MANY millions of people gain success and happiness because they are willing to do "just a little bit more" than is expected of them.

These people have learned that in the home, at work, or at play, no matter what they are doing, their lives are richer and more meaningful because of this simple principle.

If we do no more than is expected of us, or just enough to get by, we shouldn't be surprised if the better things in life pass us by.

The same formula applies to the success of any company. There is no better way to attract business than to give customers "just a little bit more" than they may expect. And usually it's the little extra effort that makes the big difference between success and failure.

By making ourselves "just a little bit more" useful and valuable to our company, and by being "just a little bit more" courteous and considerate of those with whom we live, work and serve, we can have the satisfaction of knowing that we have done the best we can.

In other words, we must be willing to give "just a little bit more" if we want to get "just a little bit more" out of life.
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July, 1959 Vol. 55, No. 5

THE COVER:

When the Erie Railroad set its latest first--this time first to transport a high school prom--it was only fitting that the whistle be blown by an Erie family member. She is Gene Griggy, niece of Don McNeil, agent at Kent. The conductor is Hugh Hadden, Meadville. See page 6 for story.

OUR OBJECTIVE

Primarily the Erie Railroad Magazine is published for Erie employees 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 employees on and off the job.

Top two photos on Page 17 from Air Materiel Command

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

Distributed free of charge to Erie Railroad employees. To others, $1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1327 Midland Building, Cleveland 15, Ohio.
Freight Cars Loaded on the Erie and Received from Connecting Railroads

**Business Indicator**

<table>
<thead>
<tr>
<th>Year</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
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<tbody>
<tr>
<td>1959</td>
<td>$14,486,268</td>
<td>$14,117,535</td>
<td>$368,733</td>
</tr>
<tr>
<td>1958</td>
<td>12,129,223</td>
<td>12,889,007</td>
<td>(759,784)</td>
</tr>
</tbody>
</table>

(Denotes Loss)

**Dollar Figures at a Glance**

Month of May:

- 1959 ..... $14,486,268
- 1958 ..... $12,129,223

Five Months Ended May 31:

- 1959 ..... $67,091,257
- 1958 ..... $61,363,183

($228,429)

(4,134,198)
Erie, Lackawanna Chairmen
Given Merger Plan Facts

Name of New Company Revealed
at Binghamton Meeting

At the invitation of Perry M. Shoemaker, president of the Lackawanna, and Harry W. Von Willer, president of the Erie, the general chairmen of the various brotherhoods representing employees of both railroads attended a meeting in Binghamton, on June 10 to receive firsthand information on the status of the Erie-Lackawanna merger.

The general chairmen were informed that application will shortly be filed with the ICC to merge the Lackawanna into the Erie. The name of the new company is to be the Erie-Lackawanna Railroad Company with headquarters in Cleveland.

It was pointed out such a merger is a "natural." The Erie is about twice the size of the Lackawanna from the standpoint of mileage, gross revenues and number of employees. In the general territory between Buffalo and Hoboken, the roads largely parallel each other and serve many of the same business interests.

For example, the Erie and the Lackawanna receive traffic from the same connecting railroads and the same industries in the Buffalo area.

Export freight is delivered to the same steamship lines and both roads are vitally interested in New England traffic. The problems with respect to commutation services and taxes in New Jersey are the same.

A Stronger System

All of these things, together with the increasing competitive situation, have dictated the desirability of creating a stronger and larger railroad system. If the merger becomes a reality many opportunities will be presented to eliminate duplicate facilities and utilize the best of either company to improve efficiency and service to the public.

The presidents pointed out that many details as to the plan of operating the combined properties had not yet been determined. However, the plans do indicate, in a general way, that most of the freight service to New York will be routed over the Erie from Binghamton to take advantage of the lower grades of the Erie as compared with the mountainous territory of the Lackawanna via Scranton.

It also appears probable that much of the freight service now operating over the Lackawanna's Buffalo Division will move over the Erie track to Hornell, again to take advantage of the better grade route prevailing on the Erie between East Buffalo and Hornell.

East Buffalo Yard

There will be no apparent effect on the commutation service of the two companies. It was indicated however that whether or not a merger is consummated some coordination of through-line passenger service is a definite probability.

They also stated that in all probability a unified operation will justify a more modern freight yard at East Buffalo than either railroad has at the present time. This will be necessary to successfully compete with other railroads and is an example of the kind of improvement that would not be justified by the separate traffic of either railroad.

At the present time the Erie has approximately 14,000 employees and the Lackawanna 7,000. Obviously these employees have a very great interest in the proposed merger and many of them are concerned about their future employment.

The main reason for calling the meeting, the presidents said, was to outline current progress on the merger and policies that will be followed for the protection of employees who may be adversely affected by the merger.

Job Protection

It was pointed out that while final decision as to job protection for employees will be prescribed by the ICC in any order that it may issue approving the merger, the application that is being submitted to the ICC will indicate that we are willing to apply the provisions of the Washington Job Protection Agreement of May 1936 as modified by the so-called New Orleans Union Passenger Terminal conditions. Such terms have previously been voluntarily agreed to in previous cases where applicable.

The group was informed that reductions would not take place over night but of necessity, would be spread out over some period of time as the operation of the two companies is gradually combined.

An interesting point brought out was that the normal change over the jobs due to deaths, retirements, resignations and dismissals produces about 3,000 job openings a year on both railroads. This will greatly reduce the impact of layoffs and makes a potential of 15,000 job openings in a five-year period which can be filled by em-

(Please turn to page 30)

July, 1959 5
Parents Relax as Students, Travel

A FULL TRAINLOAD of youngsters had the time of their lives—one that they will tell their grandchildren about—their parents enjoyed themselves, and the Erie Railroad scored another in the long list of its "firsts" early last month.

The occasion was the annual Junior-Senior Prom of Kent State High School. Proms used to be called balls; today nearly any good time is a "ball" to the younger generation. The Kent group had a real ball—and part of it was on an Erie train.

Over the years the custom of driving away from the prom to have breakfast at this or that all-night restaurant had grown up, no one knew quite how.

These drives by high school children exposed them to the dangers of the highways late at night. Their parents naturally worried. This year a change was made—a change all agreed was for the better.

The dance was continued aboard a special Erie train that left Kent, went to Youngstown, where the dancers and their chaperones had breakfast at the Pick-Ohio Hotel. Then everyone went home again aboard the Erie.

The affair, first of its kind on any railroad, required the close cooperation of the operating and passenger departments. All went smoothly, and there was even dancing aboard the train. Everyone was safe, everyone was happy, and the railroad took care of all the worries—students, parents and chaperones had none.

The pictures on these three pages show what a good time was had by all. They were made by Dick Birkner of the Kent Courier-Tribune staff, and appear here by courtesy of the Courier-Tribune.
SOFT DRINKS were served in the baggage car.

Trainman Roy Kramer of Meadville shows Nancy Greene's date how to read a timetable. Nancy is the daughter of Don Greene, chief clerk to general yardmaster, Kent.

Chaperones enjoyed the ride too.

On the way to Youngstown everyone was wide awake. Here one girl feeds her date a potato chip.

An ensemble furnished music for dancing aboard the train on the way to Youngstown.

The walk to the hotel through deserted streets was an eerie but memorable experience.
BUFFET LINE FINDS everyone wide awake.

SOME BEGIN to force themselves to be alert.

NOW FRANKLY TIRED, and with dragging feet, the group climbs aboard for the trip home.

WHY FIGHT AGAINST IT? After all, sleep is the best cure for sleepiness.
Three on Allegany Division
Hailed for Safety Records

THREE ERIE RAILROAD section foremen who have led the men under their supervision to 25-year safety records were honored at a dinner held at Hotel Dudley, Salamanca, N. Y., last month.

The three, all from the Eastern district were: Raymond M. Tapp, Hunt, whose crew is based at Rush Creek, N. Y.; Lyle A. Snyder, Little Valley, based at Cattaraugus, N. Y.; and Gillette A. Johnson, Lakewood, N. Y., whose crew is based at the town where he lives.

The importance of the occasion was underlined by the fact that the men received their certificates from the hand of Lawrence H. Jentoft, assistant chief engineer, maintenance of way.

Jentoft praised the work of the foremen, and that of the men under them.

Constant Co-operation

"The constant co-operation of the officers in the front line of action against the enemy of dangerous practices is needed at all times," he said. "It does not matter how hard the staff officers may work to prevent accidents; it is the officers on the spot who preserve their men from danger and maintain a good safety record."

Harry J. Weccheider, engineer, maintenance of way, complimented Louis Rossman, Allegany-Meadville division engineer, on the excellent record made by his foremen; Harold E. Shaughnessy, superintendent of safety, thanked the men for their efforts, and pointed out that the Erie Railroad's safety record has shown a continual improvement.

"For the last four years there has been a steady decline in the number of injuries in all departments," Shaughnessy said.

Donald A. Logan, superintendent of the Allegany-Meadville division, was among the guests. The three tracks supervisors concerned, Wielun A. Scribner, Cuba; Samuel J. Hewitt, jr., Jamestown, and Lloyd E. Rodgers, Salamanca.

