



NIAGARA FRONTIER

OUR 54TH YEAR OF PUBLICATION

JULY 1958

•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 Winkle



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

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OUR OBJECTIVE

Primarily the Erie Railroad Magazine is published for Erie employes and their families, secondarily for Erie shippers, suppliers, shareholders and others interested in the railroad. The editors try to tell objectively and completely about the progress of the Erie by discussing management's policies, day-by-day practices, problems and plans for the future. Just as important is the human 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.

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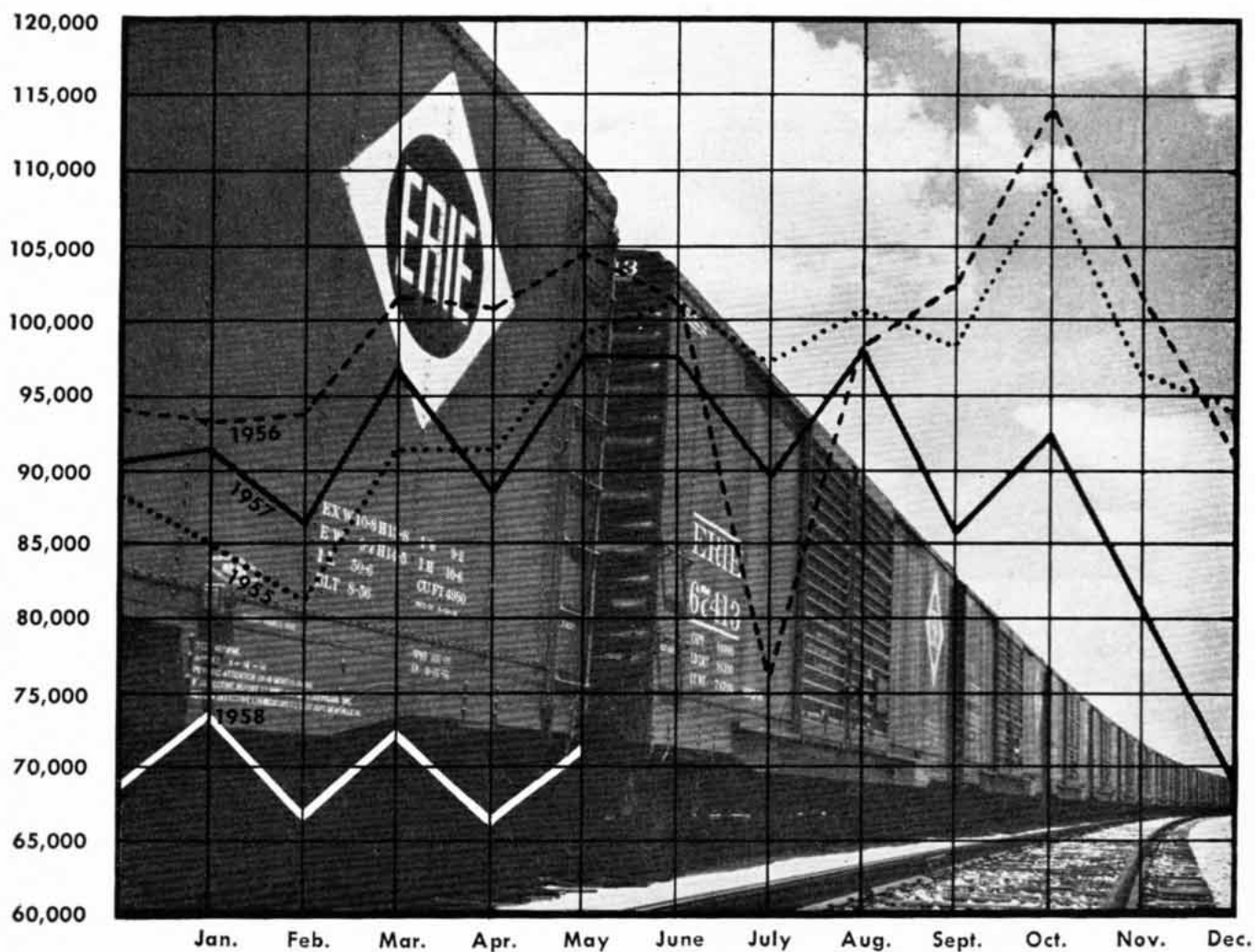
THE COVER:

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.

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

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Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Future of Railroads Bound Up with Bill before House

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



PLIGHT OF THE RAILROADS, and the need for modernization of regulation, was dramatized by this NEA cartoon.

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.

