The President’s Page

In the past two months when the transportation legislation was being considered in Congress, railroad people had occasion to call on their friends for help. Based on what I have seen and heard, they did a magnificent job in making their views known to their elected representatives. Many forceful and persuasive letters were written urging that the railroads be relieved of at least some of the uneconomic burdens imposed on them so that competition would be on a more equal basis.

Railroad employees and railroad shareholders did an equally magnificent job and I want to thank everyone for his efforts. I believe the Senators and Congressmen in Washington were impressed by the outpouring of sentiment in favor of less regulation for the railroads.

But the point I would particularly like to make is that we should realize how fortunate we are to have the good will of these “outsiders”—these friends who are interested in our welfare. As a fellow-railroader said to me the other day, “It shows that we need the public as much if not more than the public needs us.”

How true that is! We have needed friends in the past and we will need them in the future. The best way to win and keep these friends is to shape our policies and conduct our activities in such a way that we can do the best possible kind of a job in providing them with a safe, courteous and efficient transportation service. We should never overlook an opportunity to convince the public that we want to be of service to them and that we sincerely value their friendship, their support and, of course, their business.

H. W. Van Vicker
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THE COVER:

An Erie Railroad locomotive starts across the International Bridge over the Niagara River at one of the two points where the Erie interchanges traffic with Canadian railroads in the busy Niagara Frontier area. See page 12.

July, 1958
Freight Cars Loaded on the Erie and Received from Connecting Railroads
This month will decide the fate of the Smathers Bill, and with it the future of the railroads of the United States.

Passed in an amended form by the Senate, the bill, which would restore to the railroads many of the rights to compete which other businesses enjoy, is now before the House of Representatives.

The bill, with some amendments, was passed in the Senate and a similar measure, sponsored by Congressman Oren Harris, passed the House of Representatives by an overwhelming vote of 348 to 2. Both bills then went to a conference committee of the Senate and House to have differences in the two measures ironed out.

At press time that bill had not yet been reported out for final action by both houses.

When this legislation becomes law it will be very helpful to the railroad industry. However, it should be emphasized that this is just the first step in the right direction. Congress at future sessions must enact additional legislation if the basic requirements of a sound and adequate transportation industry are to be met.

Lost from the bill was a key provision that would have permitted the railroads to establish construction reserve funds, and a section that would have given the Interstate Commerce Commission greater authority to order discontinuance of certain railroad services of an interstate nature.

Details of Provisions

As passed by the Senate, S.3778 provides for the following:

1. a program of guaranteed loans to provide short-term emergency aid for railroads in need,
2. a directive to the ICC that, in effect, it shall not require railroads to maintain rates higher than necessary merely to protect railroad competitors,
3. closing the loophole in the Interstate Commerce Act by which an increasing amount of for-hire transportation is performed under the guise of private carriage,
4. prohibiting further expansion of the list of exempt agricultural commodities, while restoring to regulation frozen fruits, frozen berries, and frozen vegetables, and
5. increasing the authority of the Interstate Commerce Commission to order adjustments in intrastate rates, and abandonments (interstate only) of money-losing trains and services.

Meanwhile the Senate Rules Committee reported S.303 for action on the floor of the Senate.

S.303 would, if enacted into law, carry out some of the supplemental recommendations made by the Smathers Committee. It provides for the appointment, by the Senate Interstate and Foreign Commerce Committee, of a board of three qualified transportation experts to study important matters of transportation policy and report thereon within eighteen months.

Study Subjects

Among the matters they are to study are the following:

Whether there is need for regulation of transportation under present conditions, and if there is, the type and character of that regulation.

Federal policy dealing with government assistance to certain forms of transportation, and whether or not it would be desirable to assess user charges against

(Please turn to page 30)
Ceramics Hobby Pays Off for Erie Railroad Couple

Pottery Becomes Business after Four Years

By CATHARINE E. CAMPBELL

WHAT began as a hobby for an Erie Railroad family has blossomed into an expanding business in Washingtonville, O. Four years ago Mr. and Mrs. Emmett E. Longbottom entered the ceramics field. At first the undertaking and the enthusiasm was confined to Mrs. Longbottom, who had always admired pottery figurines, earthenware objects and porcelain tableware.

But soon Mr. Longbottom—an Erie employe since 1923—could hardly wait to get home from the Warren yard, where he is a locomotive engineer, to carry his share of the family work with clay slip, plaster molds, colors and glazes.

Today there are several hundred items in the Longbottom Ceramics House line.

Wide Product Range

The products range from earthenware birdhouses to delicate figurines, from leprechauns to milk jugs, from cookie jars to snack dishes, from ash trays to lamp bases. There are complete services of cups, saucers and plates in the line.

At first all the ‘factory’ work was done in one corner of the Longbottom’s utility room; but now the work has overflowed into the basement, and the Longbottoms are building a two-car garage all of which will be devoted to manufacture of their products, display and sales space, and room for instruction purposes.

For as Mrs. Longbottom grew more skilled in handling the intricate processes ceramics manufacture demands, her fame spread, and not only did her sales increase, but friends began to ask for instruction.

Erie Railroad Magazine
Now she has several classes of women studying ceramics under her. And Mr. Longbottom is kept busy with his part of the production in his free time.

A typical Longbottom is an elf's head. The little fellow, who wears a gay cap of green leaves, and a broad smile complete with dimples, comes in two sizes—a large cookie jar and a small jam pot.

Either version of him begins as two molds made of plaster of paris.

**Elf Materializes**

One mold is for his cap, the other for his head. Like many hundreds of other molds, they are stored in the moldroom in the Longbottom basement. When more elves are needed Mr. Longbottom picks out the appropriate molds from the stock, and fits the mold parts together, binding them with wide rubber bands.

Then he pours slip, a mixture of china clay and water, into the mold. The dry mold immediately begins absorbing the water from the slip, but the pores of the mold are not large enough to let the clay particles in the slip through, and at the end of an hour or two the mold has a thin, even layer of clay on its inner surface.

When the clay is dry enough the mold is opened, and the leathery clay removed, the parting marks of the mold obscured by trimming with wire or knife, followed by a rub-down with a wet finger.

**Leathery Clay Hardens**

At this stage the article is known as greenware, and it is set aside to dry, a process that may take from two to four days or more, depending upon weather conditions. From time to time the greenware is tested for moisture content by Mrs. Longbottom, who presses the article against her cheek.

If the greenware feels cool against her cheek, it is returned for more air drying. For the coolness betrays the presence of free water.

And free water is the potter's enemy. Temperatures in the electric kiln Mrs. Longbottom uses range up to 2300°, and any water left in a piece of greenware would be turned to steam, and the pottery would explode before it was baked.

Once the first firing is completed, the greenware is greenware no more, but is known as bisque. It has lost all leathery qualities, and has become as brittle as the final product, but is without a glaze.

The glazes are added by dipping and painting—and Mrs. Longbottom has scores upon scores of brushes of special designs, and hundreds of jars of glazes for different colors and effects.

If only one more firing is to be given the piece, the glaze is applied and allowed to dry, and then the work is stacked again in the kiln and fired a second time. When it

(Please turn to page 30)
Twelve Years of Hard Study
Net Erie Man Honor Degree

HONOR STUDENT Milford M. Adams, assistant to the comptroller, shows his hard-won diploma to his boss, George W. Oakley.

Twelve years of burning the midnight oil, of long drives home late at night, of studying while others played has paid off for Milford M. Adams, assistant to the comptroller.

Today he is a bachelor of business administration. The degree, with the cherished words 'magna cum laude' attached, was granted him by Western Reserve University, where he studied under the GI Bill of Rights of World War II.

Those who have known Mil ever since the day he came to work for the Erie in 1932 are not surprised that the trustees and faculty of Reserve saw fit to add to the degree "with great praise," for he is the sort who will do anything he puts his hand and mind to as well as it can be done.

During World War II Mil was in the Army Transportation Corps at the New Orleans Port of Embarcation in personnel work, and had entered the army from his job as secretary to the comptroller.

After his World War II service he returned, and was promoted to chief clerk in 1949.

And it was immediately upon his return that he began his studies, working all day long, going to school and studying at night—and as he was living on the Adams family farm in Perry, O., 37 miles from his office in the Midland Building, he was doing a bit of driving as well. Today he visits the farm only on week-ends, and lives on Cleveland's West Side.

When the Korean Police Action began, Mil was recalled, and sent to Korea.

He was in Korea for 18 months. Finally released from the service, he returned to his work in the Erie comptroller's office and his studies. At the Erie he was raised to special accountant, and in 1957, to assistant to the comptroller.

And then, last month all the work, all the driving paid off—he was handed his sheepskin.

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Erie Railroad Magazine
THE FIRST PHASE of the study of merger possibilities open to the Erie Railroad, the Delaware, Lackawanna and Western Railroad and the Delaware & Hudson Railroad was completed early this month when Wyer, Dick & Co. delivered a 150-page report to the presidents of the three roads.

But delivery of the report does not mean that the railroads will or will not merge. Nor will it be known for several months whether merger is desirable or not.

The report by the Wyer firm, a group of transportation consultants, is the result of 21 months of research. It consists of 29 separate studies of operational, traffic and organizational changes that a merger would make possible.

Now that the report has reached the desks of Harry W. Von Willer, president of the Erie, Perry M. Shoemaker of the Lackawanna and William White of the D&H, the next phase of the study of the merger question will begin.

Each president has appointed four directors from his company to consider the report as a 12-man committee. It is up to them to determine, in the light of the technical studies, what a merger would mean to the railroads concerned.

Public Interest

Once their studies have been completed, the committee members will make their reports to the boards of directors of their own companies, recommending action, based on whether or not merger would serve the best interest of shareowners, investors, shippers and the general public.

