and any cars that have been loaded at the team track there.

From 23d Street the cars are moved to the 51st Street yard, where the cars from 14th Street, and other obligated fast freight and merchandise cars are added.

Just before 8 p.m. the road engine is backed on to the head of the train, and, promptly at eight, the note of its Diesels rises from a gentle idling throb to a growl, and it eases the freight gently out of the yard. Train 100 has begun its run.

It picks its way through the maze of switches, interlockings and crossovers that is railroad Chicago, slowly gathering speed, for now it is on its way toward Croxton, racing over the C&WI tracks to the Illinois-Indiana state line, and then the Erie's own tracks from the middle west to the Atlantic seaboard.



**HAROLD A. DEAN** is general yardmaster, 51st Street.

The Chicago & Western Indiana is part of the answer to the economic and operating problems faced by the railroads radiating from Chicago. Chicago is as important to the nation's railroads as the brain is to the body's nervous system, and its rail net is nearly as complex as the nerve tissues in the brain.

If every railroad tried to run its own operations in Chicago, and interchange with all others entering the district, the result would be chaos.

Moreover, in the early days of railroading, the Illinois legislature, as did many in that day, passed laws that short-sightedly tried to keep all business "at home" by forbidding "foreign," i.e., out-of-state railroads from building in Illinois.

#### **C&WI and the Belt**

First as a result of the laws and, later as a result of the growing complexity of the Chicago rail net, roads like the Chicago & Western Indiana and the Belt Railway Co. of Chicago were formed to own railroad property which could be operated for, used by, or leased to other railroads.

Thus the C&WI, which is owned by the Erie, Grand Trunk Western, Wabash, Chicago & Eastern Illinois, and the Monon, gives the Erie its route to the Dearborn Station, where the Erie's main line passenger runs begin and end. The C&WI operates that station, and performs terminal services for the roads using it.

Its tracks are used by the owner roads to reach their yards in the Chicago area, and to reach in-



**TRAIN NO. 2 HAS BEEN BACKED** to the bumper of Track 5 in Dearborn Station. Phil Morgan (cap), Erie depot passenger agent, and Jerry Murphy, inspector of operation, stand at the very westernmost point of Erie. In a moment the porter will change the number on the car, and the train will open to passengers for all points from Hammond to New York.



**GENERAL FOREMAN** at the freight house is John J. Brynda.

terchange points. The Santa Fe runs over it to reach Dearborn Station.

Space needed for yards, and tracks in yards is leased from the C&WI; it maintains its main line and charges the user roads for the use of the tracks; tracks within the yards are maintained by the lessee roads, and the yards are operated by the lessees.

The Belt Railway Co. of Chicago (BRC) is owned by the Erie and 11 other roads; it is a freight-only terminal railroad with trackage rights on other roads, and grants

trackage rights to others. It operates several yards, among them, the vast Clearing Yard, which, in addition to classification and interchange, performs icing, stock feeding and resting services.

All the roads in a large area around Chicago comprise the Chicago Switching District.

Within the district roads deliver freight cars direct to one another, using their own power, perhaps over a variety of roads. In nearly every case, they do not pick up at foreign yards, but merely de-

(Please turn the page)



# Chicago

(Story begins on page 12)



**FOURTEENTH STREET STATION** seen from trackside. The 3 p.m. locomotive at left; agent's offices on second floor, and the assistant superintendent's on the third in the lit corner room.



**TRUCKS CLUSTER THICKLY** around the Erie's 14th Street Station awaiting loads or delivering merchandise for shipment.

liver, so that there are hundreds of light engine movements a month.

One exception to this rule is Clearing yard, which functions much as a bank clearing house. The Erie's run to Clearing begins every morning at Hammond, when a switcher takes cars destined via the BRC to Clearing, leaves them there, and picks up cars delivered to Clearing for the Erie. On its way back to Hammond it calls at the 80th Street yard of the BRC to pick up further cars bound east over the Erie.

## 14th Street Freight House

Cars brought to Hammond by this run are classified there. With the exception of this run, and pulls made from the Union Stock Yards, engines that take cars to foreign roads in the Chicago Switching District always return home light.

Most northern of the Erie freight installations in Chicago is the 14th Street Freight House, within walking distance of the Dearborn Station. Here, beside the tracks leading into that station, is one of the most modern of all l.c.l. freight handling points in the country, despite the fact that the buildings that house it were built over the years.

The older and larger building, built in 1882, has seen many remodelings; the smaller, completed in 1929, is much as it has always been. The two are connected across their south ends by a third building to form a U. Within the U are seven tracks for cars, and a platform runs up the center from the connecting building seven car lengths. Six of the tracks can accommodate 14 cars each, and the center track, seven.

On the outer sides of the U are loading and unloading spots for trucks; 55 of them on the east side of the new house; 69 spaces on the west side of "the old house" and 12 others on the south side of the connecting building.

The new house is comparatively narrow, and operations are confined to a single floor; the building is 24 feet wide and 659 feet long; four-wheeled dollies that can be taken into the freight cars or trucks to load and unload are towed along its floor in trains and spotted where they are needed, or pulled over into the old house.

The old house is served by a modern overhead towveyor system. Each of the dollies already mentioned can be pushed when fully loaded by one man; it can be pulled by a small tractor, and a rudimentary form of coupler can be used to allow a tractor to pull a string of them. Or it can be hooked to the overhead chain that runs from one end of the old house to the other and back again.

## Package Sorting

In the old house too--its floor space for freight operations is some 57 by 700 feet--are four freight elevators serving the main floor, basement and second floor.

In the connecting house there is a conveyor that can take packages, crates and cartons from the main floor to the second floor of the larger house, where the packages pass markers or marker foremen who mark destination numbers on them. Other men push them out along three "fingers" of the conveyor to men who place them on dollies and take them to similarly numbered storage bays.

Bays are numbered in the 200, 300, and 400 series to distinguish them from the incoming freight destined to be hauled east over the Erie, because the doors leading to the freight cars are in the 100 series.

Bays in the 200 series are on the second floor; in the 400 series on the first floor and those in the 300 series in the basement.

One part of the first floor is reserved for shipments to Marshall Field & Co.; near it is the cooperative room, where broken packages

are taken for inspection and re-packing; a third room is set aside for nylon hose, polaroid cameras, electric shavers, and expensive suits for men.

### **Freight Forwarder**

In the basement, too, is a small space set aside for purely Erie shipments, most of them l.c.l. packages that need refrigeration. For the l.c.l. freight passing through the 14th Street house is nearly all Lifschultz Fast Freight business.

Lifschultz, a forwarding company, gathers shipments of freight, consolidates them, forwards them over the Erie and then distributes them. All the work within the freight house, and in the box cars, however, is Erie work, and performed by Erie men.

Erie men load and unload the trucks at the house, load and unload the boxcars, and perform all the work in the house; Lifschultz maintains a truck dispatcher's office on the ground floor. All told, more than 225 truck runs a day are made from the 14th Street station.

### **Piggy-Back Tracks**

Next Erie facility south along the line of the C&WI is the 23d Street yard. This is the center of Erie's piggy-back operation in Chicago, and its team track delivery point.

Four tracks in this yard are devoted to piggy-back operations--three of them, 31, 44 and 46 to conventional piggy-back, and the fourth, 45, to Clejan equipment. Other tracks in the yard are used for team track delivery, and some consignees, especially those in the Christmas tree business, conduct both wholesale and retail sales here.

Nothing shows the growth of piggy-back traffic more than this yard, which frequently handles as many as 87 "pigs," as the men in the yard call the highway trailers, in each direction a day or a total of 174.

### **Classified at Akron**

From a delivery standpoint, pigs unloaded here fall into three classes: Those destined for forwarding on fiat cars to points beyond Chicago, those containing trailer-load shipments for one consignee in



**FIRST FLOOR TOWVEYOR LINE** moves freight within the house swiftly, silently and efficiently.



**ON THE SECOND FLOOR** freight is placed in bays numbered for various delivery routes.

Chicago, and those containing Erie less than carload shipments for Chicago area consignees.