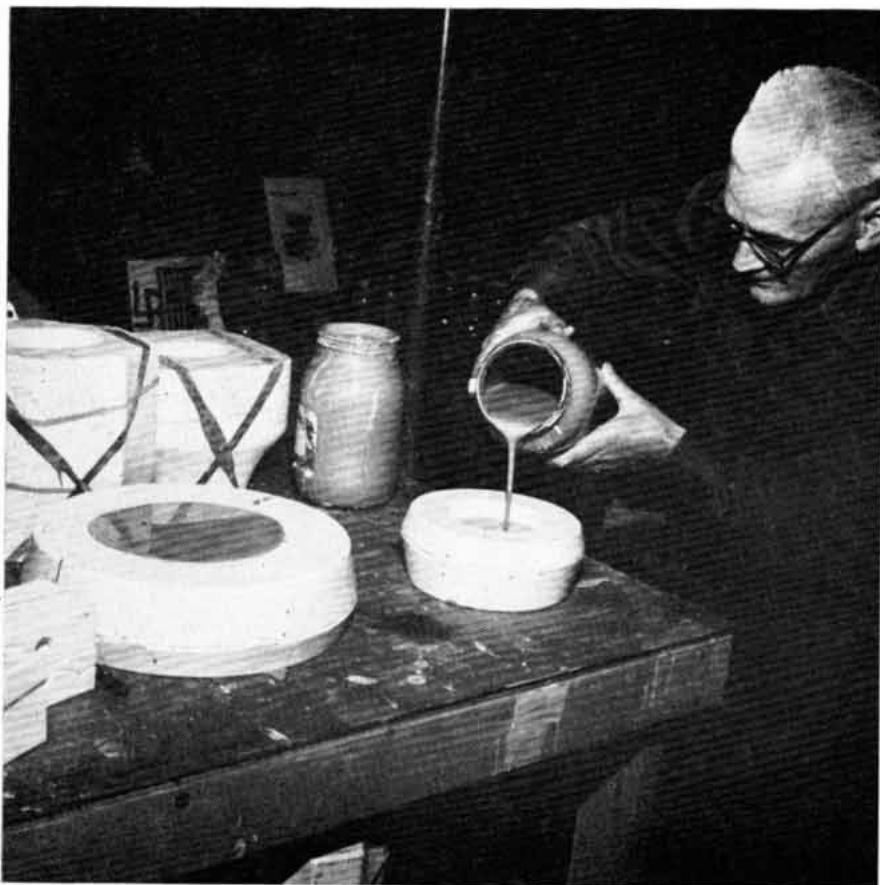
FEDERAL policy dealing with government assistance to certain forms of transportation, and whether or not it would be desirable to assess user charges against

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Ceramics Hobby Pays Off for Erie Railroad Couple



MOLD MARKS ARE TRIMMED off a cap for a pixie's head by Mrs. Emmett E. Longbottom. Two finished heads, one for cookies, the other for jam, are on the table.



EMMETT E. LONGBOTTOM pours slip into the molds with care.

Pottery Becomes Business after Four Years

By CATHERINE 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.

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 pot-

July, 1958



MOLD AND ITS PRODUCT look like this an hour after pouring.

tery 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. Longbot-

tom 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)



TEMPERATURE OF KILN is checked by Mrs. Emmett E. Longbottom.

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 payed 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 Embarkation 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



| NAME | POSITION | LOCATION | DATE | YEARS SERVICE |
|-------------------------|-----------------------|-------------|---------|---------------|
| Wayne A. Barber | Leading Signalman | Portage | 5-15-58 | 46 |
| Samuel Batchler | Trackman | Callicoon | 4-15-58 | 21 |
| George K. Bennett | Conductor | Hoboken | 5-14-58 | 42 |
| John C. Bierfelt | Leading Carpenter | Salamanca | 5- 7-58 | 39 |
| James L. Buchanan | Laborer | Port Jervis | 5- 7-58 | 32 |
| Emma L. Burgess | File Clerk | Cleveland | 6-18-58 | 45 |
| Troffem A. Buroak | Watchman | New York | 5- 5-58 | 43 |
| Joseph Carlucci | Freight Carman | Susquehanna | 5-27-58 | 40 |
| Francis J. Chambers | Chief Clerk | Jamestown | 5-31-58 | 55 |
| John L. Conklin | Passenger Engineer | Hornell | 5- 4-58 | 52 |
| Michele Dalessandro | Trackman | Jersey City | 3-31-58 | 24 |
| Andrew H. Dallas | Section Foreman | Leontia | 4-30-58 | 40 |
| Andrew J. Dillon | Chief Clerk | Jersey City | 6-30-58 | 46 |
| John DiRito | Foreman | Secaucus | 6-30-58 | 43 |
| George J. Dray | Yard Brakeman | Croton | 4- 3-58 | 32 |
| Edward H. Flickinger | Crew Caller | Meadville | 5-16-58 | 42 |
| James M. Hefferman, Jr. | Tugboat Captain | Jersey City | 5-26-58 | 39 |
| Delorus L. Herendeen | Yardmaster | Huntington | 6-30-58 | 45 |
| Howard S. Jones | Machinist | Hornell | 6- 3-58 | 48 |
| Lester L. Kendall | Trackman | Forestville | 4-17-58 | 28 |
| James Mack | Freight Carman | Susquehanna | 4- 7-58 | 33 |
| Walter S. Mathes, Sr. | Accountant | Cleveland | 6- 2-58 | 40 |
| William A. Morgan | Sorter Mach. Operator | Hornell | 4-30-58 | 37 |
| Arie E. Mosher | Operator-Clerk | Franklin | 4-15-58 | 48 |
| George A. Pierson | Section Foreman | Sharon | 5-15-58 | 40 |
| Carl T. Price | Carman Helper | Dunmore | 4-28-58 | 31 |
| Leonardo Roguseo | Trucker | Jersey City | 5-13-58 | 25 |
| John Rollhaus | Rate Revision Clerk | Elmira | 5-31-58 | 37 |
| James A. Sherr | Car Inspector | Jersey City | 4-29-58 | 36 |
| Eldyn A. Stillman | Operator-Ticket Clerk | Wellsville | 5-23-58 | 44 |
| Patrick D. Sullivan | Barge Captain | Jersey City | 5-15-58 | 21 |
| Alexander Szafranski | Machinist | Buffalo | 4-18-58 | 46 |
| Howard P. Tompkins | Road Conductor | Cleveland | 4-28-58 | 40 |
| Russell E. Twist | Chief Clerk | Cleveland | 6-30-58 | 50 |
| William Wagner | Electrician Helper | Buffalo | 5-12-58 | 34 |