Their study will take several months. Meanwhile details of the report made by Wyer, Dick & Co. will be held in the strictest confidence, lest "leaks" of some details lead to unfounded rumors concerning the ultimate decision.

Even after the 12 have made their report, and the boards of directors of the roads have acted upon it, the final action will be in doubt, unless, of course, the boards decide not to merge.

If the three boards of directors believe merger is desirable, it will be necessary to obtain approval of the owners of two-thirds of the stock in each company. Should they approve, the Interstate Commerce Commission must give its consent to any merger.

Should all three lines merge, they would form the fifth largest railroad system in the East. Their assets would be about $852 million. Revenues of the three roads in 1957 were about $316 million. Today the three have about 29,000 employees.

First track of the three railroads today amounts to about 4,000 miles in seven states and the province of Quebec.

Of those 4,000 miles, 2,207 are operated by the Erie. The DI&W operates 927 miles of railroad between Hoboken and Buffalo, with lines to Phillipsburg, N. J. and Nazareth and Northumberland, Pa., Utica, Syracuse and Oswego, N. Y.

The D&H operates 812 miles of main line from Wilkes-Barre, Pa. to Montreal, P. Q., via Albany. It

(Please turn to page 27)
Hearings Begin on Midday Trains in Jersey Area

First hearings on the proposed changes in schedules for the Erie's services on lines near New York have been held by two bodies—the public utilities commissions of New York and New Jersey.

The plan proposed by the Erie would keep the trains running that serve the commuters, and drop the mid-morning and mid-afternoon trains that attract few riders or none. The public would still be served, but the Erie would save a good portion of the current loss of $2,500,000 on its suburban operations.

Some groups, and some individuals—including one who is worried about two women who commute to Port Jervis and Middletown from points east of those towns—are opposed to the changes.

Under the plan submitted by the Erie, the rush-hour trains would be maintained, but of the 48 work-day east-bound trains, 18 would be eliminated; of the 47 work-day west-bound trains 17 would be dropped. Fourteen east-bound and 15 west-bound trains would be dropped from the Saturday schedules, and seven each way from the Sunday schedules.

Passenger Loss Largest Ever

The deficit in passenger service net railway operating income of Class I line-haul railroads for the year 1957 totaled $734.5 million—the largest that has been reported by the railroads for any single year. The 1957 figure represented an increase of 3.8% over the $696.9 million for 1956. It exceeded the previous high of $704.5 million reported for 1953 by $19.0 million, or 2.7 per cent. The passenger service deficit absorbed 44.0% of the freight service net railway operating income in 1957, as compared with 39.5% in 1956, 36.1% in 1955, and 38.9% in 1953.

Mail Pay Case Ends in Award of Higher Rate

The mail pay case, in which Eastern railroads asked for reimbursement by the Post Office Dept. of the increased costs of carrying the mails, has been decided by the Interstate Commerce Commission 24 months after the railroads filed their request.

The commission awarded the roads a 20% increase retroactive to July 3, 1956 to Oct. 31, 1956; 25% from Nov. 1, 1956 to Oct. 31, 1957 and 30% from Nov. 1, 1957 to Aug. 31, 1958.

Effective Sept. 1 rates will be 30% above those prevailing early in 1956.

Erie's share of the retroactive part of the increase will be about $1,500,000, it is estimated. Increase in revenues for the balance of this year will be about $500,000.

The Erie was one of 14 Eastern railroads that joined in the plea for higher mail pay. The 14 had asked for a 26% increase to cover higher operating costs and an additional 59% increase to afford a reasonable six percent return on the investment the roads have made in mail-carrying and mail-handling facilities.

Ferry Fare Set: 20 Cents a Ride

On June 27 new fare arrangements went into effect for Erie passengers using the Erie Jersey City-Chambers Street and the Lackawanna Hoboken-Barclay Street ferry services.

The ferry fares were set at 20 cents for all passengers to or from Salamanca and points east and New York; fares between points west of Salamanca and New York did not change.

No change in the physical arrangements at Jersey City is needed, as the number of passengers there is so small; but the Lackawanna installed 19 new ticket boxes and more than a score of railings in the Hoboken terminal so that rush hour patrons could pass the gates quickly.

Erie Golf Tourney Set for Course in Salamanca

The third annual Erie Golf Tournament will be held at the Elkdale Country Club, Salamanca, on July 26 and 27.

Don M. Brunswick, of the Hornell Back Shop, has announced that entry blanks will be sent to anyone who applies to him for them, and that they will be available at all major passenger stations as well. Any employe of the Erie is eligible to compete.

The fee of six dollars includes greens fee, one golf ball, lunch on the day of play, prize money, and a chance to compete for the top prizes—the Woodruff Trophy, the William Carlson Memorial Trophy and a prize for low net with club handicap.

70 Played in 1957

There were 70 entries last year, with competitors coming from points along the road as far separated as Susquehanna and Chicago. Marion sent 20 players.

The Carlson Trophy was won last year by Les Rettberg of Salamanca, he will get permanent possession if he wins it again. That trophy is offered for the player with the lowest gross score.

John Bauer of Huntington is the current holder of the Woodruff Trophy for low net under the Callaway System.

Full details may be had from Brunswick.
Packaged Tours of New York Offered by Erie

Packaged vacation or theater tours to New York City on an individual or group basis are now available at any Erie Railroad ticket office. Specialized tours can be arranged for two to seven days.

The new Erie feature, providing personal host service to the traveler making a trip to America’s largest city and entertainment capital, is offered in conjunction with Glass Dome Tours Inc., Andrew G. Oldenquist, passenger traffic manager, announced.

Upon arrival by train, these special ticket holders are met at the railroad station by a town agent who personally escorts them to a selected mid-town hotel. Sight-seeing tours or theater parties are arranged to suit the traveler’s convenience.

Folder Describes Tours
In addition to features in the package tour, helpful suggestions

ERIEGRAM

MANY a man who is a big noise at the office is only a little squeak at home.

are also offered on request of the patron. The host service is on call during the day or night.

When leaving, assistance is given in checking out of the hotel, and transfer made to the train. The escort leaves the traveler only after train accommodations have been provided and baggage delivered. All tipping is included in the cost of the package tour.

For many years, the Erie has been promoting low-cost weekend and holiday tours in cooperation with newspapers along the line. These were limited to specific times and large groups, according to Mr. Oldenquist. The new “Friendly Tour” service makes it possible for an individual or small group to enjoy a planned trip at any time of the year.

A folder describing the hotels and tours in New York is available at all Erie ticket offices. Prices start at $16.95. Perhaps you know a potential customer.

How’s It Coming?
Press-Time Reports on Pending Projects

Jersey City Ferry

Original application to discontinue was filed with Interstate Commerce Commission Feb. 10, 1956. ICC authorized discontinuance effectiveAug. 14, 1957. New Jersey public utilities commission and others opposed discontinuance and obtained a federal court decision that the ICC lacked jurisdiction in the case. Erie appealed to United States Supreme Court. On June 16, 1958, Supreme Court agreed to consider the case at a later date.

Mail Pay Case

After two years of negotiation ICC approved on June 26, 1958, a 30% increase in mail hauling rates effective September 1, 1958, with certain increases retroactive to July, 1956. Full details elsewhere in this number of the magazine.

Joint Track Use

Erie and Delaware, Lackawanna & Western have agreed to joint track use between Binghamton and Gibson, N. Y.; the original application to the ICC was made on Nov. 29, 1957. Objections were voiced principally by the Elmira Association of Commerce. However, no shipper has objected to the proposed changes. Hearings were held in Elmira in February and a decision from the ICC is expected soon.

Kinzua Viaduct

On June 20, 1957, the Erie and the Baltimore and Ohio signed a trackage agreement whereby Erie will use B&O tracks between Lime- stone, N. Y. and Mt. Jewett, Pa. This will make Kinzua Viaduct obsolete, but no decision has been made as to its disposition. The change in route has been delayed pending union jurisdictional agreements.

Suburban Service

Hearings are under way before the utilities commissions of New York and New Jersey on a reduction in the number of passenger trains in midday, Saturday and Sunday service in the Northern New Jersey area. Because of insufficient patronage Erie requested permission to withdraw 35 non-rush hour weekday, 29 Saturday, and 14 Sunday trains.

Merger Study

First phase of the study is now complete. Story elsewhere in this number of the magazine.

Excise Taxes

Compromise bill passed by the House and Senate, and signed into law by President Eisenhower June 30, removes the 3% tax on freight charges effective Aug. 1; 10% tax on passenger tickets will remain in force. Measure affects all common carriers, rail, truck, water and air.

Smathers-Harris Bill

S.3778 (Smathers Bill) to strengthen national transportation, passed the Senate with certain modifications. H.R.12582 (Harris Bill) containing similar objectives, passed the Senate with certain modifications. H.R.12582 (Harris Bill) containing similar objectives, passed the House on June 27 by a vote of 348 to 2.

Because of variations in the bills, a conference committee will meet to iron out the differences and report back to both houses for final vote.

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The oldest passenger-carrying railroad in the world is the Swansea & Mumbles Railway in Wales. Constructed in 1804, it began carrying passengers on March 25, 1807, and is still in operation, 151 years later. Trains were horse-drawn until 1877.
Niagara Frontier Served by Complex Erie Rail Net

Branches in Falls Region Reach Area Unknown to Honeymooners

The vast yards of the Erie Railroad at East Buffalo are the heart of the Buffalo division. And they are much more. For, besides the work of classifying cars bound to and from the Buffalo, Rochester and Buffalo & Southwestern divisions, these yards serve the branches in the Niagara Frontier area.

It is over the tracks radiating from these yards that the Erie interchanges with a baker’s dozen of American and Canadian roads, and serves industries in and around Buffalo.