The last class of trailers had their contents classified according to routes within the Chicago area

at the Akron freight house. Such trailers, when unloaded, are driven over their routes, and the deliveries made. Freight they pick up is kept loaded aboard them when

(Please turn to page 25)



**HERE AT 23rd STREET** trucks and rails meet and join forces for efficient freight movement. Nightfall approaches, and the evening rush is about to begin.

# PEOPLE YOU KNOW



STEPHEN SCHULTZ  
Shop Foreman



## All Working for the Erie at Meadville Car Shop



JOHN B. SABIA  
Mill Machine Operator

RICHARD C. LYNN  
Carman Apprentice



ANTHONY M. SUMMO  
Car, Repairer



MARTIN J. BURKE  
Car Repairer

JOSEPH MECCA  
Car Repairer



HARRY E. MEYER  
Sheet Metal Worker  
and Pipe Fitter



VINCENT J. COVIELLO  
Machine Operator

EDWARD B. GAETANO  
Car Repairer



JAMES G. HORVAT  
Line Foreman



GLENN WHITING  
Electrician

JOSEPH M. GERARDI  
Car Repairer



VITO V. MECCA  
Carman-Riveter



GEORGE N. PALMER  
Painter

CHARLES PALERMO  
Layer Out



CASPER C. GAETANO  
Car Repairer

# Erie Veterans News

Fellow Veterans,

I wish to thank each of you for the privilege and the pleasure of serving you in the year 1960. I will do my best to warrant your confidence.

As this is my first letter to you in our magazine, I will tell you that I have a plan to help us to increase our membership for 1960. The plan must wait until after the first of the year or until the installation in January is over.

I am more than sure that **H. A. Kelly**, past president, has done a wonderful job, and I am sure that he has been appreciated by each of you. I hope I can follow along with the high standard he set.

This letter will get to you a little late, but may I wish you and yours a happy and a prosperous new year.

Faternally yours,  
H. C. Travis  
President

## Jersey City

By **G. C. Kalle**

Our December meeting was also our Christmas party and approximately 104 veterans, their wives and members of the Ladies Auxiliary attended.

The party concluded with the singing of Christmas carols and community songs led by **Mrs. Gurth** at the piano and **Mrs. Altman**, song leader.

Our membership committee is still active and reported five new members. The committee was complimented on their work in 1959, and requested to continue their good work next year.

Your secretary would appreciate your mailing your dues in promptly, so that we can secure and forward your 1960 dues card to you.

**Jack Hazzard** chairman of the membership committee of the chapter, is to be installed as second vice president. A number of our members plan to attend this meeting to honor him upon this occasion.

The ladies selected to guide the auxiliary through 1960 are:

**Mrs. Celeste Mastriani**, president; **Mrs. Mariam Kalle**, vice president; **Mrs. Frances Schneck**, secretary; **Mrs. Lillian Belling**, treasurer; **Mrs. Emma Callahan**, **Mrs. Sarah Cameron** and **Mrs. Madeline Gurth**, trustees and **Mrs. Mildred Reichardt**, sunshine lady.

## Buffalo-Rochester

By **Jan Bender**

Best wishes to recently retired employees **Henry Oppenlander**, electrician foreman; **Frank Kryzanowski**, boiler maker and **Jim Moran**, yard conductor in Rochester.

Plans are being formulated for a February installation of our newly elected officers:

**Henry J. Schultz**, chairman; **Leo Overs**, vice chairman; **Frank Halbleib**, treasurer; **Herbert Moyer**, secretary and **William Binkert**, **Fred Kern** and **Henry Matthies**, trustees.

## Youngstown

By **S. D. Bean**

**Joe and Nan Hartman** have left for Eustis, Florida where they will be neighbors to **Ray and Katie Lewis**.

There will be trips to St. Petersburg, Miami and other Florida cities and, of course, some deep sea fishing.

**Rob and Nellie Charles** are spending the winter in Florida.

**Joe and Betty Kaden** are contemplating a trip to California.

**Jimmy and Ann Bowserstill** are at Fontana, California.

We were glad to welcome Youngstown's new trainmaster, **Gordon Sears**, who has transferred to Youngstown from Buffalo chapter.

## Marion

By **Lucile Osmun**

Approximately 40 members of the Marion chapter held their regular meeting last month and preceded it by a pot luck dinner.

During the social hour, **S. L. Lessley**, yard clerk at Marion and son of **L. M. Lessley**, assistant chief dispatcher and wife showed movies which were taken by him while stationed with the armed forces in Texas, Germany, and France.

# Latest Chatter About All the Erie Family

Marion Division

TRANSPORTATION DEPT.  
AND

M. OF W. DEPT.

**Mr. and Mrs. A. C. Smith** retired assistant chief clerk and **Mr. and Mrs. A. C. Zelis** retired carpenter of Huntington, visited relatives in Florida.

**Mr. and Mrs. J. H. Wolfe**, retired signal maintainer of Kewanee, made a visit to El Paso, Texas.

**Mr. and Mrs. J. C. McCauley** visited relatives and friends in New Jersey over Thanksgiving.

## HAMMOND CONSOLIDATED OFFICE

By **Grace Connole**

Congratulations to **Mr. and Mrs. Ray Schweitzer** assistant track foreman, on the arrival of their first daughter, **Mary Ann**. She has two brothers **Allen**, 9 and **Anthony**, 4 1/2 to keep her company.

**Karen Mary Fogarty**, daughter of **Mr. and Mrs. Paul Fogarty**, yard brakeman, became the bride of **Kenneth W. Boring**.

The **Borings** reside in Ft. Bragg, N. C. where the groom is stationed with the U. S. Army.

**Georgia Scarcelli** and **Stanley Pontious**, operator-manager, were married. A reception for approximately 200 guests was held in the U.A.W. Hall, Gary, Ind.

**Sharonel Armstrong** and **Gerald Young**, fireman, were married in New Buffalo, Michigan. A dinner was given at the home of the bride's parents.

**Sandra Love** and **Reginald Plopper**, yard clerk, were married in a double ring ceremony. A reception was held in the church parlors.

**Mr. and Mrs. C. P. Dillon**, general foreman, entertained **Mr. Dillon's** parents and sister of Jersey City.

**Michael Zacny** car inspector, retired after 48 years service. He worked as a car repairman and inspector at Port Jervis, N. Y. and Huntington, Ind. before being transferred to Hammond in December of 1917.



## 14TH STREET, CHICAGO

By Chris Hardt

**Walter A. Murray** our veteran freight agent, made a surprise visit, he is now retired and resides at Binghamton.

Birthday greetings to **Leo E. Gonyea**, chief clerk, division office; **Walter Anderson** billing department and **Veronica Bradley O. S. & D.** desk.

**George J. Sheridan**, freight agent, was voted presentation chairman to present **Robert J. Meek** with an imported Spanish onyx pen and pencil desk set which had Bob's name engraved on a gold plate.

**Bob** is leaving 14th Street station as assistant agent to become freight agent at Youngstown.

**Frank Cardella** rate desk, was away for two weeks, he was on ship training with the United States Navy.

Before **William Wiarda** assistant superintendent, division office, left for Buffalo to become superintendent for the Buffalo-Creek Railroad, he was presented with a pen and pencil desk set from office friends.

The presentation was again made by **George Sheridan**.

Best wishes to our new assistant superintendent, **Harry Joyce**.

## New York Division

### SUPERINTENDENT'S OFFICE HOBOKEN

By Mary A. D. Meyer

**Mr. and Mrs. Thomas Decker** spent their vacation at Akron, Ohio.

**Nell Fulton** went deer hunting in New York state and Vermont and with good results.

**Clifford Beckwith** attended the N. J. League of Municipalities Convention at Atlantic City.

Belated birthday greetings to **Charles Messineo**

Visitors to our office were **Rosemary Van Riper**, **Joe McGirr**, **Ted Wynne**, **S. P. Robert Wands** from Ft. Eustis, Va., **Adolph Voss**, **Roy Haslam**, **N. J. Devito** and **Myron Hendricks**.