Report by Wyer Firm Ends Merger Study's First Phase

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 \$952 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

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TO DRAMATIZE THEIR SUPPORT of the Smathers-Harris Bill the presidents of the Eastern railroads met in Grand Central Station and posed by clippings of 1,071 newspaper editorials urging modernization of railroad regulation. Front row, left to right: James M. Symes, PRR; Patrick P. McGinnis, B&M; R. N. Shields, P&WV; Harry W. Von Willer, Erie; Felix Hales, NKP; R. E. Sease, NYS&W; Alfred E. Perlman, NYC.

Others are: Fred W. Okie, B&LE; W. Gordon Robertson, BAR; David E. Smucker, DT&I; C. A. Major, LV; Perry M. Shoemaker, DL&W; John W. Barriger, P&LE; H. E. Simpson, B&O; S. T. Saunders,

N&W; Earl T. Moore, CNJ; J. A. Fisher, RDG; W. Arthur Grotz, WM; S. T. W. Green, LNE; A. T. Danver, Rutland; Arthur K. Atkinson, WAB; and Robert I. Huyler, LNE.

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.

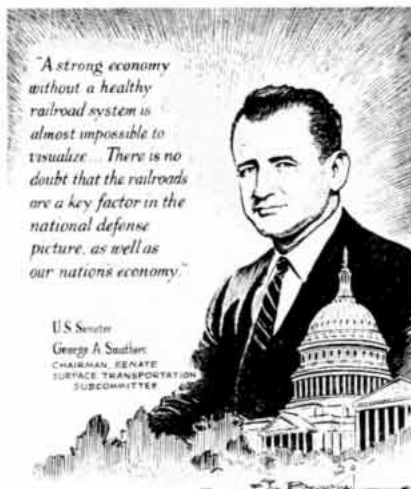
The plan proposed by the Erie would keep the trains running that serve the commuters, and drop the mid-morning and mid-afternoon trains that attract few riders or none. The public would still be served, but the Erie would save a good portion of the current loss of \$2,500,000 on its suburban operations.

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 two 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.



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 employee 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 three 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 entires 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 Calaway System.

Full details may be had from Brunswick.

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.

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.

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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 effective Aug. 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.12832 (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



CORNELIUS J. O'LEARY is general yard master at Buffalo.



MARTIN F. GANNON is agent at Niagara Falls.



MASTER MECHANIC of the Buffalo and Rochester divisions is Carl Maas.

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.

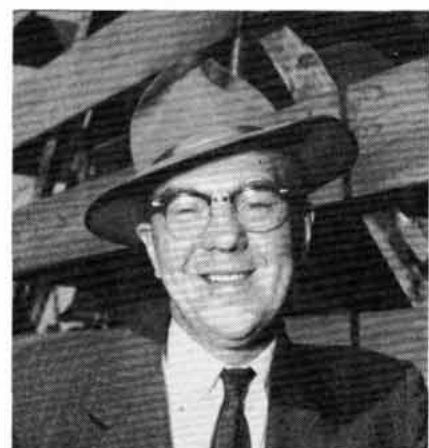
And the capacity of the East Buffalo yards is mighty. In one peak month over 64,000 cars left the yard.

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.

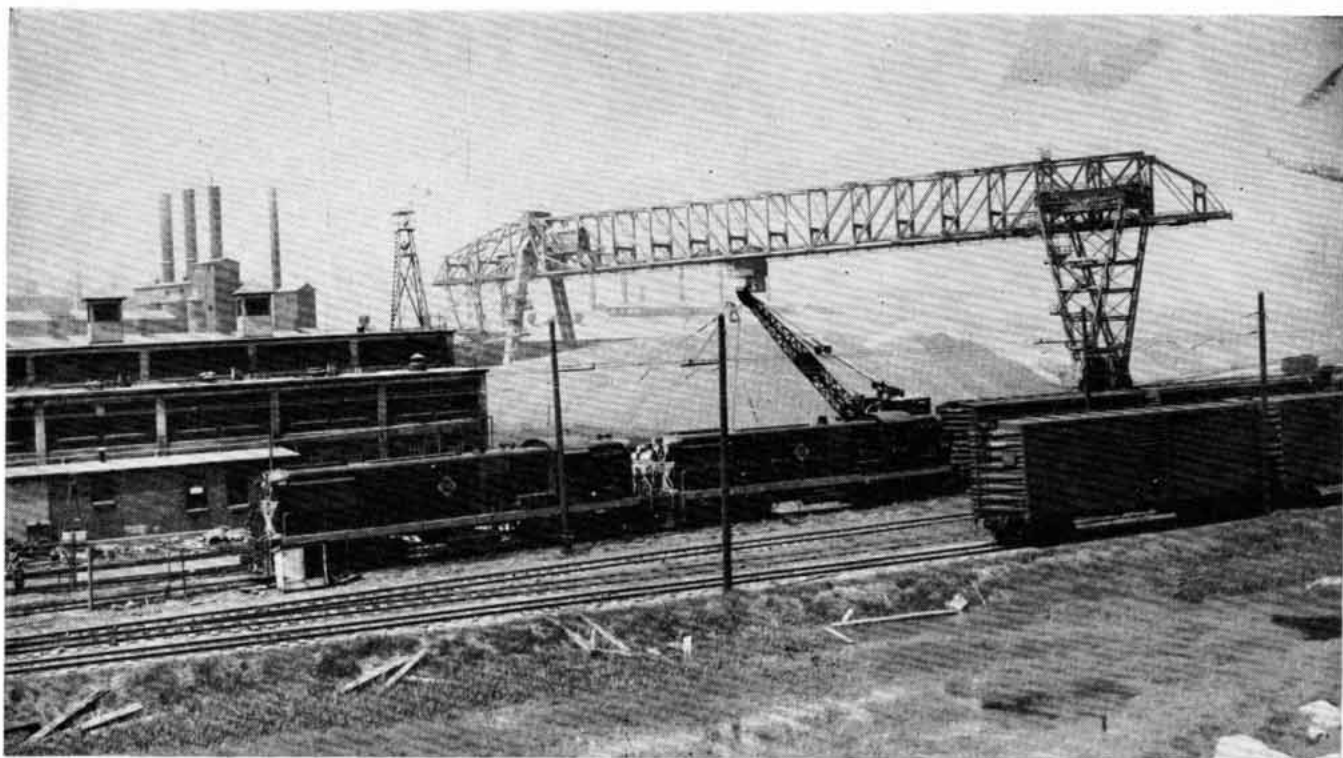
The yard has problems other than those of mere operation, and one of those—that of keeping the yard free from growth of any kind—is probably tougher here than anywhere else on the Erie.