The East Buffalo yards contain about 100 miles of track; three humps are used to classify cars, and the yards themselves are divided into several parts; and at IQ tower, on the north side of the yard, the Erie’s small but important Niagara Falls branch begins.

In the East Buffalo Yard are the Canada, JX, New JX, Middle, North, East Bound Receiving, East Bound Departure, and the Old B&SW yards; close by and connected with it are the tracks of the market receiving yard, over which produce moves to the great markets that serve the whole Niagara Frontier region.

Nearby in Buffalo are the Clinton, Hamburg Street, Louisiana Street and Lake Front yards, all of which are served from East Buffalo.

Division's Secret

Keeping these yards—and those at Black Rock and Suspension Bridge—working properly is the secret of keeping the Buffalo division running smoothly, according to James D. McFadden, superintendent of the Buffalo and Rochester divisions.

And the capacity of the East Buffalo yards is mighty. In one peak month over 64,000 cars left the yard.

That 64,000 cars represented far more than 64,000 car movements, too, for the records are kept on cars that leave. Thus a car might be received from a Canadian road full of grain, be moved to a Buffalo elevator for discharge, be moved back to East Buffalo for cleaning, and then spotted for a nearby industry, loaded, moved to East Buffalo, classified for dispatch, and it would be counted only once—when it left a departure yard behind a road engine.

The yard has problems other than those of mere operation, and one of those—that of keeping the yard free from growth of any kind—is probably tougher here than anywhere else on the Erie.

For out of Canada come cars loaded with wheat, rye, oats, bluegrass, millet, vetch, clover, and flaxseed, thousands of them every year. Grains and seeds are slippery stuff, and spillage does occur—and with the perversity that every gardener knows about, plants...
THIS IS NIAGARA FALLS, but it is not the Niagara Falls honeymooners know; it is the Niagara of industry, created by electric power and an important Erie traffic source.

It seems to like to grow amid stones and cinders.

As a result the most careful housekeeping can't keep the East Buffalo yard free of volunteer crops, however hard the maintenance of way crews may work at the job with sprays, tools, flame-throwers, stone and cinders.

Green for Business

No sooner are some tracks rid of the pests than others produce greenery. But this can be said for the crops that the MoW forces fight—they prove the yard is a busy one. Grasses in the tracks here hint not of stagnation, but of the import of Canadian seeds for American lawns, and of wheat for flour and feed for animals.

On the south side of the yards are car shops able to undertake repairs, or modifications of cars for the diverse industries of the area; too, here is the East Buffalo roundhouse, which not only maintains 16 Erie road and 14 Erie switch engines, but eight Buffalo Creek locomotives as well.

The roundhouse and machine shop are equipped to do such fine work as maintenance and repair of the injectors which deliver the oil to the cylinders of the Diesels in microscopically fine streams, and to service governors.

Too, the roundhouse is the summer home of the huge snowplows used to keep the Buffalo and Rochester divisions open when the snows pile up 17 feet deep and more night after night.

The plows, mounted on former steam engine tenders filled with sand to keep them on the tracks—
as much as 130 tons of sand in a tank—are equipped with headlights so that they may be pushed ahead of the engines assigned to them in snowy weather. Beside them in the roundhouse, when not being used for burning weeds, are the multiple-headed flame throwers used for melting snow in the yards.

Near the roundhouse too, are the Jordan spreaders that spread bal-

July, 1958

THE ERIE'S DOCK LINE along the Niagara River has new ties, new rail and freshly laid ballast.

(Please turn the page)
In the midst of heavy chemical plants, the Niagara Junction Railway crosses the Niagara Falls Branch.

In this yard at the west end of the International Branch the Erie and roads operating in Canada exchange cars.

Molasses tanks and pleasure boats lie side by side at the end of the Erie's Black Rock Branch on the Niagara.

Niagara Area

(Story begins on page 12)

Last in the summer and move snow in the winter.

On the opposite side of the yard from the roundhouse, at the east end of JX yard is I&O tower. Here it is that the wye tracks lead from the yard to Niagara Falls Branch.

Niagara Falls Branch

From I&O tower it is possible to see, at the far end of Canada yard, the point where the lead track to the feeding station for live stock in transit leaves the yards. But be warned: the weed seeds the cattle and sheep and hogs bring with them make the manure from the yard anything but desirable for the man intent on a fine garden or a beautiful lawn.

But let us descend from the tower and take a ride along the Niagara Falls branch, which is like a river with several tributary streams, and its mouth at the East Buffalo Yards. The main stream of the “river” begins at Suspension Bridge, at Tonawanda it is joined by the Lockport Branch and at International Junction by the double-track International Branch. And the Lockport Branch has its own tributary—the Gulf Line, which runs from Lowertown, really part of Lockport.

In Tonawanda the main stream is paralleled by the Dock Line, which runs between the Niagara River and a freeway now under construction, and the Black Rock branch is a branch of the International Branch.

2.79 Miles Lost

That is the bare bones of the branches. Distances from I&O are difficult to compute, because they were originally measured from a station at East Buffalo, about 2.79 miles from the point where the Niagara Falls branch now leaves the yards, and milepost designations follow the old system.

But to start—as the Erie's trains roll north along the Niagara Falls branch they are carried on tracks on an embankment, past meat-packing houses, on a bridge across the New York Central, across streets and then across the Michigan Central tracks, and then past

Erie Railroad Magazine
an Erie siding known as Cemetery Switch.

Now we move through one of the rich industrial areas of Buffalo—coal yards, steel warehouses, window factories, gravel yards, automobile axle plants, wineries that bring in western wines by the tank car, gas meter factories. From I-90 to Main Street the road climbs gently.

International Branch

Then, just beyond Main Street, at a point about 7.8 miles from the old station, is International Junction. Here, at a series of spring switches, the double track International Branch leaves the Niagara Falls Branch, turning to the left, and the Niagara Falls Branch becomes a single-track road, passing under the Delaware, Lackawanna & Western on the Erie's way to Suspension Bridge.

If we follow the International Branch on its way to Black Rock and the International Bridge, and keep our eyes open, we'll be sure to see some pheasant. For the pheasant follow the grain trains in from Canada, it is said. Certainly, they are no unusual sight in that quiet area in the first mile of the branch.

For, quite suddenly, there are no factories, and old houses that back up to the Erie here have overgrown yards between them and the tracks, and there is waste ground between the Erie and the DL&W embankment that makes a wonderful home for the birds.

Black Rock Yards

Soon, however, the factories begin again—foundries and other heavy industry, and the vast warehouses of the federal government's General Services Administration, housed in buildings where planes were built for World War II.

And then we are in Black Rock, where industry is thick on the ground. Here the Erie maintains three small yards, Elmwood Street, Amherst Street and Michigan. They must be small because of factories on either hand, and must be kept clear lest the flow of goods to and from Canada be slowed.

Here at Black Rock there is a molasses company that takes full

(Please turn to page 27)

July, 1958
Praise Earned by Erie Men, Women at Work

Sir:

Please accept this letter as an expression of my sincere appreciation for the help and consideration given me during recent weeks by the crews of your Train Numbers 1418, 1414 and 1411 on the run from Essex Fells to Hoboken and return.

Due to considerable incapacity resulting from a severely broken leg suffered in an accident last fall, my early return to work has been governed by my ability to commute. The immediate aid and thoughtfulness of your personnel have not only helped to make possible my early return to work but have also made the rather difficult job of commuting far more pleasant than could normally be expected. While it is difficult to recall the names of all those who have aided me, I feel that I should mention the names of Messrs. J. W. Eslava, A. J. Devins, J. R. Cadmus and E. E. Roberts.

After commuting on various railroads for a good number of years, it is certainly gratifying to know that the personnel of your road have the thoughtfulness to give such individual attention during rush commuter hours.

J. H. Gilmour, Buyer
Western Electric Co.
New York, N. Y.

Sir:

Recently we had occasion to move a large shipment over your lines between Ballston Spa, N. Y. and Scoville, Idaho.

We would like to take this opportunity to extend our appreciation to the Erie Railroad personnel for the methods which were employed to handle this shipment promptly and safely between Binghamton, N. Y. and Hammond, Indiana.

In particular we would like to thank Mr. L. J. Malone, foreman, shop track, Marion, Ohio and his personnel for the prompt attention they extended to us in replacing the No. 4 wheels on one of the Army cars as well as for the additional work which we requested on the loading. Because of this service, we were able to maintain our schedule.

J. J. Berlinger
Supervisor, Traf. Control
Knolls Atomic Power Lab.
General Electric Co.
Schenectady, N. Y.

Sir:

This letter is to confirm my phone conversation with Mr. Field on May 23, 1958. In that conversation I gave the Erie Railroad, thru Mr. Field, permission to release the contents of Erie car #87015 located on the Erie team track at Burbank, Ohio to the Mosser Construction Company.

I wish to thank you for your cooperation in this matter and for the courtesies you have extended to us in the past. Rest assured we will specify Erie whenever possible.

L. E. Baker, Branch Mgr.
Ernest F. Donley's Sons, Inc.
Akron, Ohio

It was dark when I left home this morning, and I somehow got hold of the wrong hat."

Erie Veterans News

Annual Picnic Plans Completed

LIONS and tigers will be on hand for the annual Veterans Outing at Conneaut Lake Park this year, according to the committee in charge.

The event, to be held August 9, is the high point of the summer activities of the veterans, all of whom have at least 20 years of service with the Erie.

The day will begin with a baseball game; luncheon at the Hotel Conneaut will be served to those attending at 1 p.m.; and after lunch the newly elected officers of the veterans' group will be introduced, and officers of the Erie Railroad will be called upon for a few remarks.