**Mr. and Mrs. R. C. Appeld** vacationed at Pensacola, Florida.

**Albert Pivrotto** relief dispatcher, chose Miami Beach, Florida for his vacation.

**Mr. and Mrs. Harry Close** spent

Thanksgiving weekend at Scranton.

Hearty congratulations to **Mr. and Mrs. William Davidson** on the arrival of a baby boy. The mother is the former **Betty Hohman**, who worked in this office as stenographer-clerk, now lives in Cranford, N. J.

Congratulations to **Rosemary Van Riper** on her engagement. Rosemary worked in this office as a stenographer-clerk and is now in the traffic dept. in New York.

**Marjorie D. Higgins**, daughter of **Mrs. John Higgins** and the late **John Higgins** of Daytona Beach, became the bride of **Robert W. Rhoads**, son of **Mr. and Mrs. Harold A. Rhoads**. The couple will live in New York City.

### PASSAIC, N. J.

**Stanley Borowski** fireman, married **Dolores F. Chelsney**. A reception followed with five hundred attending.

**Mr. McCauley** conductor, is contemplating a winter vacation before retiring.

**Arthur Katz**, assistant agent at Garfield, N. J., enjoyed his vacation at Lake Minnewaska, N. Y.

**Myra Glinski** toured the south on her vacation.

Congratulations to **Frank Volpe** chief clerk, on the purchase of a new car.

**Mary M. Molinaro** spent two weeks vacation in Florida.

## Susquehanna Division

### HORN'ELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

**John C. Wilder** machinist, Hornell Back Shop, retired after 49 years of service.

**W. J. Nary** airbrake supervisor, retired after 45 years of service.

## Mahoning Division

### POLICE DEPARTMENT By J. O. Sheets

Patrolman **A. Herrick** spent several days deer hunting near Kane, Pa.

Patrolman **J. M. Buda** has started his two sons, **David**, 14 and **John**, 13, railroading with a new electric train set.

Lieut. **D. Downie** and wife celebrated their 30th wedding anniversary.

## Kent Division

AKRON

By Besse Westbrook

**E. H. Huffman**, general agent, and wife journeyed to Paterson and Hackensack, N. J., as well as New York City during their vacation, they called on old friends, saw a few Broadway shows, and went to Music Hall.

**H. M. Ford** foreman, spent a weekend at his new home in Canal Winchester.

**Norman Eakin** retired conductor, and wife of Tampa, Florida enjoyed a few weeks in Akron calling on co-workers and friends.

**Cliff Ritter**, trucker, and wife together with house guests, Cliff's brother, **Forest**, and wife of Tampa, Florida enjoyed a vacation motoring through Wisconsin and Minnesota, stopped at Milwaukee, St. Paul, Minneapolis and some of the many lakes.

About 60 co-workers and guests honored **Charles Lods** on his retirement after 47 years of service.

**C. D. Carnes** freight agent, was toastmaster and presented **Mr. Lods** with a retirement certificate and purse from his co-workers and many friends.

Guests included **H. F. Keelan**, assistant general freight agent of Cleveland and wife; **F. R. Bail**, freight agent, Barberton, Ohio and wife; **James Stewart** traffic department, Firestone Tire & Rubber Company, a former Erie employee; **L. E. Isham** trainmaster, Kent, and many others.

Former Erie employees who attended were: **L. E. Brillhart** retired, and wife; **Ruby (Wilkinson) Frye**; **Jean Eisenzimmer** and husband; **Margaret (Baker) Jacobs** and husband and **Florence (Rock) Quackenbush**.

• • •

## Stores

### HORNELL

By Lois R. Bossard and  
Dominic Gallicchio

Here we are back with some more news for you after a few years of delay.

Good luck to our bowling team. **Dominic Gallicchio** is the captain.

Other members of the bowling team are **Paul Halloran**, **Robert Ward**, **Joseph Robbins**, **Salvatore Falzoi**, **Arnold Daniels**, and **High Wiedman**.

A night out was had by all the fellows in the stores department. They had a party at the Arkport Inn.

**Helen Snyder** was on a week's vacation, stayed around home most of the time.

**Bob Ward** shot a deer during hunting season.

**Harold Johnson** spent Thanksgiving weekend in New York City.

**Bob Griswold** is on a diet except on Thursdays when the boys bring him back pizza. It's a good thing he likes red pepper.

**Al House** and **Ed Ordway** have returned from a recent trip to the mountains.

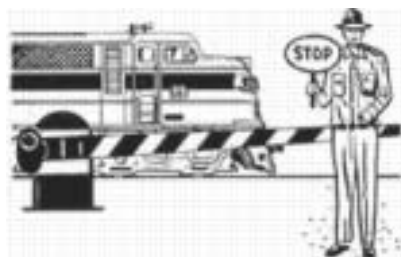
Birthday greetings to **Charlie Blickwede**, **Sol Falzoi** and **J. A. Donaldson**.

## Lighterage

NEW YORK CITY

By Regina F. Frey

**Bertha Trefry** is proudly displaying photos of her new grandson.



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Railroad Department  
**THE TRAVELERS**  
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**Emil and Lillian Skuph** took December vacations to avoid the Christmas shopping rush on weekends.

We welcome new employees **Geraldine Sovick** stenographer and **Peter Heinzemann** messenger.

Your correspondent vacationed in Bradenton, Florida where she visited **Bill Evans**, retired west-bound clerk and **George Ullrich** former cashier.

Congratulations to those who celebrated recent birthdays, they are **Lillian Skupin** and **Joe Keenan**.

## Car Accountant

CLEVELAND

By Wilma Kerzman

**Mr. and Mrs. Harold G. Post** are planning to spend Christmas with their son, daughter-in-law and two grandsons at Phoenix, Arizona.

**Marian and Cliff Palmer** spent three weeks at Miami Beach, Florida.

Others who journeyed east to visit relatives for the holidays were **Lucille and John Babli**, **Al Van Houten**, **Violet Auryansen**, **Helen and John Wenzel** and **Alice Carroll**.

**Mr. and Mrs. Roy W. Sturruv** vacationed at Los Angeles, California with their daughter and son-in-law.

**Virginia Abbott**, junior clerk, became **Mrs. Robert Whitt** recently. Following the reception at home, the newlyweds drove to Virginia for their honeymoon.

## Accounting

AUDITOR OF DISBURSEMENTS

By Brian O'Donnell and

Jim Hough

**Marilyn Haely** has received her real estate license.

**Kathryn Guiton** went to Jersey City for the holidays.

**Virginia Blackley** just returned from Florida.

**Al (Bones) Okeson** and **Dave (Wyatt Earp) Murg** will be in Port Clinton for the New Year holiday.

**Lucille Arth** **Jim Hough** **Jim Callahan** and **Rose Giordano** are all members of the "I can't get rid of my cold club."

**Mary McCarthy** and **Genevieve Omert** went to New York City to see the sights.

## NEW YORK STATION

By Joe Barry

Birthday greetings to **Clinton Cook**, **Lorraine Sadowski**, **Pat Brignola**, **John Murphy** and **John Small**.

Best wishes to Erieites celebrating service anniversaries, they are **Frank McElhatten**, 16 years; **Ted Gaidis**, 13 years and **Paul Westhelle**, 9 years.

**John Vitrone** once again vacationed in Fort Lauderdale, Florida.

**Emily Peters** went to the Poconos.

**Margaret Cull** and **Charlotte Schall** are sporting new bonnets.

**Charlie O'Neill** and **Dan Moffit** still hold on to the "luck of the Irish".

**Nick Passarelli** was lucky too, he was a winner of a daughter-in-law.

**John Feeney** and family have recently moved.

**Jack Collins** was driving to the office and stopped for a red light, the car behind him didn't, but we are happy to report no one was hurt.