CERTIFICATE AWARDED TO Raymond H. Tapp (center), section foreman, Hunt, N. Y., is admired by Harry J. Weccheider (right) engineer, maintenance of way, Youngstown, and Harold E. Shaughnessy, superintendent of safety.
Airport Squabble Benefits Taxpayers, WSJ Asserts

There seems to be something of a squabble going on between the Administration and the Democratic-controlled Congress about the Federal airport construction bill.

The differences between the Republicans and Democrats, from all we can gather, reflect an attempt by each side to try to gain some political benefits from this particular legislation. The Democrats scaled down their bill in the hopes that the White House wouldn’t veto it and the Senate passed the measure providing for Federal grants of $216 million for two years.

The House now has to consider the bill and we hope the members will try even harder to outmaneuver one another for political gains since after each skirmish the proposition has come out costing the taxpayers less than before.

We don’t expect anyone to pay attention to a suggestion we’d like to make, but it seems to us that the biggest political benefit of all would be to announce that Uncle Sam is getting out of the business of helping to build airports for this, that or the other community.

We think the taxpayers would like that, for nobody yet has successfully explained why Uncle Sam should build airports any more than he should build railroad stations or bus terminals all over the country.

—Wall Street Journal

Two Erie Men Honored for Long Civic Service

Two Erie Railroad men were honored for their services to the community at large at a meeting attended by 500 Cleveland business leaders on June 16.

The two, Norman A. Brockett, car inspector at Barberton, and Charles N. Demian, manager of press relations, were chosen from among the thousands of railroad men who work and live in northeastern Ohio by the Railroad Community Committee of Cleveland for the honor. Eight other railroad men were also given certificates.

They were presented with framed scrolls symbolizing the appreciation of the railroad industry and the public at large at a Railroad Day luncheon sponsored by the Cleveland Chamber of Commerce, the Traffic Club of Cleveland and the community committee.

James M. Symes, president of the Pennsylvania Railroad, had come from Philadelphia to make the presentations and the principal speech at the affair. Harry W. Von Willer, president of the Erie, was at the speakers’ table to watch his employes receive their honors.

Helped Hospitalized Vets

For fourteen years he has worked for the welfare of hospitalized veterans at Brecksville and Crile Veterans Hospitals. He is district chairman of the Northeastern Veterans Hospital Committee of the Ohio Elks Association.

He is also a board member of the Veterans Administration’s Volunteer Services at Brecksville Veterans Hospital. At both Brecksville and Crile, he arranges for a monthly entertainment program and has done so each month since 1945.

Brockett is married and has a daughter and a grandchild.

Wide Activities

Charles N. Demian, who lives in Hiram, has taken part in such a wide variety of public services to city, churches, schools, libraries and youth, that it would be difficult to list them all. Among other things, he has been mayor of Hiram.

—Erie Railroad Magazine
Rule Changes Would Benefit Rail Employes, Mackie Says

ERPC Chairman Tells of Changes in Whole Transport Picture

If certain working rules adopted 40 years ago are revised, the railroad industry can dust off blueprints for millions of dollars of improvements that will benefit rail employes, the industry and the entire national economy.

So David I. Mackie, chairman of the Eastern Railroad Presidents Conference, stated at a forum sponsored by the Pittsburgh Press Club.

Mackie stressed the technological changes that have taken place in the generation since certain of the present rules were adopted--changes not only in the railroad industry, but in the entire transportation picture, that has seen highway and air transport both private and public, come of age.

He pointed out that certain of these rules lead to practices called "featherbedding," which cost the railroads $500 million a year; of this total some $290 million is for unneeded crew members on trains, he said.

Day's Pay for Day's Work

"Our goal is simple," Mackie asserted. "A fair day's work at a necessary job for a fair day's pay."

Full text of his address follows:

Forty years ago, in 1919, a round trip transcontinental air flight was won by Lieutenants W. B. Maynard and Alex Pearson. It took ten days, from October 8 to 18, to complete the flight. Today scheduled commercial jet airliners come close to making the round trip in ten hours of flying time.

Forty years ago, in the year 1919, there were only 7.5 million motor vehicles registered in the United States. About half of those were Model "T" Fords. Others included the Anderson, Apperson, American Beauty, Argonne, Beaver, Bell, Biddle, Stanley Steamer and Stutz Bearcat. Last year the Commonwealth of Pennsylvania alone had about four million registered vehicles, and the nation's total registrations are estimated by the Bureau of Public Roads to have been 68 million, 398 thousand.

1919 also was the year Congress presented to the Legislatures of the several States a Constitutional Amendment granting American women the right to vote.

Rules 40 Years Old

Forty years ago, in 1919, ratification of the Versailles treaty was being completed by the Allied powers and rejected by the United States Senate.

Also, forty years ago, in the year 1919, some of the present working rules for railroad operating personnel were established.

Although nearly everything else has changed, and we are now in a jet and space and atomic age, with emphasis on productivity as a bulwark against destructive inflation, railroad featherbedding rules continue to tie our industry to a 1919 hitching post.

Perhaps, in hindsight, we should have done what the Senate did that year with the Versailles treaty--rejected such rules. But the truth was, the rules made sense then, in that day of the wheezing steam locomotive and freight train runs that took eight hours to go 100 miles.

They certainly do not make sense today.

So our industry is embarking on an all-out effort to effect changes in the pay-for-work-not-done rules which are estimated to cost us $500 million annually. All that has prevented us in these recent years of depressed earnings has been the moratorium clause in our three-year labor contracts which expire October 31.

Railroads' Goal

Our goal is simple: A fair day's work at a necessary job for a fair day's pay.

Ours is a self-help effort of tremendous importance. We can no longer afford to pay for work not done. Witness the fact that last year railroads in the Eastern district earned a return of only two per cent upon their average net property investment. And all the nation's railroads grouped together had a net income of only $601.5 million, for a mere 2.7 per cent rate of return. We desperately need to eliminate that featherbedding $500 million which the work rules compel us to pay for work not done.

Our effort is not against railroad labor. Nowhere in the nation is there a more able or con-

(Please turn to page 27)
WHOLLY NEW METHOD of safety instruction, a method that reaches down to the grass roots and illustrates safety problems graphically for the men to solve, is being used by the Erie’s maintenance of way department.

And the program is paying off in increased employe awareness of safety and a renewed interest in the day-to-day problems of trackmen, signalmen, and carpenters, equipment operators, supervision and others, all of whom feel their personal responsibility for safety as never before.

Largely the brain-child of Louis Rossman, Allegany-Meadville division engineer, the program was nearly a year in preparation.

Two outstanding new departures were taken in instructional method in the program. First, every man in the department was to participate as fully as possible; second, safety procedures were to be illustrated graphically with regular Erie employes used as models.

The medium chosen was full-color photographic slides.

Subjects for the slides were chosen after a review of recurring types of accidents in all kinds of maintenance of way work, and of the books of rules on safety and the operation of track cars.

Six months were spent in selection of subjects, taking of the photographs, and preparation of the slides and of a loose-leaf guide for instructors. In many cases the pictures were retaken, as Rossman and his staff were insistent that the program be the best possible.

From the library of slides built up over the months, 72 were selected as the most illustrative of the important safety points that needed stressing. These 72 were then numbered, and assigned in order of presentation.

Then a loose-leaf book of cards was prepared, one for each slide, and the cards numbered and arranged in the same sequence that the pictures were to be displayed upon the screen.

For the purposes of the instructor, the cards described the slides, and the good or bad safety procedures that each illustrated.

A preview of the presentation was held in the offices of Harry J. Weccheider, engineer, maintenance of way, western district, at Youngstown. The affair was attended by all western district division engineers.

At this meeting a few minor changes in wording of the cards were made, and the show was ready for the road.

First Showing

First formal showing of the slides took place at Gowanda, N. Y., in Rossman’s territory, and men from all departments of maintenance of way in the Jamestown-Falconer - Randolph - B&SW and Dunkirk branch areas attended.

The room in which they met had been as carefully selected as the slide and the words which were to accompany the showing. The room in Gowanda's city hall was large and well-ventilated:

The program opened with some brief remarks by Rossman, and then the slide showing began.

As the slides were thrown on the screen the men were asked, by name, to comment on the action shown.

The result, once the ice had been broken, was startling. The men vied with one another to be first to spot mistakes, or to point out good ways of doing things.

Two similar meetings were held in the next few days at Corry and (Please turn to page 26)
RUNNING through a fabulously rich agricultural area, the second district of the Erie Railroad's Kent division is 83.5 miles long. In those miles it serves, as well as agriculture, one of the country's largest defense installations, and a varied list of industries, from fire-hose manufacturers to dolomite quarries and cement kilns.

The line, part of the original Atlantic & Great Western, was opened for traffic in June of 1864, and Dayton, the end of the A&GW, is 388 miles from Salamanca. In that year, too, broad-gauge track was laid astride the Cincinnati, Hamilton & Dayton Railroad's line to afford the Erie a direct entry to Cincinnati, 60 miles farther south.

In those days the second district of the Kent division was very much main line. But today it is likely to be referred to as the Dayton branch, and the feeling is strong even at the point the second district leaves the present main line to Chicago.

For the single-track nature of the second district begins immediately, even as it turns off the double track main into South Marion yard. Here the road passes a power shovel maker, and the Marion freight house, and then heads southwestward to Green Camp.