Plenty to Do

The afternoon will be given over to picnic games and informal reunions of old friends.

Three special trains will run to the picnic for the convenience of those attending—one from Hoboken, one from Port Jervis and one from Huntington. Thirty-eight Pullman cars will be assigned to the service, and for once in the year passenger trains will run from Dunmore and Buffalo to the main line, where they will be cut into the consist of the Outing Specials.

The lions and tigers are part of the park's amusement program. Besides watching the lions and tigers, those who attend may swim, dance or go boating. Children and adults will be given special rates on the amusement park devices.

Those who prefer to bring their own lunches and eat picnic style may do so—and if it rains they may use the Dreamland Ballroom at the park.

(Next page, please)

Erie Railroad Magazine
Buffalo-Rochester

The annual basket picnic will be held Sunday, August 3rd at Sofie's California Grove, Union Road near William Street, Buffalo.

And don't forget the annual Conneaut Lake picnic, Saturday, August 9th.

Members desiring to attend either—or preferably, both—should contact the secretary, H. I. Moyer, 389 Gold St., Buffalo.

If you have not secured membership in the "Buffalo 60 Club"—which is open to all Erie System employees and their friends—you are asked to contact Bob Symington at the Clinton Street freight office for details.

George and Mary Cunion are spending their vacation in Florida where they plan to make permanent residence when George retires.

Ed and Lil Lafferty of Florida are at Buffalo and intend to stay until Oct.

The annual spring luncheon sponsored by the Ladies Auxiliary at MacDoel's Restaurant on May 15th was well attended. The menu featured delicious roast beef.

There was an assortment of favors for all, a table loaded with beautifully wrapped door prizes and jewelled sweater clips for the card winners.

Mrs. Henry Brundt was chairman and Mrs. Henry Schultz, honorary chairman.

Mr. and Mrs. George Adams entertained the Auxiliary board members at their home in Hamburg on June 5th. Cards and croquette occupied the ladies after the luncheon which followed the regular business meeting.

The husbands were the invited guests of the ladies for supper and a full evening of entertainment.

Marion

By Lucile Osmun

A covered dish dinner and social program was attended by 65 Veterans and members of the Ladies Auxiliary on May 15.

Special guests were system President L. E. Rodgers, his wife, and Mr. James M. Murray, all of Salamanca. Mr. Murray is chairman of the Salamanca chapter.

Door prizes were awarded Mrs. Ray Strawser, Mrs. Lucile Osmun, George Hanley and Ray Derringer. A Mother's Day contest was won by Mrs. Jacob Bolinger. She was crowned Queen of Mothers and received a potted geranium.

Miss Mary O'Donnell led in singing "Mother" and "You Are a Wonderful Mother." Mrs. Osmun provided piano accompaniment. Following the singing Mrs. Walter G. Lyon read a poem concerning motherhood.

Mrs. Ray Dobbins showed colored slides of Texas and Mexico, after which each mother was presented with a potted petunia by the Veterans.

The social committee consisted of Mrs. Donald J. Schoonmaker, Mrs. Harold Thomas, and Mrs. Ray Strawser. Entertainment was arranged by Mrs. Lyon.

Mr. and Mrs. Jake Bolinger held an open house celebration of the 50th wedding anniversary June 15 at their home.

Salamanca

Our sixth annual May party was held at the Holy Cross Athletic Club, Salamanca on May 24th with more than 150 in attendance.

Members of other chapters were present from Jersey City, Port Jervis, Hornell, Buffalo, Meadville and Huntington.

System officers and members of the advisory board present were:

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"But if it ended in 1945, why is there still a World War II tax upon passenger fares?"

L. E. Rodgers, president; H. C. Travis, 2nd vice president; L. P. Johnson, treasurer; and past Presidents J. F. Mutcher and M. J. Rieciardi.

Entertainment was by Barbara and Carol Dolecki with dancing numbers and a comedy skit concerning the trials and experiences of a railroad ticket agent. Round and square dancing followed.


Decorating committee chairman was Mrs. H. M. Bunker. She was assisted by Mrs. J. G. Ainey, Mrs. A. G. Clemence, Mrs. C. D. Cull, Mrs. J. R. Kennedy, Mrs. D. A. Logan, Mrs. J. J. Malone and Mrs. C. K. Scott.

A noon luncheon was given at the Hotel Dudley for past presidents, system officers and guests.

Next regular dinner-meeting will be at Myers Hotel, June 20th.

Members, please circle two important dates on the Vets calendar, July 19th for the family picnic of Salamanca Chapter at Gargoyle Park, Olean and August 9th for the annual outing of the system at Conneaut Lake Park.

Jersey City

By Ernest Matriani

Attendance at our monthly meetings is on the ascendency—approximately seventy veterans attended our June meeting. This is a healthy and welcome sign and indicates the members are taking an interest in their chapter as well as renewing old acquaintances.

Your chapter meetings afford you the opportunity of meeting your friends, both new and old, learning what is transpiring in the system and line chapters, news of progress of legislation on matters pertaining to railroad survival, and information on retirement and unemployment matters and many other items of interest to railroaders and Veterans.

Why not come out to our next meeting August 6th? A cordial

(Print turn the page)
welcome awaits you.

Chairman Jack Hazzard reports good results on the Buffalo “60” club and the membership campaign. Your assistance in putting both these projects over is solicited.

A very gratifying report was made at our June meeting. While the special drive is closed for new and reinstated members, do not relax your efforts. We are always glad to welcome additions to our roster.

Several of our members journeyed to Salamanca to attend the May party and report a good time was had by all.

Remember the annual picnic at Conneaut Lake, August 9th. Get your applications early and help your committee on the assignment of space. Applications for the old-est and youngest Veterans can also be picked up and processed at our next meeting.

Dues are due. Have you seen your collector or mailed in your 1958 dues? There is no time like the present to get in the clear.

Let us make this year a banner one for Jersey City with all members paid up early. Make your secretary’s job a pleasant one by complying.

Susquehanna
By Basil Iwinski

The regular meeting was held in the shop superintendent’s office on June 2nd.

The committee of the new membership campaign reported five new members. George VanAntwerp, Clarence Williams, Christopher Schline, Gaetano Pagano and Joseph J. Ficarro.

This drive ended on May 31st but we are still striving for new members and hope to have 100 per cent membership in the Susquehanna chapter.

We hold our meeting on the first Monday of each month and employees with twenty years service are welcome to attend and join the Erie Railroad Veterans.

It was noted in the May issue of the Erie Magazine that a number of Dunmore men who worked in Susquehanna have retired. We wish them much happiness in their retirement.

Late Chatter About All the Erie Family

Kent Division

AKRON

By Besse Westbrook

Jerry Mickunas, general clerk, is enjoying his vacation grading and planting lawn around his new home.

Harold Stewart, relief clerk, and family are enjoying their vacation in Rising Fauk, Georgia, with relatives.

John Sparks and family are in Ft. Lauderdale, Florida. John is former ticket clerk at Akron.

Members of the Erie family driving new cars are: Edward K. Bennett, flag clerk; Albert L. Campbell, patrolman; John E. Kul- ton, checker; Steve M. Welling, trucker; Andrew Kavulla, jr., trucker; Leonard E. Shean, trucker; and George Cherney, trucker.

GALION

By Lucile Osmun

Congratulations to James H. Romine, chief clerk, and wife on the arrival of son Stephen James (8 pounds, 91 ounces) May 14th.

New York Division

SUPERINTENDENT’S OFFICE.

HOBOKEN

By Mary A. D. Meyer

This branch of the Erie family has been happily installed in its new home at Hoboken since June 9.

Passenger department cousins stayed behind.

Nice to see Tom Rooney back to work after illness, also Tom Parry, chief clerk, division engineer’s office.

Due to Tom Decker’s illness, Teddy Teehan is temporary New York division car distributor.

Mr. and Mrs. Harold Blom (Pat McCarroll) have moved to their new apartment in Haledon, N. J.

John Campbell, relief dispatcher, spent his vacation taking local trips and doing some fishing.

Mr. and Mrs. Harry R. Coleman have returned from a motor trip. They visited the accounting bureau, Hornell, and were house guests of Mrs. Stanley Walters who had a dinner for the Colemans in honor of their 9th wedding anniversary. They also visited Bath, Syracuse, Saratoga, Lake George, and Scotia, N. Y.

Mr. and Mrs. E. G. Meisten of Westwood entertained at a lawn party in honor of the engagement of their daughter Barbara, stenographer in this office, to Jack Fitzpatrick also of Westwood. Mr. and Mrs. H. R. Coleman were guests.

Mr. and Mrs. Harry Close spent Mother’s Day at Scranton, Pa.

Best wishes to Mr. and Mrs. Joseph Mamary who were married May 24 at St. George Syrian Orthodox church, Paterson. The wedding trip was to Miami, Fla.

Erie Railroad Magazine
Joe was stenographer-clerk here and now is located at the Newark office in the traffic department.

Heartiest wedding congratulations to Mr. and Mrs. Leslie Trumbour. Mrs. Trumbour is the former Barbara Spizzirri, who worked in this office a short time.

Rose Mary Van Riper of this office was one of the bridesmaids. Antoinette N. Geerinck and Alice Shama attended the wedding and reception.

**WEEHAWKEN DOCKS AND LOCAL**

By Violet Schmitt

Does the patrolman on duty at 78th Street and Broadway, North Bergen, look familiar to you? He is none other than our former checker, Vincent Pergola, who was recently appointed to that city's "Finest."

Vincent is married and the father of two girls, Anna Marie and Corinne. We sincerely wish him good luck in this new venture.