**Isadore Markowitz** reports his hobby is canning.

The ballroom was crowded, and the song was "Wait Til the Sun Shines Nellie" because **Nellie Sullivan** has caused the sun to shine for all of us here at the Erie. Best wishes for a happy retirement, **Nellie**.

## HORNELL ACCOUNTING

BUREAU

By Eleanor Trowbridge

**Lillian Karl** enjoyed a few days vacation in New York City.

**Mr. and Mrs. P. L. Harkins** visited Youngstown, Ohio.

Congratulations to **Phil** and **Barbara Shaferon** the arrival of their new son, **Stephen**.

Congratulations to **Dick** and **Joyce Smith** on the arrival of their new daughter, **Stacey**.

**Richard E. Matthews** was honored at a retirement party.

Among the retired and former employees of the bureau attending the retirement party for **Mr. Matthews** were **Howard Pascoe**, **Fred Cortese**, **Edward Dressier**, **Paul Henry**, **Frank Julian**, **Clarence Brasted** and **Jane Moore**.

**Bill Leonard**, commander and

**Ed Leferink**, vice-commander of the American Legion, presented the awards in the American Legion oratorical contest held at Hornell High School.

Birthday wishes to **H. W. Schneegas, H. J. Vanderhoff, J. H. Schofield, C. S. Buck, Goldie Loghry, Ann Anderson, Mary Stitt, L. H. Lamb, Pearle Koskie, E. E. Dugan, Jr.**

**Ruth Hunt, J. F. Meehan, F. A. Petersen, L. F. Marvin, W. B. Cregan, R. E. Sayles, Teunis Vet, F. A. Congelli, T. E. Ordway, J. R. Watt, C. S. Brown and C. Smith.**

## AUDITOR OF REVENUES

By **Dick Bruyere**

It was an Autumn wedding for **Clare Feeney** and **Robert Reali**, they exchanged vows at St. James Catholic Church. An evening reception followed.

Back from an exciting trip in the British West Indies are **Katherine** and **John Flynn**. One of their many visits included Ciudad Trujillo in the Dominican Republic.

**Harry Martin** and wife, **Helen**, celebrated their 34th wedding anniversary with a jet flight to California.

The **Martins** spent two weeks sight-seeing in such cities as Las Vegas, Phoenix, Los Angeles and San Francisco.

A jet plane took **Bill Babb** and his wife to Miami, Florida, after which they went to Fort Lauderdale for a two week visit with relatives.

**Bob Shields** returned from Florida after a month's visit with his sister.

Visitors to the Erie included retired Erieites **Willie McGrath, Sr., Jack Rau** and **Teddy Laskey**. **Ed-die Leferink** stopped in before departing for Hornell to visit his son, who is with the accounting bureau there.

**Bill and Gloria Lash** are among the latest homeowners in Lakewood.

**Ray and Verna Stevens** have purchased a home on Cleveland's west side.

It's a Bay Village address for **Connie and Ken Hagedorn**.

**Kenny Blask** is now driving a new 1959 car.

**Charlie Wiley** is having his

troubles with his latest car, a '56 model.

It was a girl, **Linda Marie** 8 lbs, 10 ozs, for **Audrey and John Dar-roch**.

In the bowling department, the Auditor of Revenue teams are still proving themselves the better bowlers.

The Interline, Agency, Revision and Columbians are in the top four places respectively in the Erie League, while the Station Accounting team is in 10th.

**Frank Buck** moved to high average position with 180. **Jim Petonic**, 177; **Bill Lash**, 175; **Marry Marcellino**, 173 and **Chuck Yon Duhn, Jr.**, 170 are in the top ten.

Erie sandbaggers who have hit 600 or more recently around Cleveland include **Bill Lash**, 632; **Dick Bruyere**, 619; **Marty Marcellino**, 602 and **Frank Buck**, 600.

Only one gal has broken into the 500 series lately, and she is **Ann Marie Mark**, who managed to get a 500.

## Allegheny-Meadville

### GENERAL FOREMAN WRECKMASTER, SALAMANCA

**Frank Wilson**, retired machinist, has sold his home and moved to Florida, where he has purchased a home.

Best wishes for happy retirements for **Ralph Borrell**, car inspector, Johnsonburg, Pa. and **Stanley Wzintek**, car inspector, Salamanca.

**Ed Sheare** and **Tom Paprocki, Sr.** were both successful during the deer hunting season. Ed's deer was an eight pointer.

• • •

## Promotions

(Story begins on page 11)

fore he left for Army service in 1942.

After his return from military leave in 1946, he became inspector of operation, and moved up to trainmaster at Jersey City later the same year.

In 1948 he became passenger trainmaster at Jersey City and went to Buffalo as freight trainmaster in 1956. He returned to Jersey City as assistant superintendent at the end of the same year.



**Wilbur J. Betz**

Betz, new assistant Superintendent at Hoboken, started work for the Erie as a locomotive fireman at Meadville in 1942. From 1944 to 1946 he served in the Navy. After his return from military leave he was granted leave to complete his work at Allegheny College, and was promoted to engineer in 1948.

In 1951 he was appointed inspector of operation at Cleveland, and went to Jersey City as inspector (Please turn the page)

## BUCKEYE CAST STEEL PRODUCTS

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**THE BUCKEYE STEEL CASTINGS COMPANY**  
 New York, N.Y.    Columbus, Ohio    Chicago, Ill.  
 St. Paul, Minn.    San Francisco, Calif.

## Promotions

(Story begins on page 11)

of operation 1952. He was promoted to freight trainmaster in 1953 and to passenger trainmaster in 1956, both on the New York division.



**Robert L. Downing**

Downing, who moves from freight trainmaster to succeed Betz as passenger trainmaster started as a fireman at Rochester



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| <input type="checkbox"/> Drafting                    | <input type="checkbox"/> Section Foreman           |
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| <input type="checkbox"/> Locomotive Engineer         | <input type="checkbox"/> Traffic Management        |
|  | <input type="checkbox"/> Welding--Gas & Electric   |

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

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

Occupation \_\_\_\_\_

Erie employees will receive a Special Discount

in 1946, and was promoted engineer there in 1952. Later the same year he was promoted to transportation research assistant in the Cleveland headquarters, and was advanced to inspector of operation, Youngstown, in 1955.

He was promoted to freight trainmaster, New York division in 1956.

Luckow started work with the Erie as a yard clerk in Hammond in 1941, and served in the Coast Guard from 1942 to 1945. After his return from service he held various clerical positions until 1956, when he was promoted to inspector of operation at Jersey City. He succeeds Downing as freight trainmaster, New York division.

Scullion, a native of Salem, O., new inspector of operation, Cleveland, started with the Erie in 1939 as an operator at Salamanca. Later he worked as operator at Meadville and Youngstown.

From 1942 to 1946 he was in the Army, and in 1946 resumed duty as operator, and later as extra train dispatcher at Salamanca. His work was again interrupted by service in the Korean police action of 1951, and he resumed duty at Salamanca as relief train dispatcher in 1952. He was promoted to assistant chief dispatcher there in 1956, and later the same year advanced to the research department in Cleveland.

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## Piggy-Back

(Story begins on page 6)

trailers on railroad flat cars and moves them between established railroad piggy-back stations, unloads them at the destination station. The motor carrier performs the service from shipper's door to the railroad piggy-back ramp and at the terminating railroad station from the piggy-back ramp to customer's door.

Under this plan the railroad does not enter into the carrier-shipper transaction--it only collects from the motor carrier a charge per trailer for hauling between railroad stations. In effect, a motor truck operator is substituting movement over the rails for movement over the highways in his operation.