If the road is obviously single track, it is also plainly an efficient one, as the straight line it follows to Green Camp---the first of many long tangents---hints. For in its whole length there are only 34 curves on the division--and eight of these occur in tight places in cities, and not because of the demands of the natural landscape.

Firehose Factory

At Green Camp is the first of the large factories on the line---a fire hose plant. Currently being expanded, the factory building rises from the flat fields, and its aluminum-colored sides shine in the sun and blend with the sky, making it a hard problem for photographers.

On the way from Marion to Green Camp the road crosses the Little Scioto on a through plate girder span; as the line leaves Green Camp Village, it crosses the Scioto itself on viaduct made up of one 155-foot through truss and two deck plate girder bridges.

Once across the bridge the line runs straight to Richwood, more than eight miles away. On both sides almost perfectly level fields stretch away, and the soil is dark and rich.

Simple Profile

This straight line--and the slight grades--made the line from Marion to Dayton an easy one to construct, and today it is an economical one to operate and maintain.

Through most of the second district the slopes are gentle, and in those rare spots where the grade reaches .92% westbound (near Mingo) or even .96% (a westbound grade between Broadway and Peoria) they are short.

The profile of the district is a simple one: the line falls slightly from Marion (elev. 956.5 feet) to Green Camp (921.4) and then rises again to Mingo (1217.6) and then descends gently to Dayton (747.3).

Pop Corn, Too

At Milepost 313.91 the line leaves Marion County and enters Union County. Here on either side the fields of soy beans, corn, wheat and pop corn stretch out on either hand. Here and there the soil bank program has resulted in some fields being put down to grass, and these carry large flocks of sheep.

But not all the riches of the country are on the surface. As the (Please turn the page)
Dayton Line

(Story begins on page 13)

The countryside is nearly flat, and it is said that the star on the top of this elevator beside the Erie at Richwood can be seen for 30 miles.

Bins used to store surplus grain form a pattern beside the Erie's Dayton line.

Erie enters Richwood it passes an abandoned drilling rig, a symbol of the natural gas rush that brought early prosperity to this area.

Richwood, as the center of an agricultural area, is a large shipping point for grains and beans; there is a fertilizer plant here. But this town is even more: among Ohioans it ranks as a summer resort, partly because of the fishing nearby, and the excellent hunting in season.

Rich Pastures

As the line leaves Richwood it curves gently a bit more westward -- although the 45-minute curve would be all but invisible to a man from the Delaware division -- and then runs straight as a die for nearly ten miles to MP 329.40. In that stretch it crosses Big Run Creek, Bokes Creek and West Bokes Creek, in that order, and passes through Claiborne and Broadway.

A curve -- this time a 33-minute one toward the south -- occurs between MP 329 and 330, and the line crosses Mill Creek and enters Peoria. Peoria, O., is not the great railway center that Peoria, Ill. is; but it is a center, for here the Erie and the Ohio Central line of the New York Central cross.

Too, the country is rolling enough here that there is more pasture land than in the area immediately to the north. But these are lush, "improved" pastures, carrying Black Angus and Hereford cattle being fattened for market on grasses and clovers so deep and thick that the legs of the cattle are completely hidden.

Ohio's Peoria

The rolling nature of the land near Peoria becomes more marked at Pottersburg, and just outside North Lewisburg (MP 338.3) the six mile tangent from Peoria ends at a slight curve. Here the road crosses Darby Creek, and then runs beside Spain Creek.

Opposite the station at North Lewisburg are reminders of the age of steam. Here are long passing tracks, the foundations of an old pumping station and water plug. In the stream that parallels the tracks at this point (Spain Creek) is an Erie dam, placed there...
to afford a sure water supply for the engines bound up-grade to Mingo.

North Lewisburg station is ideally located from the scenic point of view; the railroad runs straight and climbs straight up the hill beyond; the stream beside the tracks to the north and the station on the south, and the trees along the line give a parklike effect to the scene.

**French Royal Palace**

North Lewisburg is in Champaign County, for the Union County-Champaign County line was crossed at MP 337.92. This area was once picked by some French emigres as the ideal point to settle the French royal family.

The idea, it is said, was to rescue King Louis, Marie Antoinette and the Dauphin from the revolutionists, and to bring them to the area just north of North Lewisburg. To that end large tracts of land were purchased between this point and what is now Bellefontaine, roads were built and two small palaces were begun.

Bellefontaine itself was named at this time--beautiful fountain--in the hope that its name would make the area attractive to courtiers who knew the beautiful fountains of Versailles.

Nothing remains of that dream, which burst with the execution of the French royal family, but a few place names and the two tiny palaces, the larger of them on Macochee Creek.

**Across Mingo Hill**

Here in the hills and woods the road turns westward, seeking the easiest way across the ridge, which it finds at Mingo. From Mingo the road descends, and the woods give way again to broad fields, neatly kept and in a high state of cultivation.

Just beyond Mingo the line turns south-westward again and runs through Kennard to Urbana, crossing King’s Creek and passing by several Indian mounds on the way.

The mounds here rise from flat land, for the character of the landscape changes markedly as soon as Mingo Hill is left behind.

At Urbana (MP 352.7) the road passes through town in a deep, wide cut, and here the Pittsburgh, Cincinnati, Chicago & St. Louis (now PRR) runs beside the Erie. Here in Urbana yard there is an interchange with the PRR, and the Big Four crosses both roads on an overhead bridge.

**Prosperous Urbana**

Urbana is the commercial capital of a rich farming region, and a center of paper and straw board manufacture.

The road runs straight through Urbana, and then turns southward to parallel the course of the Mad River, an aptly named stream, for it is notorious for sudden and highly destructive floods, even today, after a generation of flood control.

At MP 355 the Cincinnati line of the Big Four, which crossed overhead in Urbana, comes from the east to run beside the Erie tracks, and the two roads run side by side to Bowlusville (MP 359), a town that lies directly on the Champaign County-Clark County line.

**Glen Echo to Cold Spring**

The two run side by side through deep woods--a byproduct of the flood control measures--to Glen Echo. Here at Glen Echo a crossover between the two roads marks the beginning of the first (Please turn the page)
This dolomite plant at Durbin is an old customer of the Erie, and limestone products have been loaded here since the early days of the railroad.

This plant receives its steel by way of the Erie.

This old roundhouse in the Dayton yards is far from useless now that the age of steam is past. Today it is a warehouse—and among the things stored there are toy locomotives.

Dayton Line
(Story begins on page 13)

Of two agreements between the Erie and the Big Four.

From Glen Echo (MP 360.7) to Cold Springs (369.5) Big Four trains to and from Cincinnati that do not need to enter Springfield run over the Erie, and are subject to the Erie's dispatcher.

This is a single track line. At 366.1 Maitland is reached. Maitland is the point where the Detroit, Toledo & Ironton line to Springfield crosses the Erie, and the point where the Springfield Suburban used to cross.

Demise of "Suburban"

Today there is still interchange with the DT&I at this point; but the SS tracks are being torn up, as the cessation of publication of Collier's Magazine ended the bulk of Springfield Suburban business.

There are wild strawberry beds at the foot of Maitland tower, and from time to time boys and men can be seen hunting through the beds beside the right of way.

But they aren't all hunting for strawberries. Just over the hedge is Springfield's Snyder Park Municipal Golf Course, and under the strawberry leaves are golf balls as well as strawberries. The crop is said to be especially rich on Monday mornings. Those who hunt the balls have one ethical rule: no lost ball is ever picked up while it is rolling.

Truly Mad River

Just beyond Maitland, at MP 366.78 the Mad River is crossed on a through truss bridge; at 366.96 another channel of that wild stream is crossed by a deck plate girder bridge of two spans, one 92 feet 6 inches long, the other 62 feet 3 inches long.

The knoll just beyond the bridge is called Sugargrove; it is part of the lands once owned by an early settler named Snyder, who established a mill nearby. Here U. S. Highway 40, which follows the general path of the original National Pike, the oldest of the superhighways to be built with federal funds, passes over the right of way.

Some idea of the liberality with which the taxpayers' money has been spent to make things easier
for other forms of transport can be gathered from the bridges at this point. Within the memory of men now living the National Pike crossed the Erie at grade; today it crosses on two huge concrete and steel structures, one for westbound, the other for eastbound traffic.

Super-Highway

Just north of these two engineering marvels is another huge concrete structure. This bridge is now called "Old 40" by the residents, and marks the pre-World War II path of the highway.

At Durbin, MP 368.8 there is an important Erie customer of long standing. A quarry here produces dolomite for the steel industry; powdered lime and agricultural limestone.

A little farther on the Mad River is crossed again, and again there are two channels; the first is crossed on through plate girder spans totaling 201 feet long; the next on deck and through girders 224 feet long.

Cold Springs to Tate Point

On the far side of the second bridge is the spot on the map known as Cold Springs. This is not, as its name might lead you to believe, a summer resort. It is not even a settlement. The only structure here is a railroad tower, and the location is surrounded by woods. It is just 369.5 miles west of Salamanca.

All but completely unknown to the outside world, Cold Springs has its own importance. For here the Big Four line to Springfield rejoins the Erie, and the Big Four's line to Peoria crosses the Erie.