Congratulations to Mr. and Mrs. P. P. Inglese, stower, on the birth of a daughter, Mary, May 22nd at St. Mary's Hospital in Hoboken. Patrick, jr., and Deborah are anxiously awaiting the homecoming of their baby sister.

Arthur Viaud, claim clerk, is never idle. He is now spending his spare time building an extension on his Keansburg home to make more room for his four growing sons.

The welcome mat is out for Walter Crowley who has transferred to Weehawken from Jersey City. He has assumed duties of foreman on the open docks.

F. Hans, watchman, has traded in cars and his old trailer for a new 10 ft. wide, 36 ft. long model which was on display at Asbury Park this past month.

Mr. and Mrs. H. H. Brown, agent, are planning to attend the commencement exercises at Rensselaer Polytechnic Institute, Troy, New York where their son, Charles, will receive his Ph.D. degree.

By the paint splatters on J. Rudd, dock laborer, we would assume he is still in the process of painting the interior of his new home.

Dock Laborer F. Manzi, a new homeowner, finds he is allergic to roses or perhaps hedge cutting.

The fishing expedition of H. Thake, foreman, last week end must have been too much for him. He has been ill ever since.

These summer week ends lure Agent H. H. Brown and wife to Lake Hopatcong where they are still busy building their home; the G. C. Kales, assistant agent, to a swimming pool at Waldwick, New York; G. Forte, manifest clerk, to the links; H. Gaherin, chief clerk, to sunning in Woodliff Park; J. McGowan, tally clerk, and R. Marotta, telephone operator, to their backyard patios and barbecues; and your correspondent to rustic Alpine, N. J.

News from those in the Armed Forces:

J. Barry, son of Mr. and Mrs. J. Barry, general clerk, is still stationed with the U. S. Naval Air Force in Sardinia, Italy.

Bertian Horvath, son of Mr. and Mrs. L. Horvath, checker, is aboard the U.S.S. Cecilia somewhere in the waters of the Caribbean.

Ronnie Hennigan, son of Mr. and Mrs. A. Hennigan, checker, is serving the U. S. Army as instructor of personnel at Fort Lee, Virginia.

Lucille Mahon, daughter of Mr. and Mrs. F. Pizzuta, westbound clerk, is stationed in Hawaii with her husband Patrick and wishes they were back on U.S.A. soil.

MR. AND MRS. CHARLES H. SPLITSTONE celebrated their 50th wedding anniversary on June 30. Mr. Splitstone retired from the Erie as assistant chief engineer in 1946 after 40 years' service. With them are their grandchildren, Marilyn and Alan Mayberry.

**PASSAIC, N. J.**

Recent retired visitors at Passaic, N. J. included Pete Scullion who is looking very well.

(Please turn the page)

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- Electrician
- Diesel Mechanic
- Diesel Engineer & Foreman
- Drafting
- Electrical Engineering
- Locomotive Engineer
- Machinist and Toolmaker
- Mechanical Engineering
- Mining
- Radio
- Television
- R. R. Apprenticeship Training
- R. R. Cafe
- Electrician
- R. R. Engineering
- R. R. Fireman
- Railroader
- Section Foreman
- Steam-Diesel Loco. Eng.
- Traffic Management
- Welding—Gas & Electric

Name ____________________________ Age ________

[ ] Erie employees will receive a Special Discount

Name Address ____________________________ Occupation ____________________________
THIS HUGE RAM TRUCK, made for a Welsh steel mill by the Automatic Transportation Co. of Chicago, rode to the seaboard on the high and wide Erie.

Mrs. Kaiser has purchased a new car.

Miss Mary M. Molinaro took an early June vacation tour of the New England States.

Bob Bashaw, trucker, spent his June vacation fishing.

Frank Volpe, Jr., son of our chief clerk, was selected from the boys of the Lodi High School to represent that school for one week in June at Rutgers University.

Marine Department
By Jesse E. Baker

Mr. and Mrs. John J. Messineo are on their second honeymoon, celebrating their 25th wedding anniversary in Canada. They are visiting Montreal, Quebec, Newfoundland and the Gaspe Peninsula. John is barge and lighter Inspector.

Captain Adolph Gutman and wife have gone to Bemidji, Minnesota to see their son Edwin C. Gutman graduate from Bemidji College. After graduating Edwin will teach in Hibbing High in Hibbing, Minn.

Leonard L. Peters, son of Mr. and Mrs. Leonard Peters, painter foreman in our marine yard, has just passed a competitive examination for entrance into Cooper Union School of Engineering this Fall. The Peterses live in Glen Rock, N. J.

Captain Axel Arentsen dropped by to see his old friends and says that he is going to retire and go to Arizona to live.

Axie said that John Hermansen writes that he wishes that he was back in the U.S.A. John is now in Norway.

Do you know that Metropolitan New York paid 4 1/2 billion dollars for food in the year 1957, while in the same year the six New England states together paid 3 billion dollars for food. Much of this food was brought into New York by the Erie.

Lighterage
NEW YORK CITY
By Regina F. Frey

Congratulations to Edna Andrews who became a grandma for the third time via daughter Betty.

Bill Gannon on vacation visited us with his two pretty little daughters.

We are receiving post cards from Helen Hefferan who is touring Europe.

Jack Dillon, formerly agent at Harlem station, visited us. We were happy to see him looking so fit.

Loretta Londregan returned from her vacation which she spent in Bermuda and Nassau.

Al Posocochowicz is vacationing in New Orleans.

Congratulations to those celebrating birthdays in July: Loretta Londregan, Bill Evans and Charlie McGowan.

Many happy returns to Clarence Gannon and wife who celebrated their third wedding anniversary on June 4th.

Marion Division
TRANSPORTATION DEPT.

AND
M. OF W. DEPT.
By C. R. Swank

Waldo Gray, monitor, and wife spent their vacation fishing at Spooner, Wisconsin.

J. R. Michael, chief dispatcher, and family spent their vacation on a tour to Portland, Oregon taking in the rose festival and other points of interest.

J. C. McCauley, car distributor, and wife spent a few days of their vacation visiting their daughter in New Jersey.

Congratulations to Mr. H. A. Kelly, communications supervisor, and wife who hit the jackpot not once but twice with grandsons.

The first grandson was born to Mr. and Mrs. Paul Bickel on May 9, 1958 and named Shaun Michael.

The second was born to Francis Prus, fireman on Marion division.
and wife on June 2, 1958 and named Kevin Patrick.

Congratulations to Mr. and Mrs. George H. Robison whose fourth child and second daughter, Trudy Jo, was born Monday, May 5 at the Huntington County Hospital.

She weighed in at seven pounds and nine ounces. George is the master carpenter and signal supervisor’s clerk at Huntington.

* * *

14TH STREET, CHICAGO
By Chris Hardt

Otto Jordan, retired route clerk, was a recent visitor to this office, with his usual cheerful smile.

Lawrence Herzog, seal clerk, son Lawrence, Jr., and brother-in-law Theodore Susceck, had quite an unfortunate experience while fishing during the Memorial week-end at Green Lake, Wisconsin, near Fond du Lac. They were trapped by the tornado which blew into Wisconsin from Iowa.

Luckily, they were able to seek shelter, and they did get four fish before the storm hit the lake and made fishing hazardous.

We are happy to know they were not injured and hope they will have better fishing and better weather on their next trip.

Jeremiah Dempsey, relief rate clerk, and wife Denise celebrated their wedding anniversary recently. Jerry presented his wife with card table and chairs for her bridge club, as an anniversary present.

New clerk in our Lifschultz Fast Freight department is Barry Rosenthal, son of Henry Rosenthal of the Lifschultz office, a long-time and well-liked associate of ours.

* * *

HAMMOND CONSOLIDATED OFFICE
By Grace Connole

It was very gratifying to see, up and around again and looking very well, Yardmaster H. L. Speckler and retired Engineer Frank Shaw. Herb expects to be with us again very soon.

We welcome to the force at Hammond Robert Rajski, extra yard clerk. Bob is a former C&O employee.

We all wondered just what we were reminded of by the red beanie worn by George Berg, relief clerk. And then W. M. Wiarda, assistant superintendent, found the right words: a pizza just ready for the oven.

We have shared Patrolman Frank Harris’ enjoyment in the postals he received from his brother and wife who joined a Brownell tour of Europe. They set sail on the S.S. Queen Elizabeth from Pier 90, New York, April 16th and returned via the same ship, docking in New York on May 27th.


J. L. Foley, ticket clerk, has returned to work after enjoying a three week vacation spent partly in the East where he visited with his daughter and her husband.

It is just Old Home Week for Bob Hanagan, clerk, 51st St., Chicago, who has been working in the capacity of relief yardmaster at Hammond during Herb Specker’s absence. Bob clerked at Hammond for several years before going to 51st Street.

* * *

CHICAGO GENERAL OFFICE
By Bernie Klein

Birthday congratulations are extended to Frank Nolan, Ed Burton and Len Schukei.

Warner Holcombe is now a proud grandfather since the arrival of David Scott Nelson on May 20. David’s parents, the former Sylvia Holcombe and her husband reside in Milwaukee. Grandma and Grandpa are doing well.

Bob Randall and Tom Carlton went fishing over the Memorial Day week-end and ended up drowning worms.

Louise Leville and spouse spent two glorious weeks at the Chateau Motel in Miami Beach, Florida recently.

The news is out: Ron Bullard has given his girl a sparkler for her third finger!

Jack and Goldie Soll celebrated their 35th wedding anniversary on June 3rd.

Marge Ellis and Alice Sikorsky have joined the ranks of chemise wearers. Who will be next?

R. Kirtland and fiancee were among the spectators at the Indianapolis 500 Mile Race on Memorial Day. He borrowed two pairs of binoculars especially for the occasion, one for each eye.