### Plans III and IV

Plan III was inaugurated in September of 1958, offering terminal-to-terminal rates on two trailers per flat ear for two or more commodities, not one of which can exceed 50% of the total freight making up the carload (sum of two trailers). Shippers must supply the trailers and perform the pick-up service at origin and delivery at destination.

Container rates under Plan IV between Jersey City and Chicago were placed in effect in August 1959. The requirements of this plan are similar to those of conventional Plan IV. This plan is not yet active on our line.

Plan IV rates were established in September of last year. Under this plan the shipper furnishes both trailers and railroad flat cars upon which the trailers are carried, and loads and unloads the trailers at Terminals. As in the case of Plans I and III, the railroad merely provides transportation from ramp to ramp. Flat charges are established for two trailers per flat car similar to Plan III.

Currently this service offered by the Erie is limited to shipments between certain eastern points (including Jersey City and principal New England points) and the southwest. It is not yet offered between Erie stations. Plan IV has proven attractive to patrons in

*Erie Railroad Magazine*

the West--between West Coast cities and Chicago and St. Louis. That western plan was inaugurated in June, 1958.

Every one of these plans has a history of study, development, experience and evolution. Many transportation experts feel that containerization, of which piggy-back as we now know it is presently the most important part, will revolutionize the railroad industry.

Certainly all indications at present are that piggy-back development will continue to be rapid although there will undoubtedly be some leveling off of the present growth rate.

Many of us have seen the term "integrated transportation" used in recent newspaper and magazine articles on piggy-back. Basically, all piggy-back on the Erie is a form of integrated transportation.

#### **Plan V and Containers**

All piggy-back plans bring together at least two types of carrier in "integrated transportation" using the better service and cost features of each.

Some 50 railroads have one or several forms of piggy-back already outlined. Several lines are using what is known as Plan V, which moves freight on joint rates offered by railroads and motor carriers. This plan has to date been largely confined to Western railroads. There are many questions concerning its desirability, particularly for Eastern railroads, and the Erie does not participate at present.

Containerization, already mentioned, involves the use of standard boxes, equipped with doors and a means of locking or sealing or both. These containers may be carried on fiat cars, on trailer chassis, or in the holds of ships or canal boats. The idea is fairly new in the United States, but has been used in international trade for some years.

Containerization requires coordination of competing services with each carrier performing the service for which it is best suited. Railroads are more efficient on long hauls, trucks on shorter hauls. Merchandise can be loaded at a factory in a uniform container and by means of integrated transpor-

tation service can reach its final destination on a single bill of lading. Savings in labor to handle merchandise, the largest operating expense in transportation, is the end result. Time consuming handling of cargo is also reduced.

#### **Experiments Under Way**

Some lines in the United States have already begun experimenting with container services. So far there seems to be some uncertainty as to their final form, and the means that will be employed in shifting containers from one form of transport to another.

Competition for this new business is severe. Perhaps most indicative is the strong position of the motor carriers in protesting various piggy-back plans and rates before the Interstate Commerce Commission. A number of rates and practices are presently under investigation, the outcome of which will have a direct bearing on our progress.

Many transportation people feel, however, that piggy-back and containerization are the most important progressive steps taken by the railroads in many years, and that such progress will not be impeded. Certainly, clearance of some of the cases presently before the Commission will go a long way towards clarifying what shippers and railroads will do in such matters.

#### **Future Looks Bright**

In addition, there are many problems to be solved within the industry such as uniform interchange rules and regulations, per diem and some form of uniform



**OPEN-TOP TRAILERS** are covered with tarpaulins to protect the lading.

trailer identification. These difficulties will no doubt be solved with additional experience.

New methods and services, along with increased use of present plans, will undoubtedly bring the Erie more piggy-back volume. Most important, the new business will shift from concrete to steel highways.

The future for piggy-back on the Erie looks bright. Our Sales and Service Department is now ready with a new and complete service which will bring growth and new income to our line. We look forward with confidence to the development of this new concept of transportation.

• • •

In Portugal and Spain the railroad gauge is 5 feet 6 inches.

## **W. H. MINER, INC.**

### **EFFICIENT RAILWAY APPLIANCES**

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**CERTIFIED RUBBER DRAFT GEARS**

**POWER HAND BRAKES**

**TRUCK SPRING SNUBBERS**

**THE ROOKERY**

**CHICAGO**



# Mends Watches

(Story begins on page 10)  
where he worked from 1936 to 1941, when he moved to account-

ing. His interest in watches began while he was serving in the Army Troop Transport Command.

He spent the period 1943-1946

at sea aboard transports as a sergeant major. One day at sea, thousands of miles from the nearest watchmaker, his watch stopped.

## Study in Night Watches

It's bad enough for any man to be without a reliable watch, but a railroader feels the loss more than most men. So, after a few days of mounting disgust and uneasiness, Tom set about repairing his own at sea.

He felt that whatever he did, things couldn't be worse, and they might be better. Much to his own surprise, when he got through, the watch worked!

This made his choice of G. I. benefits after the war simple. He returned to work in the New York Station Terminal Accounting Bureau, but at night he was to be found studying watchmaking in a Jersey City watchmaker's school as an army veteran.

Today the basement of his house at 147 Bauer Street is completely paneled with plywood, finished in pearl gray in a driftwood effect. There are a stylish bar, a dance floor, and many other amenities.

## A Second Calling

But to Tom the important part is a panel near the foot of the stairs. It lets down to become a watchmaker's bench, and to reveal the tools of the jeweler's craft. Two doors beneath it when opened give access to a dozen or so small drawers where watch parts are stored.

To Tom this is the principal part of the basement, and the place he heads for when he starts home.

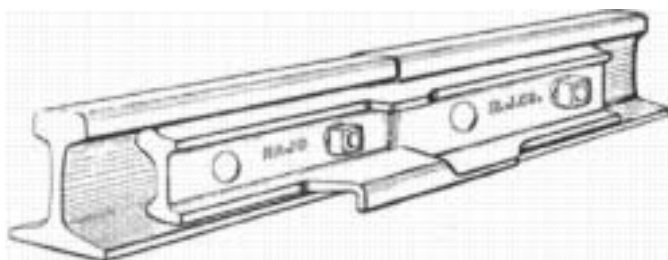
So far he has not commercialized his hobby to any great extent. Nearly all his work is a labor of love, but his office mates and his neighbors both know that Tom may be relied upon to do a painstaking job.

"It's nice to know that you have more than one string to your bow," is the way he puts it. "After all, should something prevent my continuing in accounting, I know I can always fall back on this. One Jersey City jeweler whom I've helped when he's been especially busy has often asked me to work full time. Maybe it'll be a second source of income when I retire."

## THE WALTON R. COLLINS CO., INC.

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## RAJO COMPROMISE JOINTS

• Rajo Compromise Joints are designed to connect rails of different sections, and those of the same section having varying amounts of vertical and lateral head wear. These joints are made of cost alloy steel, heat treated, with physical properties equivalent to those of rolled steel joints.



RAIL JOINT COMPANY  
DIVISION OF POOR & COMPANY (INC.)

New York, N. Y.

# Chicago

(Story begins on page 12)

they are loaded for shipment east. When they reach Akron their contents are unloaded, reclassified and forwarded by the Erie.

Trailerload shipments for Chicago area customers are delivered to them; those for other railroads are unloaded from the flat cars here and taken direct to the piggy-back loading yard of the railroad concerned.