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



GENERAL YARDMASTER at Black Rock is Adelbert W. Bender.

Erie Railroad Magazine



THIS IS NIAGARA FALLS, but it is not the Niagara Falls honeymooners know; it is the Niagara of in-

dustry, created by electric power and an important Erie traffic source.

seem to like to grow amid stones and cinders.

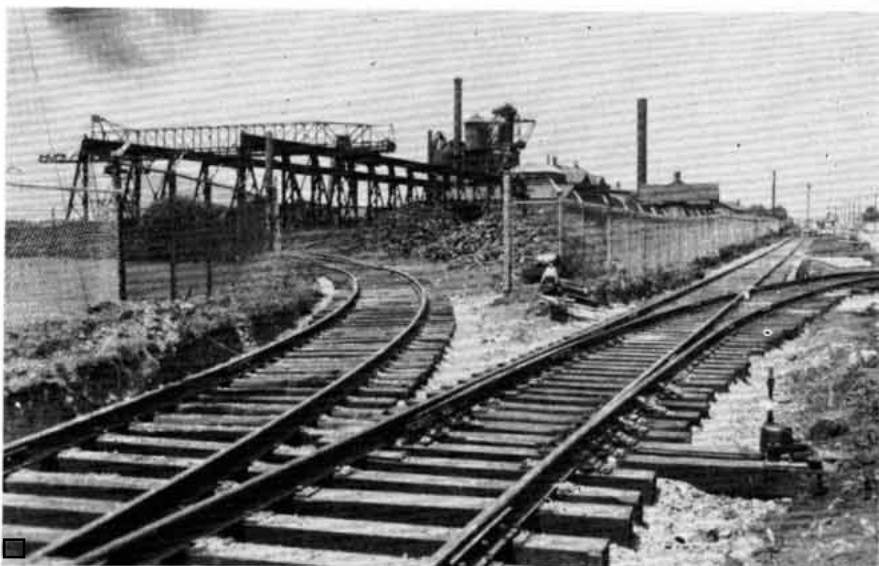
As a result the most careful housekeeping can't keep the East Buffalo yard free of volunteer crops, however hard the maintenance of way crews may work at the job with sprays, tools, flame-throwers, stone and cinders.

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



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

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—

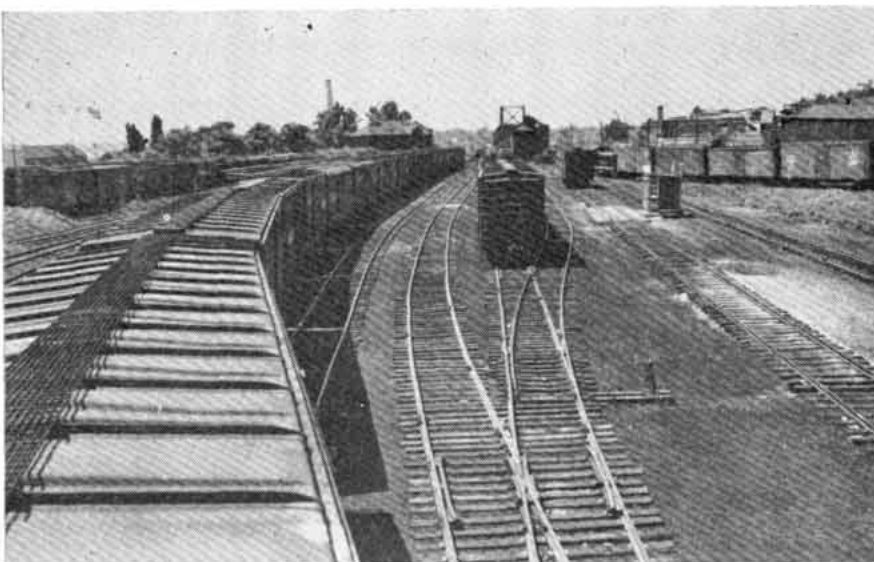
as much as 130 tons of sand in a tank—are equipped with headlights so that they may be pushed ahead of the engines assigned to them in snowy weather. Beside them in the roundhouse, when not being used for burning weeds, are the multiple-headed flame throwers used for melting snow in the yards.