Al Watkins has a dog named Zoro which, according to A. E. Breland, is very ferocious.

Ron Bullard and Jerry Wilkin own a new split leaf philodendron. They have named the beautiful plant Petie and give it lots of tender, loving care.

Len Schukei journeyed to Ontario, Canada and from there had a bush pilot fly him to his favorite out of the way fishing spot.

(please turn the page)

SHORT CUT

to convenience

Enjoy the convenience of Saving at any of the handy offices of 1st National Bank. There’s one near where you live or work! (See telephone directory for locations.)

July, 1958
MARY LOUISE GAETANO, daughter of Edward P. Gaetano, car inspector at Hornell, was valedictorian of the graduating class of Scranton Technical High School.

Fred Drews enjoyed two weeks in sunny California.

Al Roberts went to see Cinerama and found gum on the seat. It was a long movie, but he stuck it out.

Joan Tejkowski's steady beau, Don, is stationed at Fort Hood, Texas and lives right across from Elvis Presley. He is learning rock & roll so he can croon to Joan when he returns.

Allegany-Meadville

SALAMANCA

By S. Minneci

Paul Ray, former Erie clerk, who lives in Los Angeles, Calif. was a recent caller at the yard office.

You cannot keep good men down —retired Gen. Yardmasters J. J. Malone and H. J. Kamholtz have new jobs outside of the railroad industry.

Accounting

HORNELL ACCOUNTING BUREAU

By Dick Crowley

Welcome to new employe Ann Kubiak.

Judy Webb's engagement was announced in the local paper recently. She's a former employe.

Pearle Koskie and Dotty Rixford went to Chicago to escort Lillian Karl back from her recent vacation in Oregon.

Our stalwart firemen — Robert Kraft, David DeLany and Frederick Petersen — were called out on a fire.

Paul Smith and the Mrs. went on a short vacation to New York City.

The Credit Union reported another good month. Congratulations to Ernie Dungan on his new job as Credit Union collector.

Francis Cassidy has bought a farm and is going into the farming business.

Bud Vanderhoof will be bawling 'em and calling 'em this summer.

Bud will coach a Little League team and also umpire in the soft ball league.

Walter Coston is back at work after an illness.

Dorothy Marks journeyed to Cleveland recently.

Bill Barnett's wife spent a short time in St. James Hospital.

Jack Burlingame, office yachtman, is talking up his new glass boat.

Joyce Fuller and Lorraine Cornish are driving new cars these days.

Francis Crooks attended a P.T.A. dinner in Elmira.

Bill Pawling, a former employe, visited the office recently.

Howard Hamilton has changed his residence.

Olga Nazar made a trip to Rochester.

Mr. Charles H. Artman, former district accountant, visited Clayton Orway and other friends recently. He and Mrs. Artman are both reported in good health.

Frederick Singleton is guarding the nation's gold at Fort Knox, Kentucky.

Charles Slaight, a former employee, was back in town recently before going to Mexico.

Frank Bottomley and Bob Burdette have been spending some time fishing.

A party was featured after the May 26th meeting of lodge 486, Railway Clerks.

Tunny Vet's two daughters underwent tonsilectomies in the hospital recently.

Mr. Frank V. Matthews, former district accountant, is back from Florida and feeling better after an illness.

Congratulations to Mr. and Mrs. Edward Bottomley on the birth of a daughter, Karen Marie.

Memorial Day weekend vacationers include Ed Leferink and his family who went to Cleveland, and Bill Leonard and family who visited relatives in Huntington, Ind.

A Fifty Club party at Lorraine Park on June 7th was attended by about 20 members.

Dorothy Marks' "barkless" dog, a Basenji, won first prize in its class and third prize in the obedient puppy class at a dog show held recently at Dansville, N. Y.

Bob Gregory went to New York City to see a ball game.

Howard Pascoe is starting up his summer woodworking business again.

George Hussong and family vacationed in Louisiana.

July birthdays will sadden and gladden the following co-workers:


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AUDITOR OF DISBURSEMENTS

By Don Keister

Henry Beck reports that his son Lester, now a lieutenant commandant, graduates this month from the Navy post-graduate school in Monterey, California, where he has
been studying nuclear engineering.

Rennie Belden is pretty well versed in the way of Cub Scout life, being a Den Mother and having assisted in the scouting Big Show at the Cleveland Arena with her son Bill.

Mary Jacobie left most of us rather envious when she departed on Memorial Day morning for a trip to the West with an itinerary including stops at San Francisco, Los Angeles, and Reno.

Neva Rook and her sister enjoyed a motor trip in their new car, visiting friends and taking in scenic spots in the State of Michigan.

Nelson (Dad) Case finally realizes that baseball is for the younger lads. The first inning sent him to the showers with a pulled muscle.

Coletta Rauschert tells us that a green thumb has come to her and that all she's waiting for is harvest time in her vegetable garden.

Anyone interested in investing in something different, such as an ant farm, may contact Lillian DeCorpo.

Kathryn Guiton was at home again in Jersey City for the Memorial Day weekend.

This reporter was called out of retirement to pinch-hit for correspondents Denny Kish, vacationing with wife Judy in Michigan, and Dorothy Buday, in Chicago lending a hand to her sister who was recently stork-struck.

Quick, somebody, pinch me.”

**AUDITOR OF REVENUES**

By Ray Stevens

In recognition of having reached the half century milestone on May 15th, Interline Clerk Ed Arns was presented with a 50 year pass by W. J. Manning, auditor of revenues.

The well-run ceremony, m.c'd by Tom O’Neill, also included H. C. Rath, assistant auditor of revenues, and Ed's chief clerk, George Huber.

Howie Brown hasn't been tagged the Chardon Kid for nothing. He's now a resident of that rural community.

May 3rd was an unlucky day for sisters Connie Hagedorn and Pat Von Duhn. They were involved in an automobile accident. The car, a 57 model that Connie and her husband Ken, had only a couple of months was almost a total wreck.

Charlie Healy spent 9 days on jury duty and informed us that it was an experience he'll never forget.

Now that the warm weather is upon us, some members of our local crew have hit the high road to vacation land.

Judy Oldenburg traveled to Florida with her sister and brother-in-law for a three week sojourn.

In a short weekend jaunt Marge Pharis and Rosemary Tomlinson took in the scenic wonders of our nation’s Capital.

Dorothy Liccardi, correction investigator, and Dan Luvison were joined in marriage on May 24th in a ceremony at St. Ignatius Church. Following the reception, which was held at the Ampol Club, the couple flew to Florida for their honeymoon.

The riot squad was nearly called the day that Anne Marie Mark walked in wearing a chemise.

Wedding dates have been set by two Erie couples. Jane Klamert and Al Fitch will tie the knot November 8th, and Gloria Ranft and Bill Lash will aisle-walk November 15th.

The Thursday night bowling league at Lakewood Recreation finished with a flourish. The Interline team captained by Charlie Von Duhn, sr., finished on top. The Columbians led by Benny Consenza took the second spot.

The day started like any other for Anne Marie Coyne—that is, until she lost one of her shoes down a sewer.

Steve Miko flew to the Florida vacation lands for two weeks.

Memorial Day was the day Rita Adornetto, k.p.o., and Jim Slimak picked to be married. After a wonderful reception at the Slovenian National Home, the happy couple motored to the Poconos for their honeymoon.

Earl Howard returned to us after a week’s stay in Lakewood Hospital.

Charlie Glass visited with his former cohorts in the Agency Bureau and informed them that he’s really enjoying his retirement.

Taking in the sights in New York over the Memorial Day weekend were four of our local prima donnas, Julie Mikar, Helene Toth, Alberta Lawler and Anne Marie Mark.

(Please turn the page)
Judging from the tan Sunny Vasil is sporting these days, it’s obvious that she spent her vacation in, you guessed it, Florida.

James Richard McGrath, born on May 15th, doesn’t know it yet but he’s come into a family with very strong railroad ties—and that’s no idle pun.

His father Bill is at present an Erie employe and his mother spent 10 years of her life here.

James’ own choice of career, however, should be further influenced by the fact that both of his grandfathers are retired railroad veterans with over a century of service between them.

T. P. Hennessy, retired assistant auditor of revenues, spread the glad tidings that his daughter Joan Pesta had presented her husband with a baby boy on May 20th. We all remember Joan as one of our claim checkers.

George West and his wife Lois traveled to Indianapolis over the Memorial Day week-end for the 500 mile race.

May 26th was a red-letter day for Ted and Marie Szlag. On that day they were blessed with the arrival of their first-born, a girl, whom they named Cynthia.

Donna Kundtz, ex of Jo Moran’s comptometer group, presented her husband Chuck with a boy on May 16th. Douglas Charles is the name they chose for the heir apparent.

The Pickwick Lodge softball team comprised of employes of the company left much to be desired in their first two outings. Manager Steve Miko, however, assures us of much better performances in the future.

The raffle conducted by the ball team was held May 29th, and Jane Klamert returned from her Washington, D. C. pleasure jaunt to discover that she had walked off with the $50 first prize.

The second prize of a savings bond was won by Nellie Nagle, and the third prize, a table model radio, went to Andy Bacenko of freight claim.

Two prouder fathers you couldn’t find the day that St. Edward’s High School held their commencement exercises. Tom O’Neill’s son, Thomas, and Pat Good’s son, James, both graduated cum laude.

Congratulations to the budding geniuses and may they continue their prize performance.

Susquehanna Division
HORNELL BACK SHOP AND DIESEL SHOP
By R. L. Hammond

We welcome Francis Donnelly as special inspector at Hornell Diesel shop.

The Hornell Little League is now in full swing. J. J. McNerney, general foreman and engine dispatcher’s clerk, is President.