## Clejan System

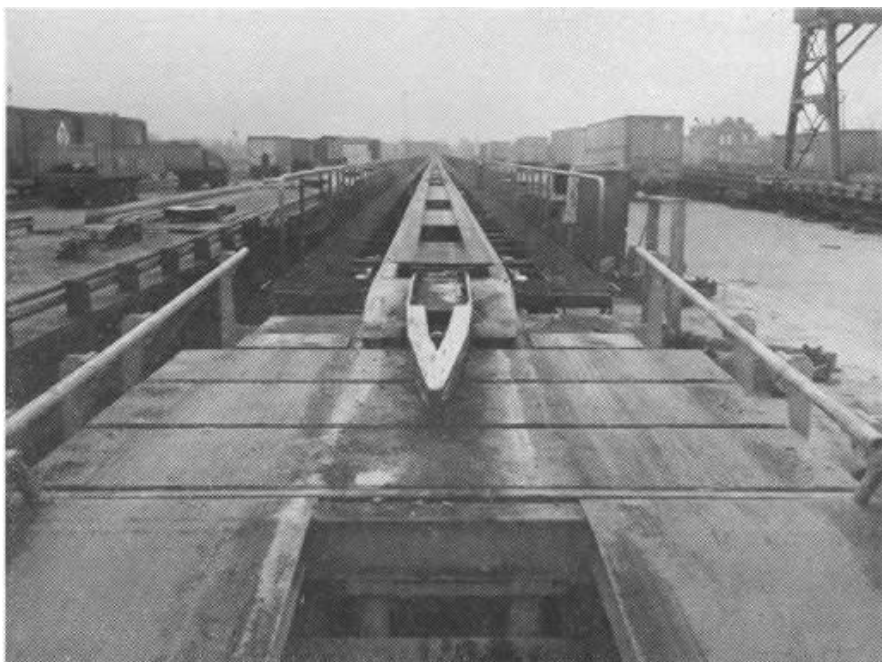
Clejan shipments differ from others chiefly in the equipment used. Conventional piggy-back trailers ride on the flat car on the same tires that they use on the highway, and the front ends of the trailers are held still and off the floor by jacks and chains or by special devices that lock them in place.

Thanks to the Erie's high and wide clearances, the conventional type of piggy-back loading causes the Erie no problems. But some of the Erie's New England connections are not so fortunate, and they cannot accept cars so loaded. The Clejan car overcomes this difficulty.

Trailers for Clejan service are fitted with small flanged wheels inside their rear wheels, and the Clejan rail cars might be called "depressed side" flats. Small rails on the top of the centersill of the car take the flanged wheels of the trailer, and the foot or so of clearance gained because the trailer rides lower on the car makes it possible for the whole load to pass under the low New England bridges and small New England tunnels.

## Baby Dolls

Front ends of the trailers are held by devices called "baby dolls," which are loaded by fork lift trucks at the time the trailers are pushed aboard the flat cars. Hinged bridging rails take the place of the hinged plates between cars as used in the conventional system; the trailer used for loading the Clejan trailers has special drive wheels that fit the small rails too, and once the rig leaves the special centering device and loading ramp, the driver does not steer



**CLEJAN RAMP AND CLEJAN RAIL CARS** in foreground; conventional piggy-back cars on left await their loads as evening draws in.

his load.

For trailers not already equipped for the Clejan system, adapters can be used.

The adapters can be attached in

minutes. Among the advantages claimed for the Clejan system, besides the low profile, is a lowered center of gravity.

## OUR COMPLIMENTS TO THE ERIE RAILROAD-

on an excellent record in the field of  
transportation.

As ERIE's supplier and servicing agency  
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pated in this performance.

### The New York Air Brake Company

230 Park Avenue, New York 17, N.Y.

Plant: Watertown, N. Y.

# Chicago

(Story begins on page 12)



**THIS ELEVATOR AT THE 51st Street Yard is leased to an operator who performs standard services of grading, cleaning, etc.**

Still farther south along the C&WI is Erie's 51st Street yard, a much more conventional railroad yard than 23d Street. For 23d, with its wide concrete strips for trucks, its ramps for trailers, both portable and non-portable, its fork lift trucks, baby-dolls, and the like, while interesting, is highly specialized.

Here at 51st Street there are a modern yard office, locker rooms, bunk rooms, and a conventional yard, with two rip tracks, lead

tracks to a grain elevator, the grain elevator and its silos, and 33 yard tracks, 15 for westbound and the rest for eastbound movements.

Typical days at this yard see as many as 439 cars received and 600 dispatched. The elevator at the yard is Erie property, and is leased to an operator who performs cleaning, storage, grading and other standard elevator services.

Among the connections to which the Erie makes direct deliveries from this yard, using Erie power and crews are the BRC; Wabash; Chicago & Eastern Illinois; Illinois Central; Chicago Junction; Chicago, Burlington & Quincy; Chicago, Rock Island and Pacific; Pennsylvania; Chicago & North Western; Atchison, Topeka & Santa Fe; and the Chicago, Milwaukee, St. Paul & Pacific.

*(This is the 24th and final article of a series about the Erie Railroad, tracing the road's route from the Atlantic to the Great Lakes. )*



**NO STEERING IS NEEDED when an Erie trailer is backed onto Clejan cars.**

# Newark Branch

(Story begins on page 8)

line; and that turnout would lead to the Newark Branch at a point east of the present bridge on which the Boonton Branch crossed the Newark Branch.

Then the old line of the Newark Branch would be removed, and all the rail lines would be on one side of the proposed warehouse site. The city of Clifton undertook to build an access road from an existing street down into the meadow that would follow the then abandoned portion of the Newark Branch.

## 7,500 Feet

All told, from one end of the job to the other, the distance of the new route would be 7,500 feet long from the point where it would leave the Newark Branch to the point where it rejoined it. Too, the new route over the Boonton Branch rails would take Erie trains 28 feet above the level of the old rails at the point they passed under the Lackawanna.

Grading contracts would be let, but each railroad would build and ballast its own new tracks.

Looking east along the Erie from the Pacific Street bridge in Paterson, which crosses both the Newark Branch and the City Branch, the visitor used to see both the Erie and the Lackawanna in deep cuts, separated by a ridge of earth. This ridge was one of the things that were removed under the grading contract, because the western connection between the two lines was to be made between this point and Hazel Street, the next highway overpass, and the dividing line between Paterson and Clifton.

## Jersey Red Sandstone

East of Hazel Street a great deal of rock had to be removed to permit the City Branch of the Lackawanna to follow its new course. Here the contractor met typical New Jersey red sandstone, and despite his use of a new super-powered diesel shovel, had to expend three-fourths of a ton of dynamite to loosen the rock.

The grade up to Paterson Junction at places is as steep as 1.17%, but it is short. A No. 20 turnout leads the new line onto the Boon-

## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

## IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

ton Branch; a few yards farther on a No. 14 crossover leads to the south track of that branch, and then, right under the parkway bridges, another No. 20 leads back to Erie property.

Here a descending grade begins, some of it as steep as 1.46%.

This part of the Erie's line is carried on an embankment largely of material excavated east of Hazel Street. Before the new line could be built, that part of the Newark Branch west of the underpass under the Lackawanna was raised six feet and moved 35 feet to the north to provide a detour.

New York division maintenance of way forces are proud of the construction job they did on this 910 feet of track. For they began work as soon as the contractor was through his grading. From a Monday morning to Friday evening they completed the entire job of tracklaying, including placing of 12 carloads of ballast, and tamping ballast, leaving the line ready for the cut-over.

All told, the job from Pacific Street to the east end required the excavation of 15,151 cubic yards of earth and rock and 46,611 yards of fill.

The new track is all 131 pound to the yard relayer rail on new ties and all ballast is crushed stone. Grading began on October 12; fill on the east end, where most of the Erie's tracklaying job was performed was finished on December 11, and that end of the track finished on December 18.