Plenty of Game

From Cold Springs to Tate's Point on the outskirts of Dayton the Erie and the Big Four run side by side. Under an agreement entered into in 1925 the two railroads each maintain their own tracks, but run on one another's lines. The Erie tracks are used by westbound trains of both roads; the Big Four's by eastbound trains.

It is automatic block territory, and all trains are subject to the orders of the Big Four dispatcher.

Between this point and Enon Station the woods are thick, for the Mad River has been given room.

WIND TUNNELS AND ODD BUILDINGS mark the development area of the Air Material Command at Wright Patterson Air Force Base. These are just west of the tracks.

THE FLIGHT LINE at Wright-Patterson is a busy one, and is an interesting sight from the Erie's line.

THIS VAST PLANT AT FAIRBORN makes cement for use all over the country, and ships its product out via the Erie Railroad.
Erie Veterans News

Fellow Veterans,

The hot weather of these months is, I suppose, as hard on all of you as it is upon your president and the old head and fingers just don’t want to work in unison during this kind of weather, so all of you will have to forgive me if this is just a short note this month.

Regardless of the weather though, I do want all of you to keep foremost in your minds the fact that we need more and more new members all of the time. I know that this subject must be getting very tiresome to you at this time and all will return to his respective duties much refreshed and capable of doing the job during the hardships of the coming winter.

Fraternally yours,
H. A. Kelly
President

NOT SO WILD is Joe Wild’s deed for the Indians. He heard they needed plenty of power, so he loaded two of them aboard a Diesel to get it. Joe’s principal job, of course, is general passenger agent for the Erie. But he’s also special events chairman for the Railroad Community Committee of Cleveland. As such he ran the largest Railroad Night at the ball park ever at Cleveland Stadium.

Mr. Coffman appointed Mrs. L. V. Brownell, Mrs. H. C. Moore and Mrs. John Weaver to act as a temporary committee to organize an auxiliary.

He also appointed a committee to plan an activity for the near future. This committee consists of Mr. and Mrs. A. Kavulla, Mr. and Mrs. Earl Miller and Mr. and Mrs. H. C. Moore.

Salamanca

Our seventh annual May Party was held at the Moose Club, Salamanca on May 23 with guests from points between Jersey City and Huntington.

Representative members from the executive board were H. A. Kelly, president; H. C. Travis, 1st vice president; C. J. R. Taylor, 2nd vice president; L. P. Johnson, treasurer; J. F. Mutchler, L. E. Rodgers and W. W. Turner past presidents.

Officers from chapters other than Salamanca were William Brazel, chairman and Ernest Mastiani, secretary from Jersey City; Basil Iwinski, chairman from Susquehanna; Francis Tyson, chairman and Chester Cole, secretary from Hornell.

B. J. Williams and Lloyd Freemans, past presidents from B&O Railroad Veterans, attended.

Clark’s “Angles of Oleane” gave a fine program of barbershop quartet numbers. Dancing followed the program with the Music Makers’ Orchestra.


Mrs. H. M. Bunker was decorating committee chairman with Mrs. J. G. Ainey, Mrs. W. T. Battle, Mrs. A. G. Clemence, Mrs. C. D. Cull, Mrs. J. R. Kennedy, Mrs. Luis Martorell and Mrs. C. E. Stein assisting.

Marion

By Lucile Osmun

The regular monthly meeting of the Erie Veterans and Ladies’ Auxiliary was held May 21st, in Grotto Hall, attended by approximately 60 members.

The meeting was preceded by a
dinner served at 6:30 p.m. arranged for by the following committee: Mrs. George Hanley, Mrs. F. R. Hayman and Mrs. L. A. Keller.

Movies were shown by Dr. H. R. Finney of his Caribbean cruise which he and Mrs. Finney enjoyed on their vacation in 1958. The movies were interesting as well as educational.

Some 1959 dues cards are still waiting to be picked up. Please get yours promptly.

Susquehanna

By H. Harold Perry

The regular meeting of the local chapter with President Iwinski, chairman, was held in the main office of the local shops here Monday night. There was good attendance.

President Iwinski, Susquehanna representative, has returned from a conference of the Erie Vets Association held at the Moose Home in Salamanca, N. Y.

George Palmer and family have moved from Lanesboro to their new home at Meadville. George is a painter in the new car shops there.

Your scribe, H. Harold Perry, was honored to be the "humorist" at the V.F.W. Banquet for the state commander and again at the banquet for State Commander Walters of the American Legion held at Consolidated Schools.

Bill Iwinski reports that Susquehanna was allotted four Pullman cars for the Veterans outing at Conneaut Lake in July.

If your 1959 dues haven't been paid, now's the time to pay them. Anyone who wants to join can secure applications from Bill Iwinski, Paul Plutino, Eddie Waddy or Arnold McIntosh.

Jersey City

By G. C. Kalle

Happy Birthday! The Ladies Auxiliary of Jersey City celebrated their third anniversary at the May 6th meeting. The ladies served the Veterans a full course chicken dinner.

Mrs. David Rice, president of the auxiliary, presented the birthday cake.

Mrs. George E. Sisco, secretary, made corsages for the members.

Mrs. Celeste Mastriani, co-chairman of the house committee, and her committee served the repast.

President Kelly congratulated the chapter on their plans for organizing a Ladies' Auxiliary and urged the chapter to secure every available Veteran during the membership drive.

The following officers for 1959 were installed by President Kelly: A. L. Coffman, chairman; L. V. Brownell, vice chairman; G.O. Herz, secretary-treasurer; F. R. Ball, A. T. Johnson, T. G. Wogan, trustees.

Buffalo-Rochester

By Jan Bender

The ladies in charge of the Auxiliary Spring Luncheon were well pleased with a splendid turnout despite threatening skies.

Thanks to the efforts of Mrs. Henry Schultz, everyone received a cello bagful of mementoes.

William N. Cooper, yard conductor; William J. Messer, engineer, and Michael Achman, engineer, have all recently retired to the ranks of the leisure class. Lots of loafing boys!

George Adams reports a full baker's dozen accepted the invitation to the May 23rd D.L.&W. party in Lancaster.

Youngstown

By S. D. Bean

By the time you read this letter our June family picnic at Slippery Rock Pavilion, Mill Creek Park, Youngstown, will be over, but right now it is a big topic of conversation and the cause of activities on the part of officers, members and families.

Jim and Ann Bowser on a recent vacation trip to Florida visited our good friends Ray and Katie Lewis however, they brought back the bad news that the Lewises are not intending to come up North this summer. Hope they reconsider.

In a round about way it is reported that Bill Newell, retired veteran, and wife are on their way East from San Diego, Calif.

A letter from a friend in Bakersfield, Calif. reads as follows: "Was down to Fullerton, Calif. to see Harry Ross. He is 86 years old, feeling fine and looking well. He is wearing a crop of short whiskers.

The old timers will remember Harry Ross as clerk to superintendent at Meadville, Buffalo, etc. and clerk to the general manager at Youngstown, years ago.

Do not know whether Harry Ross is a veteran, but here is a salute to a man who was a real railroader.

WHEN RAILROADERS FROM all parts of Northeastern Ohio celebrated Railroad Night in Cleveland Stadium, Robert H. Harm, corporate secretary of the Erie, made Rocky Colavito of the Cleveland Indians an honorary railroader. He did so as chairman of the Railroad Community Committee of Cleveland, after determining that Rocky was the railroaders' favorite ball player. Helping him is Phylis Rajecki of the NYC.
Latest Chatter About All the Erie Family

Accounting

AUDITOR OF REVENUES
By Neil Crann

April 30 brought to end the Erie men's bowling season. The first three positions were taken by teams from the Columbia Building.

First place went to the station accounting team cap tained by Wally Imme. Other members of that team were Paul Steinmetz, George West and Charlie Hatcher.

Second place was taken by the revision team captained by Jimmy Laggan, while Charlie von Duhn, Sr. led his interline team to a third place finish.

Honors for individual high single game went to Marty Marcellino, whose 268 games led the league. Team high for three games was swept up by the revision team with 2,935 pins.

Some of the individual averages were: Frank Buck 176; Jim Petronic 175; Chuck von Duhn, Sr. 174; Chuck von Duhn, Jr. 172; Marty Marcellino 171; Al Fitch 170; Jimmy Laggan 169.

Nancy Kasson journeyed to Columbus, Ohio, on May 2 to meet Tom Jose at St. Patrick's Church and become his bride. Tom is a student at Ohio State University.

Newcomer Dorothy Deszo was married on May 23. Dave Stawski, an Erie employee in the Republic Building, was the lucky guy. After the ceremony at a West Side Hungarian church and a reception at the Calvin Hall, the couple left for a Canadian honeymoon.

A. F. Lamoureux, chief clerk in the agency bureau, took a two week vacation in St. Petersburg. While there, he stopped in to see ex-Erieite Charlie Glass. He was out of luck because Charlie had just left for Cleveland to visit us.

George Arington, Nellie Nagle, George Bushwell, Teddy Lasky and Bill von Stein were some of the other retired workers who stopped in to say hello.

On May 29, Agatha Fleck and Bob Shields left the company for the easy living of retirement. It goes without saying that they will be missed, but they both have our best wishes for happiness.