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

(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 IQ tower. Here it is that the wye tracks lead from the yard to Niagara Falls Branch.

Niagara Falls Branch

From IQ 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 IQ 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

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 IQ 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



AT INTERNATIONAL JUNCTION the Niagara Falls branch goes straight ahead, and the International Branch turns off.



LOCKPORT BRANCH, once an interurban line, still has that informal quality that was the hallmark of electric roads, but is rapidly becoming a standard road under Erie management.



HERE AT THE END OF the Lockport Branch cars await loading with a famous Lockport product—interior wallboard.

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 of 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:

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 co-operation 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

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.



"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 jeweled 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:



"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. Mutchler** and **M. J. Ricciardi**.

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.

General chairman for the dinner was **J. G. Ainey**. He was assisted by **Stanley Ambuski**, **W. M. Bramlee**, **Harry Bunker**, **A. G. Clemence**, **LeRoy Cobb**, **C. R. Fralick**, **D. S. Fordham**, **L. P. Johnson**, **J. R. Kennedy**, **Luis de Martorell**, **W. E. Pierson**, **Paul Scribner**, **H. P. Sloan** and **S. G. Williams**.

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 Mastriani**

Attendance at our monthly meetings is on the ascendancy—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 (Please 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 oldest 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.

Latest 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 Faun, 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. Welfling**, 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, 9½ ounces) May 14th.



"It won't interfere with my regular work, and they pay me \$50 a month to slip it on whenever a train passes."

MARION

By Lucile Osmun

Charlie Sidenstricker, assistant chief clerk to the division engineer, and wife **Geneva**, file clerk in the superintendent's office, attended the state convention of the Jaycees in Cleveland.

Charlie, immediate past president of the local organization, was presented a 100% Attendance Award for being present at all state trustee meetings.

D. A. Kirk, chief clerk to division freight agent, and family spent Decoration Day week-end visiting their parents in Cleveland, Ohio.

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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.

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. 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



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.

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. Kalles, assistant agent, to a swimming pool at Waldwick, New York; G. Forte, manifest clerk, to the links; H. Gaherin, chief clerk, to sunning in Woodcliff 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.

PASSAIC, N. J.

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

(Please turn the page)

Let practical railroad men move you up!

Got your sights on the management end of railroading—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 30297G, SCRANTON 15, PENNA.

Explain fully about your course marked X:

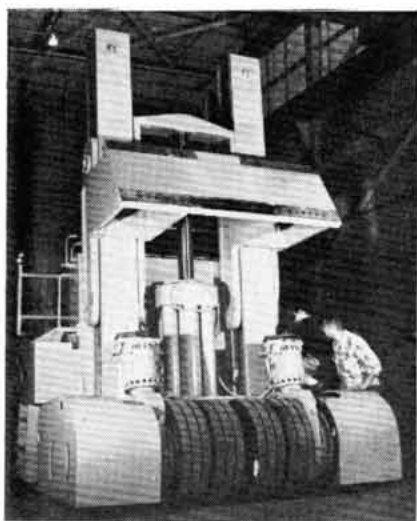
- | | |
|--|--|
| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Machinist and Toolmaker |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> Mechanical Engineering |
| <input type="checkbox"/> Boilermaking | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Bridge & Building Foreman | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> Diesel Electrician | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Diesel Machinist | <input type="checkbox"/> Roadmaster |
| <input type="checkbox"/> Diesel Engineer & Fireman | <input type="checkbox"/> Section Foreman |
| <input type="checkbox"/> Drafting | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Welding—Gas & Electric |

Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount



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.

NEED MONEY?

**For Quick
Action
phone**

GRegory 3-5600

**PASSAIC-CLIFTON
NATIONAL
BANK AND TRUST COMPANY**

Passaic Office: Corner Main Ave. & Broadway
Clifton Office: Cor. Main & Union Avenues
Allwood Office: Cor. Market Street & Lyall Rd.
Athena Office: Cor. Van Houten & Lisbon St.

AUTO BANK PLAZA: Broadway & Gregory
Ave., Passaic, N. J.

MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

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 Gaspé 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 4½ 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,

SLAG RAILROAD BALLAST

Sand & Gravel

THE BUFFALO SLAG CO., INC.

866 Ellicott Square Bldg. Buffalo 3, N.Y.

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 Suscek**, 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. Specker** and retired Engineer **Frank Shaw**. Herb expects to be with us again very soon.

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

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.

During the tour they visited Paris, Nice, Rome, Naples, Stresa, Berne, Lucerne, Heidelberg, Cologne, Brussels, The Hague and London.

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 fiancée were among the spectators at the Indianapolis 500 Mile Race on Memorial Day. He borrowed two



JOHN GALVIN RICCIARDI, son of **Michael Ricciardi**, car inspector at Port Jervis, has been awarded a New York State Regents scholarship. John's grandfather, **John Galvin**, is a yard conductor at Port Jervis.