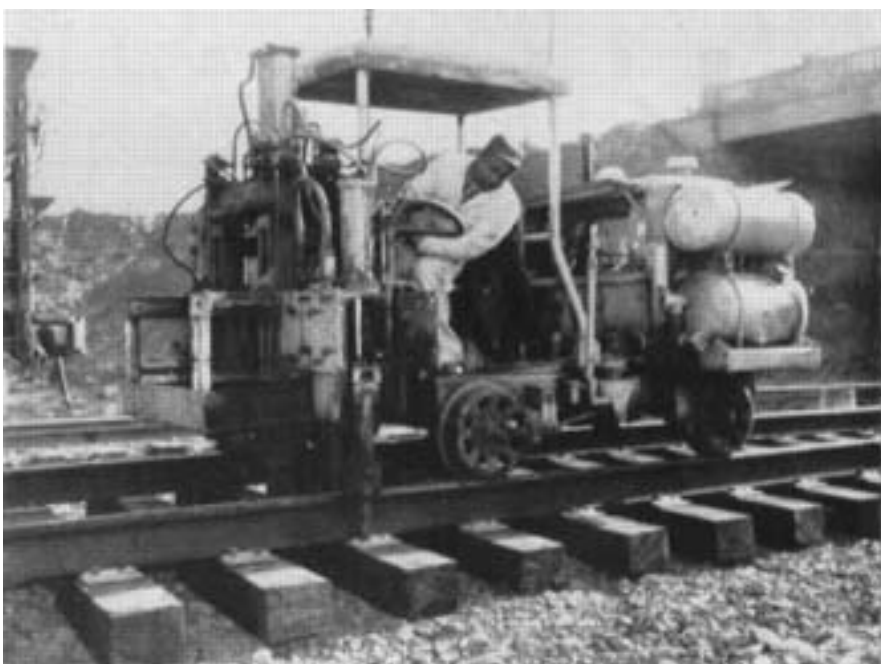
The westerly or South Paterson end of the track, where most of the tracklaying is on Lackawanna property, went slower.

Not only was extensive excavation needed here some of it in rock--but soft areas were met with too.

#### **New Signals, Too**

However, the Erie's signal department was able to install two new signal masts to control movements to and from the Lackawanna, and to string a communications cable to the Lackawanna's poles--for when the old Erie track is removed, the poles will come out too.

Lackawanna signal and communications work included electric



**DAVID JENKINS DRIVES SPIKES** at the rate of four every twenty seconds, including time used moving his machine. The rail is 131 pound material.

locks for the turnouts leading to and from the Boonton Branch and for the crossover between its tracks, and signals to control movements to and from the branch

at Paterson Junction.

Present plans call for the entire job to be ready for trains on or about January 15.

• • •

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# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Agnello, Samuel	Crossing Watchman	Buffalo Division	7-16-59
*Barrow, Reuben Shaw	Sec. Storekeeper	Meadville Stores	11-16-59
*Bathrick, Roy Wilfred	Yd. Conductor	Susquehanna Division	9- 9-59
*Blake, Carl Cecil	Train Dispatcher	Youngstown, O.	10-29-59
*Brewton, Sabe	Power Truck Operator	Meadville Shop	11-21-59
Byrne, Hugh	Gas Hoist Lighter Capt.	Marine Dept.	10-25-59
*Childs, Herbert Russell	Conductor	Buffalo Division	11- 4-59
*Del Rosso, Paul	Welder	Dunmore Car Shop	11-14-59
*Devenny, William John	Chief Material Inspector	Meadville Test Dept.	10-27-59
*Ditch, John Sherman	Section Foreman	Kent Division	10-24-59
England, Frank Theodore	Freight Agent	Youngstown, O.	10-17-59
*Flannery, Edward Joseph	Information Clerk	Jersey City, N.J.	9-25-59
*Gallo, Frank Edward	Machinist	Secaucus Shop	11- 1-59
*Garrabrant, Isaac Hand	Machinist	Jersey City Shop	10-25-59
*Gettings, Joseph Michael	Brakeman	Wyoming Division	9- 8-59
*Gionti, Clemente	Laborer	Meadville Roundhouse	9-13-59
*Grimes, Henry Herman	Pip-fitter	Marion Shop	11-16-59
*Harrington, Joseph Matthew	Engineer	Buffalo Division	11-14-59
*Hartwick, Jacob	Rd. Conductor	N. Y. Division	9-18-59
*Haswell, Carl	Carpenter	Wyoming Division	8- 6-59
Heintz, Herbert Alfred	Engineer	Buffalo Division	10-22-59
*Henneman, Clarence David	Signal Helper	Allegheny Division	9- 6-59
*Hentze, Ferdinand John	Loco. Engineer	Kent Division	10-24-59
*Hnkley, Lumin Ward	Engineer	N. Y. Division	11-5-59
*Iannone, John	Trackman	Rochester Division	8-16-59
*Ingraham, Joseph Courtney	Checker	Jersey City, N. J.	9- 9-59
*Johnson, Pearl Salek	Bill Clerk	Marion Division	11-10-59
*Kaple, Clarence Peter	Conductor	Susquehanna Division	9-14-59
*King, John Bernard	Boilermaker Helper	Meadville Shop	11-20-59
Lehman, Carl Henry	Gang Foreman	Hornell Diesel Shop	11- 4-59
Lindeman, Arthur Diamond	Machinist	Marion Shop	10-19-59
*Mabey, John Joseph	Asst. to Gen. Eastern Frt. Agent	New York, N. Y.	11-20-59
*Manders, John Lewyon	Maintainer	Mahoning Division	9- 6-59
Maxfield, Lynn Christopher	Conductor	Susquehanna Division	11- 1-59
*McMahon, Martin James	Leading Car Inspector	Susquehanna, Pa.	11- 6-59
*Moore, Lewis Norris	Deckhand	Marine Dept.	11-18-59
Napolitano, Frank Joseph	Welder	Susquehanna Division	9-30-59
Nilla, Edward Mathias	Stockkeeper	Jersey City Stores	11- 2-59
*Nolan, Ted Leven	Crossing Watchman	Marion Division	11- 4-59
*O'Hare, George Francis	Relief Marker Foreman	Chicago, Ill.	11-11-59
Patton, Harold Wayne	Carpenter Helper	Kent Division	11-17-59
*Payne, Henry Harry	Yd. Conductor	Jersey City, N.J.	9-22-59
*Pekarek, Joseph Stephen	Engineer	Mahoning Division	10-16-59
*Petrie, Elmer Walter	Conductor	Mahoning Division	8-28-59
Purcell, Robert Lee, Jr.	Mail Clerk	Aud. of Revenues Dept.	10-24-59
*Robinson, Claude Harry	Laborer	Hornell Diesel Shop	10-26-59
*Rollins, Joseph Carl	Patrolman	Buffalo, N.Y.	11-10-59
*Roseman, William	Trucker	Rochester, N.Y.	8-19-59
*Shriner, Harvey Harold	Operator	Creston, Ohio	10-21-59
*Snyder, Charles Jay	Car Inspector	Port Jervis Car Shop	10-30-59
*Spice, George Silas	Engineer	Delaware Division	10-30-59
*Stahl, Earl Edward	Engineer	Marion Division	9-20-59
*Stearns, Harry Lincoln	Crossing Watchman	Mahoning Division	10-23-59
Stipe, William Jesse	Traveling Auditor	Aud. of Rev. Dept.	10-19-59
*Sullivan, Patrick Daniel	Barge Captain	Marine Dept.	10-30-59
*Tedford, William George	Traveling Passenger Agt.	Jersey City, N.J.	11-20-59
*Thomas, George Swan	Rd. Conductor	Mahoning Division	9- 6-59
Werner, Paul	Car Inspector	Hornell, N. Y.	11-11-59
*Williams, Frank	Yard Clerk	Lima, Ohio	9-19-59
*Worthington, William Raymond	Track Supervisor	Wyoming Division	11-14-59
*Yardman, Gust	Machinist Helper	Cleveland, O.	9-13-59
*Retired Employees			

# Happier Year

(Story begins on page 5)

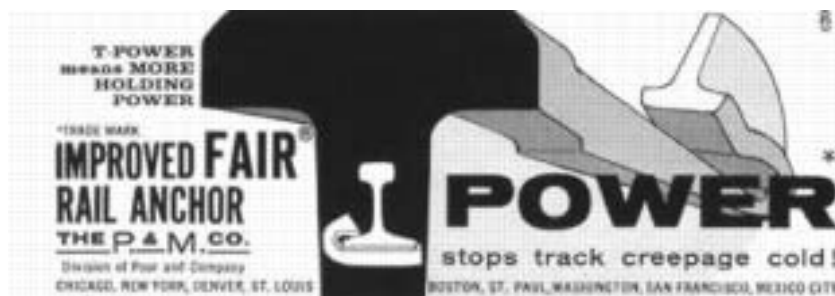
dered so that we can begin realizing some of the savings in the coming year.