J. L. Gould, chief clerk in the overcharge claim bureau, took a Mother's Day week-end trip with his wife to Purdue University to visit their son, Robert.

Nick LaBarbera and his wife had the same idea, but they only had to go as far as Ohio University.

Mother's Day turned out to be just that for Varilla Knight, who gave birth to a 7 lb., 9 oz. boy.

Donna and George Hruska were proud to announce the arrival of a 7 lb., 5 oz. boy on May 17.

Eddie Austin has good reason to be proud of his two sons, Raymond and Allan. Ray is a junior at Miami University and is majoring in Business Administration, while Allan is just about to start at Ohio University. Eddie isn't sure yet whether Al is going there to study or to play hockey.

Mr. and Mrs. Harold Dayton spent two weeks in Atlantic City.

The Erie softball season got under way with classification games being played by both the Lakewood and Parma teams.

The Lakewood, No. 2 team, got off to a good start by defeating their first opponent 8 to 1.

The boys unleashed a 15 hit attack and backed it up with some great fielding by Paul Steinmetz, Bill Broestl, Bill Donahue and Joe McManus to register their first victory. The next two games didn't turn out quite so well, but you can't win them all.

The Parma team doesn't believe in that saying and they're trying their best to disprove it.

In the first four starts they were victorious every time. Behind the big bat of Don "Rocky" Miskinis and the good pitching of Bill Lash and Marty Marcellino they have good fielding, fast runners and all-around ball players. At press time they had not met a team that was any real threat.

Both teams could use a little backing from fellow employees.

Joann Stelbsky should try bowling backward all the time. After the last night of bowling the girls were trying to "knock 'em down" by throwing the ball backward. Few fared as well as Joann, who got all ten pins on her first try.

Joe Alico and Bill Broestl are both showing off their new '59 model cars.

Phil Emery is riding around in his new-used white sports car.

Ann Walker spent a week of vacation at home entertaining relatives from the east.

Good old Uncle Sam took Jim Feeney from our midst and sent him to summer camp for two weeks.

Our welcome mat goes out to Brian O'Donnell, who is now in the outbound interline bureau; Jim Reilly in the waybill department and Judith Walsh in the passenger department.

If you thought you saw a fish walking around on the 6th floor, it was John Prentice getting ready for a skin-diving trip to Florida.

Joining the "bride-to-be" list is Nancy Slatkovsky.

The "cool" ball player on the Erie team is Bob Ostrander, whose uniform of the day is Bermuda shorts.

The Sunshine State of Florida was enjoyed during May by Juanita Smith, Irene Haborak and Janet Locher.

Charlie Winter is glad that the big job of moving is over and he can relax.

Charlie Healy's son, Denny, has just finished his first year at the University of Dayton.

I would like to express my appreciation to Ray Stevens, who helped me prepare the column this month.

AUDITOR OF DISBURSEMENTS
By Jim Hough and Don Keister

Our office seems to be sports conscious now with good weather here. Railroad Night at the ball park drew the W. E. Kanes, E. T. Drueys, F. J. Troyanos and R. J. Willeys as a party group.

Also in attendance at this ball game were Rennie Belden and her children, Jim Hough, Mary McCarthy, Mary Jacobie and Lucille Arth.

Golf is also taking a good share of the sports spotlight. Some enthusiasts are: Polly Kennard, Ginny Blackley, Rita Mazur, Marilyn Haely, Lucille Arth, Mary Jacobie, Frank Kelly and Don Keister.

Bob Peterson is taking an interest in golf.

Erie Railroad Magazine
Frank Kelly is smiling again, the Yankees are back in the league.
We welcome Don Bundy back after his tonsil operation. It was the fourth time he's had them out.
Ginny Blackley bought a beautiful new pink blotter for her desk.

Centralized Machine Bureau
By Bernice Batcha and Dennie Kish

Calloused hands and aching bones are not very rewarding at present as Vivian and Bill Ploc plow an acre of land. However, they are certain their rewards will be great come mid-summer when fresh vegetables will be served.

Alfred Jasinski was elected correspondence secretary of the Railway Business Women’s Association.

Dick Sale turned carpenter for a few days and helped his neighbor build a garage.

Gladyss Reed acquired title to a 1959 convertible and it really is pink with a white top, cool, man, cool.

Charlie (Grandpaw) Halusker proudly announced grandchild number 2, Susan Louise born May 17, 1959.

Bob W. Chenoweth, son of Bob D., graduated from Benedictine High School and plans to enter St. Benedict's College in Atchison, Kansas, to major in accounting this Fall.

We are glad to report that John Folwasny is back to work again after a leave of absence.

Leonard J. Daley's son, Leonard R., who is attending Miami U. through an Erie scholarship, was cited as the outstanding Contract Senior Naval Candidate based on superior military and general university performance. Leonard is a Midshipman and graduated as an Ensign on June 13.

Eddie Courtright's son, Bobby, has a busy but enjoyable summer ahead.

Bob, who is one of the nation's best baton twirlers, will start by teaching baton twirling at Western Reserve University and Lakewood Recreation for five weeks and then travel to the "Lone Star State" to teach for two weeks at Trinity U., one week at San Antonio and two weeks at Sam Houston State Teachers College.

Hornell Accounting Bureau
By Dick Crowley

Tom Halloran, Lloyd Angell, Gerald Curran, Bill Siriani, Don Clark, Dick Miller, Lynn Lamb, Bill Leonard, Angelo Petrillo and Dick Wheeler were on hand for the local blood bank recently. This trip made the fifth gallon given by Dick Wheeler.

Eddie Gillette, Bruce Dungan and Francis "Coots" Congelli answered an emergency call for blood for a fellow Erie employe.

The annual Erie Bowling League Banquet was held at the Sons of Italy Lodge in Hornell and a delicious chicken dinner was served.

Congratulations to Walt Coston on his election to the Hornell School Board.

Paul Smith and Bill Moore are busy repairing damage to Paul's kitchen caused by a recent fire.

Through the courtesy of Al Morris, several of the office desks now have name plates on them.

Bill Cregan graduated from Allegany Tech recently.

Dick Sayles reports he isn't doing too well in the sailboat races on Loon Lake.

Dick Miller has moved.

Best of luck to Bill Leonard, Jack Meehan, Ed Leferink and Dick "Bud" Wheeler on their recent election to office at the local American Legion. Their offices are: Leonard, commander; Meehan, vice commander, Leferink, chaplain and Wheeler, adjutant.

Frank Bottomley is proud of his daughter's part in the "Dancing School Days of 1959" recently held in our city.

Welcome to Lowell Briggs, Dick Smith and Elmer "Ike" Hallet.

This seems to be the month for buying and trading cars--new car owners are Edna Metzger, Nancy Dieter, Bruce Dungan, Jim Hogan, Pearlie Koskie, Bobby Sheridan, Lorraine Spowart, Dianne Harwood, Clarence Buck, Ronnie Ordway, Dorothy Marks and Phil Sharer.

The Neil Crandalls visited friends in Schenectady.

Helen and Milt Huff took in the sights in New York City.

Edna Metzger was in Columbus, Ohio.

Ed Leferink took the family to "Lollipop Farm" near Rochester on his son's birthday.

Dorothy Marks drove to New York City with some friends.

Harold Hogue was in Meadville.

Marion Division
Transportation Dept.
And
M. of W. Dept.
By H. V. Welker

Best wishes for many happy years of retirement for O. D. Young, O.T.&M. clerk of Huntington, and a welcome to Mark West who replaces Mr. Young.

We regret to lose C. R. Swank as signal clerk, but we wish him good luck in his new position as cashier at the Huntington freight house.

A welcome visitor in the division freight agent's office at Huntington was Vincent Abrams, former commercial agent.

Congratulations to H. M. Tuttle, general yardmaster; E. J. Homes, master carpenter; Bob Aufdenkampe, track supervisor clerk and Jim Lanrigan, agent-operator. The four are members of a bowling team that won the playoff for the first half championship of the Knights of Columbus Bowling League.

Best wishes to H. E. Crawford, crane engineer, on his recent retirement.

51st Street, Chicago
By Bob Lee

George Greenwald, our only 50 year man at the 51st Street, recently went to Florida on his three week vacation where he visited Howard S. May, retired engineer.

Congratulations to John P. Leni-Iron on his recent appointment as relief yardmaster.

S. B. Thorsen, retired general yardmaster, is reported doing well. Sig is a very active man and his flowers and lawn are now his pride.

A late, late welcome to Harold A. Dean, our new general yardmaster.

Good luck to W. C. Eaton, engineer, who recently retired. His service dates back to September 1st, 1916.

(Please turn the page)
HAMMOND CONSOLIDATED OFFICE

By Grace Connole

Gene LaVigne, conductor, and wife are spending a very pleasant vacation at Lake Vermillion, Minn. According to Gene, the weather is ideal and the fish are biting. What more can a dedicated fisherman ask of life?

Edward Boos, engineer, retired May 13, 1959 after 49 years of service. He will make his home in Merrill, Wisconsin with his sister and her husband who have a business in that city.

Ed has promised to take charge of the business from time to time giving his sister and her husband a chance to get away occasionally. We wish him good health and a long and happy retirement.