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

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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 employee **Ann Kubiak**.

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

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 **Fredrick 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 yachtsman, 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 employee, 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 Ordway** 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 **Loraine 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: **Lloyd Angell**, **Bill Barnett**, **Lorraine Cornish**, **Danny Swift**, **M. Jane Moore**, **Carolyn Benson**, **Francis Crook**, **Irene Lyke**, **W. Gideon Woodruff**, **Ed Deegan**, **John Larson**, **Ella Dennison**, **Ben Bayly**, **Jim Hogan**, **Edna Metzger**, **Phil Shafer** and **Fred Schmitt**.

AUDITOR OF DISBURSEMENTS

By Don Keister

Henry Beck reports that his son **Lester**, now a lieutenant commander, graduates this month from the Navy post-graduate school in Monterey, California, where he has

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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 Jacubiec 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.

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 week-end 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 Conzenza** 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 Mlakar**, **Helene Toth**, **Alberta Lawler** and **Anne Marie Mark**.

(Please turn the page)

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"Quick, somebody, pinch me."

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 weekend 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**.

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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.

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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. McInerney**, general foreman and engine dispatcher's clerk, is President.

• • •

Employment JERSEY CITY V. T. Bustard

Marie Colasurdo 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 SCRAP & RECLAM.

By **George Smith**

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

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.

Airman Second Class **Stephen N. Winn, jr.**, has been named Airman 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 Airman of the Month include a three-day pass, five dollars and four theater passes to Sault Ste. Marie theaters.

An Airman 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.

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Buffalo Division BUFFALO MACHINE SHOP

By **Frank Halbleib**

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)

Erie Railroad Magazine

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Car Accountant CLEVELAND

By Ella Carpenter

Rosalie Wofner, keypunch operator, became **Mrs. Wayne Mencke** in a candlelight ceremony Thursday evening, July 3rd in Lakewood'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.

Lu and Elgin Featherston flew to Toronto to spend Memorial Day week end.

Kathleen Branch spent a few days in West Virginia.

Helen Ketchum 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. Switalla, 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)



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

Percy 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 Higley, locomotive engineer, and **Mrs. Higley** spent three weeks motoring through the South and the State of Florida. They visited friends and relatives in Miami, St. Petersburg and Clearwater.

Engineer **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 entertainment programs at 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 en-route.

Walter G. Coleman, road foreman of engines, and **Mrs. Coleman** were graciously entertained 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 souvenirs, 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.

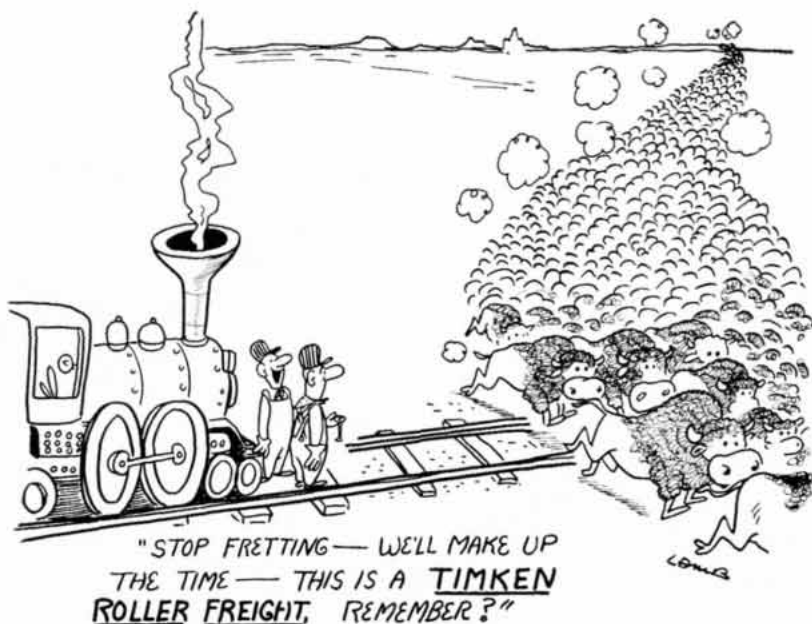
O. W. Glassnapp, retired engineer, and **Mrs. Glassnapp** were recent visitors to the office.

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.



"STOP FRETTING — WE'LL MAKE UP THE TIME — THIS IS A **TIMKEN ROLLER FREIGHT**, REMEMBER?"

Merger Study

(Story begins on page 9)

has connections with both the Erie and the Lackawanna at Binghamton.

All three roads have lines into Scranton, and the Lackawanna's lines lie parallel to those of the Erie through a large part of the territory between New York and Buffalo.

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 a merger will be recommended.

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 from operating, traffic and organizational standpoints.

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

12-Man Committee

The report will be analyzed by a 12-man merger committee consisting of four directors from each road. It is up to them to determine, in the light of the technical studies, what such a merger would mean to the railroads concerned.

Once their studies have been completed, the committee members will make their recommendations to the boards of directors of the three companies, based on whether or not merger would serve the best interests of employees, shareowners, investors, shippers and the general public.

Their study will take several months.

No Details Released

No details of the report made by Wyer Dick & Co. will be made public although the announcement issued by the railroads said it was apparent that sizeable economies were possible through such a merger.

Today the three railroads operate about 4,000 miles of road in seven states and the province of Quebec.