Any railroad predictions for 1960 must, of course, be tempered by the pending labor problems that are confronting the industry. Since the expiration of a three-year labor agreement on November 1, negotiations have been under way on the demands served by both parties.

Prominent in these negotiations is the question of eliminating featherbedding practices that restrict the railroads' ability to compete with other carriers by adding unnecessarily to operating costs. A change in these wasteful work rules is vital to the survival of the railroads and of course will have a profound effect on their earning capacity.

Another area that is draining railroad earnings, particularly for the eastern roads, is the continued losses incurred in providing commuter service. In the case of the Erie the losses exceed \$2 million annually on an out-of-pocket basis.

As long as local authorities require us to operate a non-paying suburban service, we believe the cost should be borne by the people and communities that benefit from such service. The railroads and their security holders should not be obliged to carry the burden.



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

Quarry at Huntington, Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY  
TOLEDO 4, OHIO

*Nalco*

NALCO CHEMICAL COMPANY

6216 West 66th Place 9 Chicago 38, Illinois

Diesel Cooling System and Steam Generator  
Water Treatments 9 Combustion Catalysts 9  
Fuel Oil Treatments 9 Weed & Brush Control

# Mother India builds for the Diesel Age



Since 1949, India has pushed a widespread railroad improvement program.

Old track has been relaid, new track added. Modern equipment has been purchased ... diesel locomotives ... rolling stock. And service has been greatly improved.

As a result, India has grown industrially. In the period between 1951 and 1959, freight traffic on Indian railroads has increased some 40% ... from 98 million tons to about 138 million tons. And estimates indicate an even greater growth in the near future.

All of which means that India has recognized the railroads for what they are -- the backbone of a modern, growing industrial society.

**In the United States**, by contrast, public policies tend to ignore this basic truth.

Here, the government appears indifferent to the strength and stability of the railroads, while it promotes and encourages the railroads' competition.

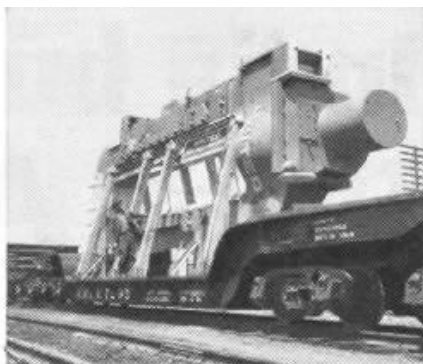
Railroads are burdened with over-regulation and discriminatory taxation -- while their competition uses highways, waterways and airways built and maintained by the government.

**The railroads ask no special favors.** All they ask is the equality of treatment and opportunity fundamental to the American concept of free enterprise. Granted this, the public would then be *assured* of the efficient, low-cost rail service which a dynamic economy and national defense demand.

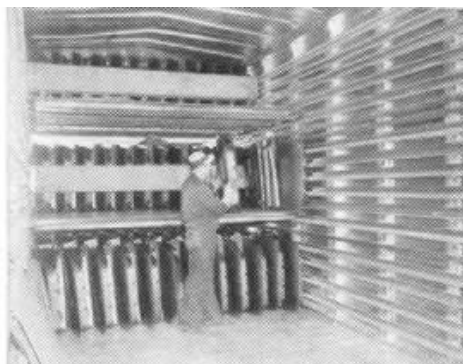
ASSOCIATION OF  
AMERICAN RAILROADS  
WASHINGTON 6, D. C.



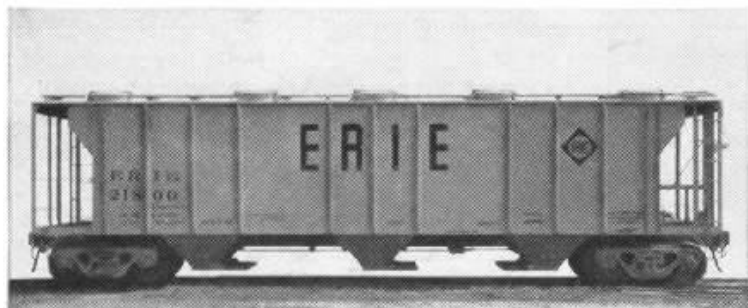
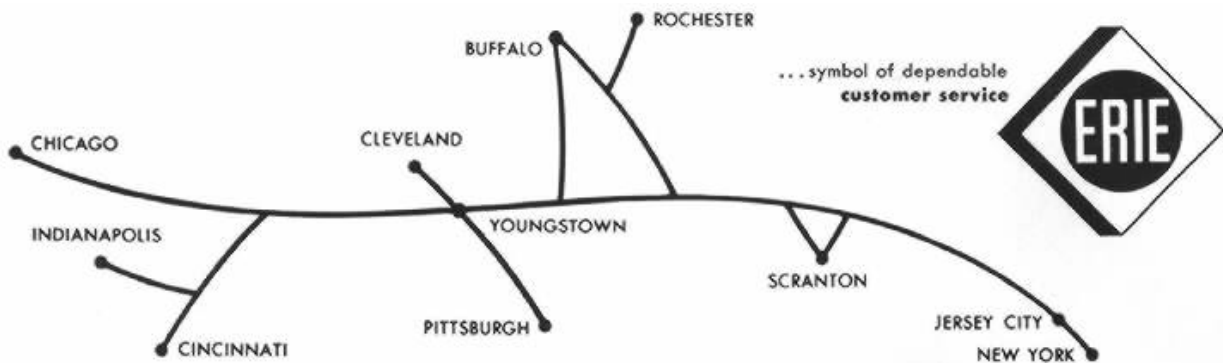
PIGGY-BACK trailers ride special king-sized Erie flats for faster, safer door-to-door service.



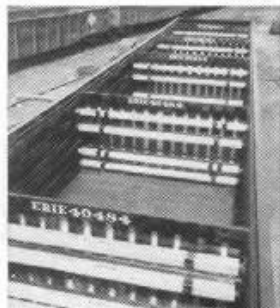
DEPRESSED CENTER FLAT CARS take the big loads, add more clearance inches to Erie's famous high and wide route.



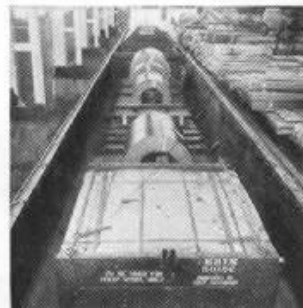
DF CARS like this one equipped for automobile parts are available for many purposes.



COVERED HOPPERS carry animal feed, salt, cement, chemicals and numerous other commodities.



ELECTRODES move damage-free in this special car.



FLAT ROOF GONDOLA CAR protects coiled strip, flat sheet and other commodities requiring weather protection.

*Fitted to your needs for safer, more efficient transportation*

## ERIE PRODUCT-DESIGNED EQUIPMENT

An important customer service of your local Erie representative is working with you to analyze your transportation requirements. And if your products can be handled more economically, or shipped more safely, using special equipment such as that shown here, he'll be the first to recommend it.

In fact, the wide variety of special Erie cars includes a number that were designed and developed through the teamwork of Erie men and their customers.

Fitting your shipping needs with more efficient, specially-designed equipment is another example of the kind of complete customer service you can count on when you "Route it Erie". To see customer service in action, call your Erie representative the next time you ship to or from the important industrial area served by the Erie.

# Erie Railroad

*Dependable Service For The Heart Of Industrial America*

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