Mr. and Mrs. K. D. Davis, Schererville, Ind., daughter and son-in-law of Emma Bunce, relief clerk, became the parents of their second child, Deborah Jo born April 18th and weighing 7 lbs., 9 oz. Deborah Jo has a brother, Michael and is Emma’s fourth grandchild.

Daniel R. Geisen, yard brake-man, and wife are proudly announcing the arrival of Jeffery Michael, their first child, who arrived May 23rd, weighing in at 5 lbs., 12 oz.

Amy Helms, I.B.M. operator, and her mother and dad just returned from Seymour Johnson Air Force Base, Goldsboro, N. C. where they visited her brother who is stationed there. The return trip was made via the beautiful Blue Ridge and Smoky Mountains and the new turnpike through Virginia and West Virginia, they said was wonderful.

Congratulations to J. L. Flahger, operator, and wife who became the parents of their second son, David Alan, born May 28th. David weighed 7 lbs., 14 oz. His brother, Gary Lewis, 16 months, is happy to have a brother.

14TH STREET, CHICAGO

By Chris Hardt

Eileen Patricia Brynda, daughter of John Brynda, general foreman, and wife, Irene, and Carmella Pullano, daughter of Leonard Pullano, assistant cashier, and wife Theresa, both graduated with high scholastic honors on June 7, at Visitation High School. We congratulate the young ladies and their parents.

We doubt very much that there is a crossing anywhere along the system as well maintained as the crossing at 14th Street. Andrew "Mac" McAleese, watchman, has recently re-touched all the lettering on the marble slabs which adorn the names of Erie Railroad personalities, employes of the past and present.

Mack’s hobby is to maintain a well kept flower garden around the Shanty and adorn the garden with his handiwork, lettering with a hand chisel the names of Erie Railroad employees.

Lawrence Herzog, seal clerk, is in his glory once more, working at his hobby of repairing fishing boats out around Hayward, Wisconsin, and hauling out big fish from the surrounding lakes. We wish him good fishing.

Latest report from Leo T. Gonyea, son of Leo Gonyea, chief clerk to assistant superintendent William Wiarda, states that he was on a photo reconnaissance tour on the U.S.S. Beamington, throughout the Orient. His naval base is at Miramar near San Diego, California.

Roy G. Lavigne, our veteran engineer, is on a long vacation motor ing into northwest Canada. His goal is Saskatchewan territory, where the big fish are.

Roy plans to visit all the interesting and beautiful spots like Banff and Lake Louise. He is of French descent and will enjoy being with the French-Canadians.

John Novotny, chief claim clerk, and wife, Rose, are happily preparing their Berwyn, Ill. home for a visit from their son, John II his wife, Dolores and two grandsons, John III and James II. They are all residents of Colorado Springs, Colorado, where John II maintains an automobile repair business. Happy family reunion.

Veronica Marcella Bradley, clerk in the O.S.D. dept., Lifschultz Freight, enjoyed a week at Fort Lauderdale, Florida via Eastern Airlines.

We welcome John A. Fallon, a new office associate at the messenger clerk’s desk. Louis Pintoy was promoted from the messenger clerk’s desk to the rate desk.

Jerry Dempsey, rate desk, and wife, Denise are having house guests the week end of June 6th. Dentist Mark F. Kilty and wife Marilaine and their two sons, David and Daniel from Hartford City, Ind.

The purpose of the reunion was to celebrate their 6th wedding anniversaries on June 6. the date both couples married at Brooklyn, N.Y. Denise and Marilaine are sisters. Congratulations to both couples.
Lighterage

NEW YORK CITY
By Regina F. Frey

Congratulations to Edna and "Andy" Andrews. They celebrated their eighth wedding anniversary on May 21st.

We are happy to welcome back Laura Coleman, Ed Vreeland, and Paul Romeo. They have been absent because of illness.

A third daughter, Susan Patricia, was born to Tom and Peggy McGowan on May 24th.

Bertha Trefey and family visited her son at New Brunswick, Georgia, where he is stationed with the Navy.

Congratulations to Bertha Trefey, Bill Gannon and John Sullivan, assistant superintendent, who celebrated June birthdays.

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

Congratulations to Mr. Joseph Snyder, machine apprentice, and his wife on the recent birth of a son.

A. M. K. Ahmed, assistant mechanical engineer of the Bengal Railway, section of the Pakistan State Railway, is spending a week observing at Hornell Shop.

Rudolph May, machinist, Lloyd Cole, machinist helper and Antonio Colomaio, machinist helper, retired during May.

Glen Flansburg is feeding every one turtle soup. He recently caught a 128 lb. turtle.

John McInerney, local chairman of clerks, and his wife recently attended the National Convention that was held at Milwaukee, Wisconsin.

A week end trip to Ithaca, N. Y. was made by Dick Young on one of the last runs of the "Black Diamond" on the Lehigh Valley Railroad.

Visitors to the office recently have been Joe McGuirr, Ed Bunnell, Harry and Laura Coleman, Phil Schmidt, Bill McLeod, Bill Dougherty, and Jack Shean.

Best wishes to Phil Schmidt, clerk, pier 28, New York and former clerk in this office, who retired May 25th.

Mrs. Dorothy Sidley flew in from Johannesburg, Union of South Africa, visiting her parents Mr. and Mrs Abe Kleiman. Abe is an operator in Hoboken Telegraph Office.

Good luck to Dick Young transferred as clerk stenographer in this office.

Miss Elizabeth Campbell, daughter of train dispatcher John F. Campbell and Mrs. Campblul became the bride of Joseph Bsarany at St. Ann's R. C. Church, Pater-

OUR COMPLIMENTS TO
THE ERIE RAILROAD-
on an excellent record in the field of transportation.

As ERIE's supplier and servicing agency for Air Brake Equipment and repair parts, we are proud to have participated in this performance.

The New York Air Brake Company
230 Park Avenue, New York 17, N. Y. Planf: Watertown, N. Y.
MR. and MRS. THOMAS DECKER spent the week end at Akron, recently.

**WEEHAWKEN LOCAL AND DOCKS**

By Violet Schmitt

With the approach of summer our various sports enthusiasts can be found in pursuit of their favorite relaxation.

**Gil Forte,** manifest clerk, golfs in South Jersey in the early morning hours before all the other golfers take over the green.

**Joe Welsh,** general foreman, is the gardener and is busy planting trees and shrubs on his newly acquired property in Paramus.

**Arthur Viaud,** claim clerk, and sons are active Scouts working on outdoor projects.

**Charles La Barbara,** dock laborer, enjoys suburban living at the beautiful Garden City, Long Island home of his sister, **Winifred,** with nieces, **Lorraine** and **Dolores** and nephew, **Ronald** on hand to keep things lively.

**Eddie Ringle,** tally clerk, basks in the sunshine in his own back yard watching the antics of his pride and joy, two little granddaughters, **Carol** and **Sharon.**

**David Stratton,** checker, can be found with his wife and four children motoring on the various highways of North Jersey.

**Tom Toomey,** cashier, has undertaken the job of painting his house.

**Marie Hayes,** employment clerk, and your correspondent find their diversion on the other side of the Hudson in the world’s largest department stores.

The trend to the suburbs continues with **Joe Wronko,** barge captain foreman, moving his family into their new split level home in East Rutherford. **J. Schmidt,** trucker, and family are already settled in their Woodbridge home.

**Mr. H. H. Brown,** agent, and wife motored to Columbus, Ohio to visit with their son, **Charles,** and family and got better acquainted with a brand new grandson as well as granddaughter, **Janette.**

The Weehawken Bowling Team has finished the season, put away the bowling equipment and hopes for better luck next year.

A group of Weehawken bowlers had a match game with the S. Alexander Warehouse gang but this ended up "no contest" because everyone was too concerned in having an enjoyable time to get serious.

If a blue streak passes you on the bulkhead, it’s **Andy Stankiewicz,** trucker, in his new car.

Many of us took advantage of the fine weather on the Memorial Day weekend to do some visiting and resting—**H. J. Gaferin,** chief clerk, and family were at Port Jervis; **E. Ringle,** tally clerk, and family were at the home of Ed’s brother at Wallpack, on the Delaware River, N. J.; **Mr. H. H. Brown,** agent and wife were at their Lake Hopatcong abode; **G. C. Kalle,** assistant agent and family were at Princeton, N. J.

**Mr. and Mrs. T. O’Donnell** went to Washington, D. C. with daughter, **Donna,** to visit Mrs. O’Donnell’s brother who was at the capital on business. He is on the governor’s staff in Alaska.

**Bob Pelletreau,** dock laborer, is a proud home owner with one exception, he can’t take possession of his apartment because his tenant is also fond of it.

**Allegany-Meadville**

**SALAMANCA**

By S. Mineci

**Mr. Henry Aldrich,** Allegany Division conductor, and wife are taking life easy in Leland, Miss.

**Mr. Elmer V. Dahlgren,** train dispatcher at Salamanca, retired in June after more than 48 years of service with the Erie. We all wish him and his wife a happy retirement.

**Kent Division**

**AKRON**

By Besse Westbrook

The 40th annual dinner of the Akron Traffic Club honored past presidents of the organization and brought many Erie out-of-town guests.