Employment

JERSEY CITY
V. T. Bustard

Marie Colasuordo went to Belmar, N. J. with a group of friends for the Memorial Day week-end.

Mrs. H. E. Kelly spent part of her vacation at Beaver Lake, N. J. with her sister.

Stores
MEADVILLE SCRiP & REClAM.
By George Smith

Birthday greetings to the following who celebrate in July: Forest Greathouse, Harold Harvey, Ceci Shumacher, Tony Perricone, Lawrence Grove and Frank Vellela.

Stockkeeper Stanley Lawhead and his wife are enjoying their new car.

Rodney Besanson, foreman, is getting many happy hours enjoyment in his new motor boat. Quite a thrill riding with him.

Mary Elizabeth Galle and partner won a dancing contest recently on the TV show “Band Stand” from station WSEE, Erie. Mary is the daughter of Ralph Galle, carman. She is also quite a pianist.

Airmen Second Class Stephen N. Winn, jr., has been named Airmen of the Month for May at Sault Ste. Marie, Mich. Air Force Base. Winn is the son of Crane Spotter Stephen N. Winn, sr.

Awards for being selected Airmen of the Month include a three-day pass, five dollars and four theater passes to Sault Ste. Marie theaters.

An Airmen of the Month is selected on the basis of his appearance, character and his ability and knowledge in performance of assigned duties.

Winn entered the Air Force Feb. 22, 1955, and after radar school at Keesler AFB in Mississippi was assigned directly to the 623rd AC & W Squadron on Okinawa.

Buffalo Division
BUFFALO MACHINE SHOP
By Frank Habbleib

The Erie Social Club of Buffalo held their picnic May 24, 1958 at Ellicott Creek Park. The picnic was well attended by its members and Mr. F. E. Donnelly was guest of honor.

Mr. Norman F. McGrath, engine dispatcher, has returned to work after a leave of absence.

Francis E. Donnelly, special locomotive inspector, has been transferred to Hornell as special locomotive inspector. We wish him well back in his former location.

(Next page, please)
Car Accountant
CLEVELAND
By Ella Carpenter
Rosalie Wofner, keypunch operator, became Mrs. Wayne Mencke in a candlelight ceremony Thursday evening, July 3rd in Lake-wood's Grace Presbyterian Church.
The bride wore a gown of white lace and net with a shoulder veil. She carried white carnations. Her sister, Mrs. Gordon Driver, was matron of honor, and the groom's brother, Bruce, was best man.

After the ceremony a reception was held at the Dinner Table on Center Ridge Road. Then the newlyweds departed on a motor tour of New York State.

Our best wishes for a happy future to Emma Burgess who retired from the transportation dept. May 31st after 45 years service. A luncheon in her honor was held at Higbee's Silver Grille.
The girls from the office gave her a beautiful double orchid corsage, and a cash gift from her fellow employees was presented by H. J. Sieb, chief clerk.

John and Lucille Babli enjoyed a motor trip south and east for a week of their vacation.

Guy Huston included Buffalo and a trip on the Aquarama in his vacation itinerary.

Virginia Abbott and three girlfriends drove to Virginia Beach, stopping enroute at points of interest.

Lou and Elgin Featherston flew to Toronto to spend Memorial Day weekend.

Kathleen Branch spent a few days in West Virginia.

Helen Ketchem says she and husband Grady may take a jaunt to Pittsburgh to visit relatives during their vacation.

Congratulations to Joseph Nicholson, sr., who became a great-grandfather of a baby girl born to his grandson and wife, Mr. and Mrs. Robert Collins.

Welcome back to Marion Palmer who has just returned after a several weeks' illness.

Happy smiles are evident on the faces of Vivian Ploe, who has just moved with her family into a new home in Westlake, and Tilly Prell, who hopes she and George will be in their new home soon.

Mahoning Division
FREIGHT CLAIM DEPARTMENT
By Dorothy Haschak
Belated congratulations are extended to Joe Revana who recently took over his new job in Jersey City succeeding J. A. McIntosh.
We all wish you the best, Joe. Any more songs, Mr. Dunn?

A happy retirement is wished Elmer Zabriskie, former a.f.c.a., after 46 years of service. A good time was had by all at the dinner given in his honor at Kiefer's. Many of his friends and former associates attended.

Norm Klimack and Marv Buchwald really are in high spirits since beginning practice on the Erie Softball team.

Norm spent a week-end down at Ohio State recently.

Mary Grace McNamara and Ann Novotny made a jaunt to New York over the Memorial Day holiday.

M. OF W. YOUNGSTOWN
By Catherine E. Holzbach
Bernice Kulesa, secretary, was honored at a dinner at the Crystal Room of the Pick-Ohio Hotel, Youngstown, and was presented with a gift from her Erie Railroad associates, on Thursday, May 22.

She was married on Saturday, June 7 in St. Bernadette's Church, Masury, Ohio to Frank White of Sharon, Pa.

T. Switala, chief of engineering corps, has returned from a vacation spent visiting relatives in Union, N. J. and Scranton, Pa.

POLICE DEPARTMENT
By J. O. Sheets
Robert E. Hamilton, patrolman, is thinking about buying his wife one of those small imported cars.

Buddie R. McKay, patrolman, parked his car on the street and when he returned, found a trailer had broken loose and smashed into it.

Lieut. David Downie and wife vacationed in New York City.

Lieut. C. H. Pageler and family motored to California on his vacation.

Lieut. F. D. White has joined the Meadville Optimist Club, whose members are introducing him to the game of bowling.

ROAD FOREMAN OF ENGINES OFFICE, BRIER HILL
By Catherine E. Campbell
The heartiest and biggest welcomes we can give go to Engineer H. W. Arundel, on his return to work after six months, following an injury.

And if you want to know what it takes to have courage and keep a morale, just spend a few hours chatting with “Jingles.” You will understand why he believes that “life can be beautiful if you have the courage to live it that way.”

Welcome back also to Engineer H. D. Mowery, who after surgery is now fully recuperated and back with us, well and happy.

We are always happy to see the smiling faces of our folk in pictures, and one recently we were proud of was the face of our handsome and active engineer, James C. Hynd, in the Youngstown Vindicator.

He was shown on his Erie locomotive, cheerfully smiling and waving a greeting from his cab.

Mr. Hynd, with 51 years of railroading, is typical of our engineers, who in May observed the 95th anniversary of the Brotherhood of Locomotive Engineers.

John T. Hand, retired locomotive engineer, must feel he is being neglected by his fans and friends, because he is now mailing picturesque post cards 10x12 in size to your correspondent, no doubt for a bulletin board.

(Please turn the page)
Come on boys, help me keep him posted. Drop him a friendly line, his address: Apartment #5, Masonic Bldg., Renova, Pa.

Perey T. Giles, retired locomotive engineer, is now a permanent resident at the Delp Mansion nursing home on Market Street Extension. His health is fair, and visits and cheery notes from some of us would certainly mean a lot.

Vacations can mean so much to people, and we are happy to report on some of these pleasant trips:

George Feyock, locomotive engineer, and Mrs. Feyock were graciously entertained by the Coleman families in Patterson on their thirtieth wedding anniversary.

Walter G. Coleman, road foreman of engines, and Mrs. Coleman were graced by the Coleman families in Patterson on their thirtieth wedding anniversary.

Andrew C. Simko, eager and zestful for those wide open spaces and happy faces, spent three weeks visiting with his daughter and grand-children in San Antonio, Texas.

Raymond Biggins, engineer, and Mrs. Biggins spent an enjoyable week with relatives in Buffalo.

George Feyock, engineer, and Mrs. Feyock spent one of their nicest vacations motoring in the State of Michigan. They stayed four days in Holland, Michigan, touring the tulip fields and enjoying the annual Tulip Festival. If ever you get the opportunity to see this festival, don’t miss it, say the Feyocks.

William J. Mikesell, engineer, and Mrs. Mikesell, are spending three weeks in Denver, Colorado with relatives.

William J. Drummond, engineer, and family are touring the New England states.

William E. Flight, engineer, spent part of his vacation on a Canadian fishing trip. He went from there with his family to Moosic, Penna., to visit with his mother.

E. S. Salmons, locomotive engineer, and Mrs. Salmons, in company with locomotive engineer Davis M. Smith and wife, motoring to the Pacific Coast and visiting points of interest in Los Angeles and enroute.

Walter G. Coleman, road foreman of engines, and Mrs. Coleman were graced by the Coleman families in Patterson on their thirtieth wedding anniversary.

Congratulations to Mr. and Mrs. Coleman. They continued from Patterson on a vacation motor tour through Canada to points of interest.

A letter in the mail recently from Charles Stanyard, retired engineer, and wife informs that he is well and enjoying his residence in Clearwater, a cottage right near the bay, which allows him the pleasures of fishing and sun-bathing.

He recently visited the Veterans Hospital there, and advises they have a very modern and beautiful hospital and home for Veterans. His address is 436 Palm Avenue, Clearwater, Fla.

Vacations are nice, but not so glistening for all of us. Joseph E. Klein, locomotive engineer, in company with furloughed engineer Earl Reigelman, started on an ambitious tour, but found it very enticing to stop off at Belmont Park.

While I could find no trophy among the souveniers, or learn any round figures, their bill-folds were heavily laden, which leads us to believe that this could have been a very profitable as well as entertaining engagement.

To see old faces again always makes us very happy too. Mrs. W. O. Dean, widow of engineer W. O. Dean, and her daughter Mrs. Grace Hiscox have returned to Girard for the summer, after a very comfortable winter in their winter home at Orlando, Fla.

Retired engineer E. E. Morrison, having spent the winter months at Fort Lauderdale, Florida, also signed in to spend the summer in Greenville, Pa.