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

(Please turn the page)



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Chicago

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 employees, 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 gorge 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



FOR HOLDING POWER

THE ANCHOR
THAT LOCKS ITSELF
ONTO THE RAIL

THE P. & M. CO.
Division of Peer and Company

CHICAGO • NEW YORK •

THE ERIE DOCK COMPANY

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IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

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CERTIFIED FRICTION DRAFT GEARS
CERTIFIED RUBBER DRAFT GEARS
POWER HAND BRAKES
TRUCK SPRING SNUBBERS

THE ROOKERY **CHICAGO**

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 1.5%.

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 tangents 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.

(This is the 12th article of a series about the Erie Railroad. Forthcoming installments will trace more of the line's route from the Atlantic to the Great Lakes, and the numerous branches of the road.)

July, 1958



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

Losses in the Erie Family

| NAME | OCCUPATION | LOCATION | DATE OF DEATH |
|----------------------------|--------------------------|---|---------------|
| Bentley, Harold Lance | Locomotive Engineer | Mahoning Division | 5- 3-58 |
| *Bresnan, Patrick Thomas | Signal Helper | Meadville Division | 2-11-58 |
| *Callahan, Michael James | Lighter Captain | Marine Department | 5-12-58 |
| *Cannata, Anthony Frank | Trackman | New York Division | 2-28-58 |
| *Candito, Matteo | Trackman | N. Y. Terminal Division | 3- 1-58 |
| *Caparulo, Nicholas John | Engineer | Allegany Division | 4- 2-58 |
| *Carlile, Donald | Upholsterer | Susquehanna Coach Shop | 4-17-58 |
| *Carmina, Antonio | Machinist Helper | Hammond Locomotive Dept. | 5- 6-58 |
| *Chandas, Gasper | Carpenter | Cleveland Diesel Shop | 4-24-58 |
| Clarkson, John Willard | Engineer | Susquehanna Division | 4-26-58 |
| Claypool, Floyd | Fireman | Kent Division | 5- 1-58 |
| *Decker, Richard John | Dock Foreman | Jersey City | 4-19-58 |
| *Dempsey, John Joseph | Yard Conductor | Youngstown, Ohio | 4-25-58 |
| *Dennis, Arthur Wellington | Engineer | Kent Division | 12- 1-57 |
| *Devore, John Byron | Marine Engineer | Marine Department | 4-29-58 |
| Duffy, William Francis | Interline Clerk | Cleveland, Auditor of Revenues Dept. | 5- 7-58 |
| *Eby, Ross | Carpenter Foreman | Burbank, Kent Div. | 5-15-58 |
| *Gladys, John | Car Repairer | Meadville Car Shop | 5-12-58 |
| *Guagliardo, Swasta | Trackman | Mahoning Division | 3-26-58 |
| *Izbicki, Peter Joseph | Milk Handler | Jersey City | 3-15-58 |
| *Johnson, Francis Peter | Yard Clerk | Buffalo, Buff. Div. | 4-18-58 |
| *Jordan, Charles Henry | Welder | M/W Dept., Mahoning Div. | 4-30-58 |
| *Kester, Philip | | New York Division | 5- 2-58 |
| Kruthers, John James | Machinist | Jersey City Shop | 4-27-58 |
| *Lenwell, Frank Melvin | Engineer | Marion Division | 4-28-58 |
| *Lewis, Charles Edward | Engineer | Marion Division | 4-24-58 |
| *Marker, Albert Leroy | Conductor | Marion Division | 10-24-57 |
| *Markvart, Henry | Crossing Watchman | New York Division | 4-26-58 |
| *Martin, Peter | Conductor | New York Division | 2-28-58 |
| *Mattar, Shibley Joseph | Painter Helper | Buffalo Shop | 4-16-58 |
| *Mazur, Peter | Car Repairer | Port Jervis Car Shop | 4- 4-58 |
| *McGrath, James | Extra Watchman | N. Y., Police Dept. | 5- 4-58 |
| *Miller, Commodore | Car Inspector | Marion Car Department | 3-17-58 |
| *Motz, James Otto | Engineer | Marion Division | 12-20-57 |
| O'Donnell, Lawrence Joseph | Leverman Helper | Susquehanna Division | 4-29-53 |
| *O'Heron, John Norbert | Switchtender | Hornell, New York | 4- 6-58 |
| *O'Shea, Francis Martin | Agent | N. J. & N. Y. Railroad | 4-25-58 |
| *Pascale, Carmine | Tugboat Captain | Marine Department | 4- 9-58 |
| Purcell, Robert Lee | Claim Investigator | Cleveland, Auditor of Revenues Department | 4-18-58 |
| *Riemann, Arthur Leopold | Asst. Valuation Engineer | Meadville, Mech. Dept. | 5- 6-58 |
| *Sawyer, Bennett Joseph | Yard Conductor | Kent | 4-20-58 |
| *Schall, William Henry | Signalman | Marion Division | 4- 6-58 |
| *Smith, William John | Engineer | New York Division | 12-24-57 |
| *Smykla, John Frank | Carman | E. Buffalo Car Shop | 2-17-58 |
| *Vernon, Roe Elvin | Delivery Clerk | New York Division, Paterson | 4-15-58 |
| *Violet, Ray Rheudah | Engineer | Kent Division | 4-19-58 |
| *Watson, George Bradley | Signal Maintainer | New York Division | 4-30-58 |
| *Zaccure, Roselli | Trackman | Kent Division | 1- 5-58 |
| *Retired Employees | | | |

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.