**Bert C. Burgess,** now chief clerk to assistant vice president, traffic, was a founder and the first president of the club in 1919, when he was the Erie’s rate clerk at Akron.

**E. J. Stubbs,** retired assistant vice president of the Erie, was president of the club in 1925. He was freight agent at Akron, Ohio from 1920 to December 1927.

**H. W. Bowen,** retired freight agent at Elmira, N. Y., was president in 1932. He was freight agent at Akron from January 1928 to July 1940.

**Edward T. Butler,** freight traffic manager, Cleveland and Harold F. Keelan, assistant general freight agent, Cleveland also attended.

**F. E. Cox,** retired chief clerk in the revision bureau, stopped at the office for a brief visit since returning from Florida.

We wish to congratulate **H. F. Keelan** on his recent promotion to Cleveland as assistant general freight agent. Akron offices presented Mr. Keelan with a pen and pencil set.

The many friends of Mr. and Mrs. E. Huffman welcome them...
back to Akron where he is general agent. Ed was formerly commercial agent here.

Harold Steward, stenographer, is enjoying his vacation building a new garage.

POLICE DEPARTMENT
By Lucile Osmun
Patrolman Lawrence E. Owens and family are now enjoying their new home located in Fairpark addition.

MARION
By Lucile Osmun
Ronnie Baker, son of Dean Baker, dispatcher, and Mrs. Baker, spent the week-end with his parents. Ronnie is in the Naval Air Force, Norfolk, Va. and is assistant editor of the Norfolk Naval Base News.

We welcome E. H. Huffman to the division, he was recently appointed general agent at Akron, Ohio.

Charlie W. Sidenstricker, Jr. assistant chief clerk, to the division engineer at Marion, attended the state convention of Jaycees held at Toledo, Ohio, May 21st, 22nd, and 23rd. He received special recognition for his perfect attendance during his office as a state trustee.

Mahoning Division
POLICE DEPARTMENT
By J. O. Sheets
Patrolman A. Herrick and family enjoyed a camping and fishing trip recently.

Patrolman R. E. Hamilton's son, Robert L., age 14, is again playing baseball with the Myers Pump team in the Poney League at Ashland, Ohio.

Patrolman W. L. Dutton intends to spend his vacation fishing at North Bay, Ont., Canada.

Lieut. D. Downie and wife vacationed in Canada recently.

Cheryl Ann Owens, age 16, daughter of Patrolman L. E. Owens, presented her yearly piano recital with the Fusco School of Music, May 24th in the McKinley Memorial Auditorium, Niles, Ohio.

Lieut. F. D. White spent a week of his vacation visiting relatives in Ohio.

Patrolman M. Banyas reports the fishing is good at Lake Erie this spring.

Civic Leaders
(Story begins on page 10)
from office leaving a balance in the general fund.

Demian has also been a member of the Village Planning Commission.

He is past president of the Kent State University Journalism Alumni Association and has been cited by the University for "outstanding contribution to the advancement of education for journalism."

Demian is married and has two boys, aged 4 and 12.

His work for schools and libraries has led to his being named a delegate to the State House Conference on Education. A Lutheran, he has taken part in fund raising drives for both the Hiram Community Church and St. Ambrose Catholic Church in Garrettsville.

Rail Services to Blind Hailed
The railroads on May 27 received a Certificate of Merit from the American Foundation for the Blind in recognition of their efforts "to promote a more realistic attitude toward blindness."

The award, which was presented to the Association of American Railroads at a luncheon in New York, was for the assistance which railroads give blind travelers such as the privilege whereby a blind person may travel with a sighted companion for a single fare or permission for trained guide dogs to accompany their blind masters free of charge.

The presentation was made by M. Robert Barnett, executive director of the Foundation, and was accepted by Albert R. Beatty, assistant vice president of the association.

Dayton Line
(Story begins on page 13)
to rise, and only it and the railroads share the valley at this point. Game is plentiful, and quail--restored to the Ohio game bird list just this year--perch on the rails and seem to challenge the trains to save them from the shotguns. Doves, too, are plentiful here in season.

At Enon Station the road swings away from the river, and soon is passing through farmlands drained by ditches, some of them as large as small rivers--Rubsam Ditch, and Smith Ditch.

Mad River is crossed on a 90-foot long bridge made up of three reinforced concrete arches at MP 375.91, and Greene County is entered.

Giant Cement Plants
Rising from the flat lands here are huge smoke stacks on either side--the stacks of the huge cement kilns that furnish much of the traffic along this part of the railroad, for the limestone that lies under the soil here, and the soil above it, when burned together, make an excellent cement, cement that forms an important item in the railroad's business.

Here too is the new city of Fairborn. Fairborn was indeed fairly born---once there were two small towns, Fairfield and Osborn. Then the giant Wright-Patterson Air Force Base began to expand from a tiny field.

As it grew, so did the two towns, until they became twin cities. But the residents buried rivalries, joined their cities in one, and named the new city Fairborn.

One of the benefits of the union is a huge high school on campus-like grounds with a huge sports field.

(Please turn the page)
Dayton Line
(Story begins on page 13)

Vast Air Base
Immediately beside it the vast base begins--first with barracks after barracks, then a hospital, then a fine administration building, and finally a wind tunnel and a large airfield.

Much of the Air Force’s development is undertaken here for this is the headquarters of the Air Material Command, the Air Force's supply service. At times rail traffic has reached 500 tank cars of a special aircraft fuel in a quarter-year.

Near the end of the vast air installation the Erie passes over State Highway 4 on a 167 foot girder bridge, and at the same time leaves Greene for Montgomery County.

Dayton Yard
At Tates Point, MP 386.1, on the northern edge of Dayton, the Erie and the Big Four part company, and the Erie's Dayton yard begins.

Among the big customers along the yard are a huge fertilizer plant, a wholesaler of toys, housewares and sporting goods (located in a former Erie roundhouse) a structural steel plant and a compounder of foundry core oils.

Other traffic includes paper for McCall's Magazine, printed here at Dayton, and general merchandise to and from the freight house.

Here, too, is the Erie’s connection with the Baltimore & Ohio for Cincinnati and Indianapolis. The Erie property ends at MP 388.5.

(This is the 21st 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.)

Safety
(Story begins on page 12)

Enthusiastic Response
Salamanca, and those meetings too, resulted in an infectious enthusiasm on the part of the men.

That the program was really stirring interest in safety was proven at the fourth meeting held at Cuba. By that time the men who had attended the earlier meetings were discussing the new program everywhere, and three retired Erie maintenance men asked to attend: Nathan E. Seribner, former general roadmaster; Arthur J. Bernard, track supervisor and Gillettee Johnson, section foreman.

Present, too, were both district engineers, maintenance of way, Wesley F. Pettys, Jersey City, and Weccheider. With them were Arthur Price, division engineer at Hornell, and his assistant J. Kenneth Weikal.

Tips for Viewers
The format of the presentation was that of the earlier ones--a short talk, followed by the showing of the slides, with Rossman asking questions, directed to individuals, and individuals volunteering answers.

Again the new method proved successful, and meetings have now been scheduled on both the Eastern and Western districts that will involve every MoW employe, and give him a chance to participate.

Here’s a tip for those who may be called upon to answer: In 34 of the slides there is one safety violation; in nine there are two; in three there are three and in one there are four violations. Twenty-five show errors of judgment or violations of special instructions in which there is no actual violation of rules.

THE WALTON R. COLLINS CO.
RAILWAY SUPPLIES
90 WEST STREET, NEW YORK 6, N. Y.
Mackie
(Story begins on page 11)

Scientious work force. What we are attacking and condemning are the deadly rules our workers must work by . . . rules which cut down their output and detract from their dignity . . . rules which are cost-inflating and job-destroying. We are against featherbedding rules, not against the people entrapped and victimized by them.

Featherbedding Defined
If these ancient, outmoded rules are revised, so that they make sense in the technology of today, the railroad industry can dust off blueprints for millions of dollars of improvements that would benefit you, us, our employees, and the entire national economy.

All of us here today realize that this is a highly technical subject, and I don't believe we should try this afternoon to discuss it in intricate detail. I do believe, however, that benefits can be derived from establishing in our own minds basically sound fundamental principles, and judging the situation which pertains today against the principles so established, with a view to satisfying ourselves as to the validity of changes which should be made in the broad public interest.

At the outset let us clarify in our own minds what featherbedding really is. The practice is concentrated among certain classes of train operating positions, which account for about one-fourth of our total employment. The three most damaging areas are as follows:

Three Worst Areas
First is the antiquated mileage-day pay system which siphons off virtually all the benefits from modernized motive power and stepped-up train speeds.

Second are the towering jurisdictional walls that stand rock-hard in the path of streamlined service --the claim-to-work rules that ban road crews from working in yards and bar train crews from crossing district and seniority boundaries.

Third are the senseless requirement for useless crewmen on trains and other equipment--for firemen who tend no fires and extra brake-men who handle no brakes.

Double Wages
Let me discuss briefly each of these areas.

The dual mileage-day pay standard, simply stated, provides that when locomotive and freight train crewmen cover 100 miles, they must receive a basic day's pay. Passenger trainmen put in 150 miles.