Fred C. Wickwire, retired yard clerk, recently returned from St. Petersburg for the summer months and called at the office, informing us of status quo on all our friends stationed in that area.

John Yourkovitch, retired engineer, has returned to his home in Riverside, California, having spent the past two months visiting with his daughter in Boardman and renewing his acquaintances around here.

O. W. Glassnapp, retired engineer, and Mrs. Glassnapp were recent visitors to the office.

We had the pleasure of visits from Thomas Maher, former road foreman at Youngstown, and J. W. Schiesswohl, former road foreman from Cleveland. Both men are in the pink and enjoying their retirement.

Another recent visitor returning from the sunny south was Homer Lewis, former engine dispatcher, here for the summer.

We are very pleased to have our visitors and look forward to them remembering us by dropping in. Keep on coming, folks.

Last but not least, our entire office force congratulate our own James D. Leslie, crew caller, who just graduated from Youngstown College.
Niagara Area
(Story begins on page 12)
advantage of the transportation net around Buffalo, and the fact that Buffalo is a grain center. For much of its molasses finds its way into the stock feeds that are a by-product of Buffalo's milling, and the company ships its molasses by rail to Buffalo mills and other points. In the navigation season it receives its molasses by rail, ship or barge; and for the rest of the year by rail.

At Black Rock is one of the many spurs of the Erie that look unimpressive on the map, but are the very lifelines of industry—the Black Rock Branch. This branch of a branch runs from one of the yards to the river, ending at a marina famous in the area not only for its pleasure craft facilities but for its restaurant as well.

Table for Box Cars
And on the Black Rock Branch one customer, a malt concern, has a turntable all his own. To save space within the plant property Erie cars on the plant siding are pushed to a one-car capacity table; the table is turned and the cars enter the plant at right angles to the siding.

Here at the end of the International Branch the Erie interchanges traffic with three railroads operating through Ontario and across the International Bridge: the Canadian National, the Michigan Central and the Wabash.

But let us return to International Junction, 4.26 miles from the end of the Erie's International Branch, and continue along the Niagara Falls Branch proper.

After passing under the DL&W truss bridge, we run through a recently developed residential area, with hundreds of small houses surrounded by bright green lawns, and then, as we near the junction with the Lockport Branch, we enter the industrial area of North Tonawanda.

Dock Line
Here the Erie serves a diverse list of industries. Besides the Lockport Branch, there is a connection at this point with the Dock Line, now undergoing reconstruction as the result of a New York State highway program.

The Dock Line parallels the Niagara Falls Branch along the Niagara river, serving industries there. Among them the pumping station for the Lockport water works, for here Lockport takes

(Story continues on next page)

July, 1958
Niagara Area
(Story begins on page 12)
water from the Niagara.
Back on the main line of the Falls Branch, we run parallel to the river, and reach a heavy industrial district just before passing under the Niagara Junction Railway bridge across the Erie between mileposts 21 and 22.

Breakfast Food, Too
Just beyond the bridge is the Erie's connection with the Niagara Junction, a trailing point switch for trains bound toward Suspension Bridge. The Niagara Junction is a 44-mile long switching road jointly owned by the Erie, New York Central and Lehigh Valley.

It takes full advantage of the cheap electric power available in Niagara Falls, and all nine of its locomotives draw their power from overhead lines.

From this point to the Suspension Bridge Yards industries are thick along the line, with everything represented from heavy chemicals to breakfast food. Bolts, nuts and other steel products are fabricated here.

One of the oddities—and expensive for the railroads concerned—of this end of the branch are private grade crossings open for public use.

Shanty Curtains
At such crossings the railroads maintain watchmen during the school year during school hours, even though the streets have not been dedicated for public use. From time to time, however, there are regular crossings, some of them with women watchmen.

One such is as neat a housekeeper in her shanty as she would be at home, and hangs green drapes at the windows that set off the Erie green on her shanty to advantage.

Diversity is the mark of the industries of this area—the solid backbone of Niagara Falls that the tourists don't see. Here paper handkerchiefs are made, steel is cast, and some of the salt from G&W Junction (see last month's Erie Magazine) is processed into widely varying products of the chemical industry.

At the end of the line is Suspension Bridge yard, where the agent's office is located in a modernized building, that, in the last century, was a school building. Here the Erie interchanges traffic with the Canadian National, the Chesapeake & Ohio, the New York Central and the Wabash.

Old Names Live On
The C&O operates two trains through to East Buffalo over the Falls Branch every day, delivering the trains intact, and picking up trains made up in the East Buffalo yards. Habit dies hard, and the C&O is known locally, even by its own employes, as the Pere Marquette.

But such survivals of name are not infrequent. Suspension Bridge yard is in the city of Niagara Falls; and the bridge over the Niagara's forge at this point, over which trains to and from the Erie move, is not a suspension, but a steel arch, bridge.

Erie maintenance ends at a point 25.83 miles from the imaginary point in East Buffalo yards from which the distances are counted.

Lockport's Electric
Last of the lines in the Niagara Frontier region is the Lockport Branch. Built as the Buffalo & Lockport Railway, the line was leased by the Erie to the International Railway Co. in 1898. The International will be remembered by many Falls visitors as the interurban line that operated the route now abandoned, along the Niagara Gorge.

The International went out of business in 1945, and the line reverted to the Erie, with many of the characteristics of interurban operation stamped upon it.

(Next page, please)
Erie Railroad Magazine
To serve Lockport, and other customers along the line, the Erie undertook the job of making the railroad a standard one again, getting rid of street-car curves in Lockport, and otherwise improving the line.

Building Board

Lockport’s name comes from the locks on the Erie canal at this point—the Erie’s station stands beside the canal—and the town has the charm of a place that reached its maturity at a time when great care was lavished on the design of houses.

Industries served by the Erie here include a maker of building board, and a firm that makes the adhesive used to attach the cloth lining of automobiles to the steel of the body.

The latter plant stands beside the Gulf Line of the branch—a line built a trifle over three miles long—by the IRC to reach a connection with the New York Central. This short line has the steepest grades of the branch—for it follows the side of a gorge down to what Lockport people call Lowertown, on grades that reach 15%. Back to Falls Branch

Redstone cliffs and trees hide much of the line from most who pass.

Once out of Lockport the Lockport Branch runs on long trestles through perfectly level ground toward its connection with the Falls Branch at North Tonawanda, 13.70 miles from Lockport. Most of the land is farms or undeveloped; here and there someone’s garden is so close to the line that signs are posted asking that no weed spray be used.

Once the city limits of North Tonawanda are crossed, however, industries again contribute traffic to the line. But for most of its length it is the kind of spot where boys can swim in the ditches without anyone seeing them.

(No list of names)

The Western Part of the East Buffalo Yards looks like this when seen from the top of I2 tower.

THE WESTERN PART of the East Buffalo Yards looks like this when seen from the top of 1Q tower.

... THE WESTERN PART OF THE EAST BUFFALO YARDS looks like this when seen from the top of 1Q tower.

Losses in the Erie Family

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
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<tr>
<td>Bentley, Harold Lance</td>
<td>Locomotive Engineer</td>
<td>Mahoning Division</td>
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<td>Newman, Patrick Thomas</td>
<td>Signal Helper</td>
<td>Marine Division</td>
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<td>Devore, John Byron</td>
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<td>Jersey City</td>
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July, 1958
Rails Work Harder
The railroads are performing more than twice as much freight transportation service per capita now as they performed at the turn of the century. Then they performed 1,863 ton-miles of service for each person in the United States. In 1957 they performed 3,850 ton-miles of freight service per capita, an increase of 107%.

Crushed stone for commercial purposes and Railroad Ballast
Plants located on the Erie Railroad at Marion and Lima, Ohio
THE NATIONAL LIME AND STONE CO.
FINDLAY, OHIO

Smathers Bill
(Story begins on page 5)
transportation that uses federally maintained facilities.

WHETHER it would be desirable to relax the obstacles placed in the way of transportation companies that wish to diversify the forms of transport they offer to the public.

WHAT the attitude of the government should be toward large scale consolidations and mergers in the railroad industry.

Policy considerations for the kind and amount of railroad passenger service necessary to serve the public and provide for national defense.

Additional questions about government regulation, or exemption from regulation, and promotional policy that are related to the other subjects assigned to the board.

The number of freight cars equipped with roller bearings increased from 1,700 in 1950 to 36,000 in 1957.

Ceramics
(Story begins on page 6)
emerges from the kiln, the piece is ready for sale or shipment.

Some products, however, require several firings.

Lacework on Dolls
Others, such as figurines with lace dresses, require much fine work while they are in the green state, and for such jobs, and for painting on the glazes, Mrs. Longbottom sits at a workbench in the utility room, where she can keep an eye on her kiln as she works.

The kiln, an electric model, has an inside diameter of 17 inches, and production is scheduled in such a way that many pieces may be loaded into it at each firing.

With each load she includes small cones that can be observed through ports in the side of the kiln.

The cones are made to soften at certain temperatures and by watching them from time to time during the firing she can tell whether the heat is right, or needs to be raised or lowered.

Early Financing
Molds for Longbottom products all have thick walls, for the walls must be thick to absorb the great amount of water that the slip contains when Mr. Longbottom pours a piece. Largest mold, for a snack platter, is 20 inches in diameter.

Early financing of the operation, Mrs. Longbottom says, was co-operative.

"My husband furnished the money, and I did the spending," she says with a smile.

But today there is income from product sales and the fees of her students.

The Longbottoms have five children, four of whom are married, and one son, Charles, 9, who loves to watch his mother make the pretty things she does. There are eight grandchildren.

Expenditures by Class I railroads in 1957 for maintenance of their roadway and structures totaled $1,430 million. This was an increase of $25.5 million over 1956 expenditures.
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