PROGRESS IN TRANSPORTATION— AND BRAKES

Modern Trains, both freight and passenger, demand wider performance range in brakes. Precision to the highest degree, in all parts of the braking systems, is vital. Such precision is embodied in the braking systems built in our Plant.

Use "AB" for today's freight trains.

Use "HSC" for Conventional High-Speed, Light-Weight Passenger Trains.

The New York Air Brake Company

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

Plant: Watertown, N. Y.

HELP US KEEP THE THINGS WORTH KEEPING

Speech is free for the asking, here in America. But it's not free for the *keeping*! Protecting our American heritages costs money—a great deal of money.

It takes money for strength to keep the peace. Money for science and education to help make peace lasting. And money saved by individuals.

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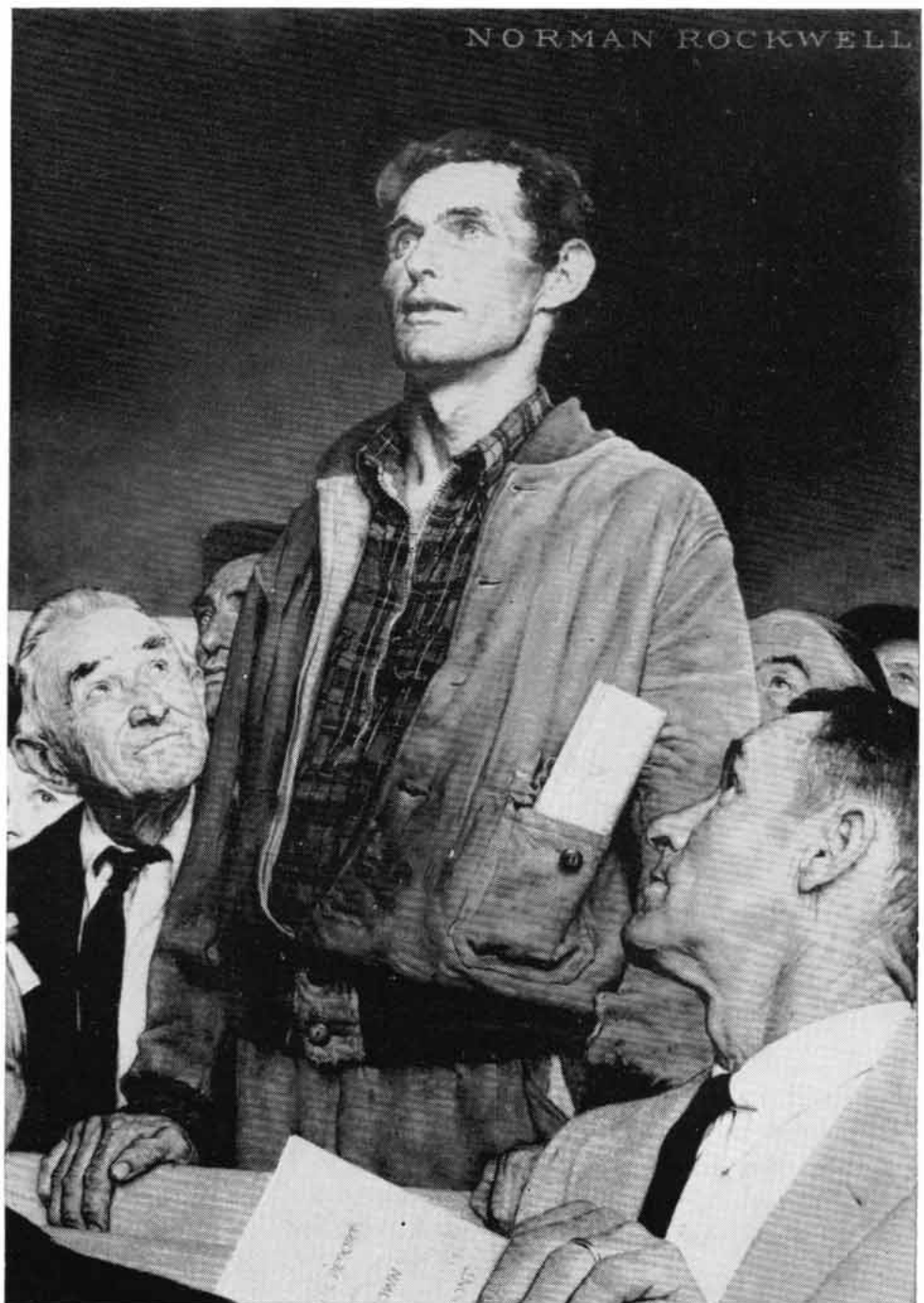
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IN GETTING THE GOODS THERE ON TIME!

PERSONAL attention to customers' shipping problems by this Erie traffic representative—and others like him—is an important part of the complete **customer service** Erie offers you.

You'll find his brand of personal interest in helping work out the details of your shipments is hard to match. He's "on the spot" when you need fast information, special equipment or assistance. And you'll like his "follow-through"

on helping make sure your shipment gets there—where and when you want it.

Customer service is much more than just a phrase on the Erie. It's a philosophy of running a railroad—of meshing the contributions of every department on the Erie *to fit your needs*. You'll see one important phase in action when you call in your Erie "partner" the next time you ship to or from the industrial area served by the dependable Erie.



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dependable
customer service

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Erie Railroad

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