Here is an example of the application of that rule to one freight train in the Pittsburgh area. An engine crew on this train runs 125 miles from point "A" through Pittsburgh to point "B". The 125 mile run takes five hours. But the engine crew gets paid for ten hours. That's because 100 miles under the featherbedding work rules entitles a road freight crew to a full day's pay.

It makes no difference if the crew covers the 100 miles in less than eight hours. The rule gives eight hours pay for 100 miles. And the extra 25 miles of the run is proportionate--or worth two hours of pay. So the freight engine crew collects ten hours of pay for five hours of work.

Four-Hour Day
Lest you think this is an isolated example--the national average number of hours of work required to earn a basic day's pay for road freight engineers was four hours and five minutes in 1957. (The chart also shows average hours of service for a day's pay of other train crewmen. At the top are passenger train engineers and firemen who work less than three hours to earn a basic day's pay). A train crew frequently makes a return run within a few hours, thereby resulting in two days of pay for some few hours of actual work.

To move a single passenger train 3,000 miles across the continent from New York to San Francisco railroads must pay their locomotive engineers the equivalent of at least 30 basic days' wages. On the other hand (as the chart shows) cross-country flights are made regularly by airlines at a cost in wages to the pilot of only two basic days' pay or less.

Inflexible System
The rail pay rule was standardized in 1919 . . . in the year that it took ten days for Lieutenants Maynard and Pearson to fly across the continent and back. Today's giant road diesel locomotives were unheard of. Today's electronic centralized traffic control systems were likewise unheard of. In the intervening forty years the art of railroading has changed as much as nearly everything else in America has changed. But the mileage-day pay system remains as inflexible as Gibraltar.

(Please turn the page)
Mackie
(Story begins on page 11)

So great has been the effect of increased train speeds on pay of train crews that executives, general officers and assistants of the nation's railroads as of May, 1958 ranked fourth in hourly rates of pay (as this chart indicates). They were behind road passenger engineers and motormen, road passenger firemen and helpers, and road general officers and assistants of the Mackie.

But they make no sense today. A train from New York to Chicago has to stop and change engine crews seven different times along the way at each divisional point, just as in the old days. For the 470 mile run from Pittsburgh to Chicago, which takes the average passenger train eight hours, three engine crews are used. Each runs an average of 156 miles, after which they come up to a divisional wall and must call it a day. It is an antiquated system that practically invites not-so-burdened competition to nibble away at our traffic.

High walls also loom between road and yard crews, with each forbidden to work in the other's domain except at penalty pay.

For example, a road freight crew brings a 150-car train into a terminal yard track which can hold exactly 100 cars. Under the rules the road crew can "cut" the train, but only at the point where it will fill the yard track--between the 100th and 101st car.

Work Claim Rules

But let's suppose that that 150 car freight train had 97 cars for Pittsburgh and 53 cars for another destination beyond. Can the road crew make the cut at the end of the 97th car? Not under the claim-to-work rules. It may only cut to fill the track, at the end of the 100th car.

The three cars left over, to go with the 50 cars cut, require handling by a yard crew switch engine. In due course the yard crew moves in, picks up the three cars, and couples them to the 50 cars already cut by the road crew.

Apart from what it costs, think of what this foolish rule means in delaying service. To the West of Pittsburgh the Pennsylvania Railroad has built the $32 million Conway yard -- a fully electronic freight classification yard in order to speed freight service for its customers. Even such expensive installations can't undo the damage wrought by the featherbedding rules in slowing service.

Yard Versus Road

Another example of how jurisdictional walls prevent road and yard crews from working in the other's domain except at penalty pay resulted from a referee's interpretation of the rules.

A yard employe was awarded an extra day's pay for working a few minutes on line beyond the sign that says "yard limit" while a road employe got a day's pay for work he did not do but claims he should have done. So the yardman got his regular day's pay plus an extra day's pay. And the roadman got a day's pay for work he didn't do. That's three days' pay to get one job done.

The third area of featherbedding--which is estimated to cost the nation's railroads about $290 of the $500 million a year--is the requirement for unneeded crewmen on trains and other equipment. It mandates the employment of firemen who tend no fires and extra brakemen who handle no brakes.

Diesel "Firemen"

The position of firemen on Diesels is a case in point. They once shoveled tons of coal into giant steam locomotive fireboxes and sweated and worked every inch of every train-mile along the way. But the change from steam to Diesel left little or nothing for the firemen to do.

In Canada, a Royal Commission of Canadian citizens investigated the situation on the Canadian Pacific and found unanimously that "firemen are not required on diesel locomotives on the Canadian Pacific in either freight or yard service." The Commission found that their functions had totally disappeared or had been reduced to mere duplication of those discharged by others.

(Next page, please)
The Commission, significantly, was not impressed with arguments that firemen are necessary for safety reasons as "lookouts." It made on-the-scene studies of train operations both with and without firemen on this continent and in Europe and found comparable their safety experience. A Federal Conciliation Board has recently reached the same conclusion in its report on the Canadian National. So Canadian firemen on Diesel engines in either freight or yard service are to be eliminated over a period of time.

**Third Man Theme**

Removal of firemen from Diesels in freight service on United States railroads would not, except in the case of yard locomotives, result in one-man operations. Freight trains now include in the cabs of Diesels, in addition to the engineer and fireman, a head-end brakeman. Hence the brakeman would continue to be available to perform emergency or other functions.

Canada has shown the way toward truly modernized train employment. We should do no less than catch up.

On this score, The Brookings Institution, in its study entitled "Railroad Transportation and Public Policy" published in April of this year said: "In view of the similarity of railway conditions in Canada and in this country, there is a strong case for managerial action to adjust the employment of firemen to the needs of present-day technology, with appropriate provisions for reasonable dismissal allowances and rights to other jobs."

**Excess Crew Laws**

There are other matters in this third area of featherbedding that railroads must tackle. I refer to the excess crew laws in 16 of our states requiring unneeded brakemen and others on trains. Seven other states allow their public utilities commissions to dictate the number of crewmen to be carried on freight and passenger trains.

Now, all I have said up to this point proves just this: Even the most reasonable work standards in 1919 must in time become wholly unreasonable unless they are modernized to match modern conditions. And no one can deny that revision is long overdue in railroad work rules. That fact has been attested to by the highest authorities who have investigated the problem -- by representatives of Congress, the Interstate Commerce Commission, Presidential Emergency Boards and representatives of state regulatory commissions.

Actually, fair reassessment and revision of ancient work standards is what the railroads seek. Our goal boils down to this simple, reasonable objective: A fair day's work at a necessary job for a fair day's pay.

**Not Attacking Labor**

Again, I want to make the point that I am not attacking railroad labor. I am attacking the outmoded work practices--NOT the approximately one-fourth of our total industry work force trapped by such rules. Efforts to end featherbedding waste and strengthen the railroads' competitive position are PRO-labor in the one way that counts: This is the route to expanded business, stabilized employment and new job opportunities.

A half-million railroad jobs have been lost in the last 12 years. There is no question that featherbedding has been one of the major factors in this loss.

The job of breaking the featherbed chains around our industry is going to be the most difficult labor issue ever faced in railroading. It is going to require statesmanship of the highest order on the part of both labor leaders and management. But we cannot shirk from seeking a solution. For the security of America itself--not to mention its economic health--requires a strong system of railroad transportation.

**Proper Solution**

We think that the proper solution of this difficult problem can best be arrived at in the combined interest of the public, shippers, labor, investors and management by means of a comprehensive study by an impartial body of qualified citizens appointed for that purpose by the President of the United States. Management would welcome such a study and would cooperate in every way to insure that the facts were fully presented before such a commission. We are hopeful that labor will join us in this view to the end that a just and equitable solution of the problem may be promptly reached.

We are, accordingly, urging labor--with all the sincerity at our command--to join with us in requesting the President to appoint such a commission.

Its need has long been established, for in the so-called Conductors case in 1955, the Emergency Board, in its report to the President, said: "The fact that the railroad wage rate structure, for operating classifications, has received no comprehensive review for more than 30 years, and no systematic study for almost twenty years, alone suggests that it may well be obsolete and ill-designed for a modern railroad system." The Board called for "a thorough-going review, revision, and standardization of the railroad wage rate structure."

That's our view, too.

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Merger

(Story begins on page 5) employees who may have been displaced by the merger.

Stable Employment

In the long run, the presidents said a stronger railroad system as a result of the merger would create a greater traffic potential and more efficient operation. Thus the opportunities for greater earning power would provide more stabilized employment opportunities for employees of the two roads.

No date could be set as to the date the merger might become effective. This will depend on many factors involved in securing ICC approval and the approval of shareowners and bondholders. However, opinion was expressed that the merger could be successfully consummated by July 1, 1960.

The representatives of the various brotherhoods who attended the meeting are listed below.

Erie General Chairmen

The Erie general chairmen present were:

S. W. Sherwood, Brotherhood of Locomotive Engineers; R. D. Cary, Brotherhood of Locomotive Firemen & Enginemen; J. J. O’Connor, Brotherhood of Railroad Trainmen; W. T. Walsh, Order of Railroad Conductors and Brakemen; F. E. Fenstermaker, American Train Dispatchers Association; J. J. Schreur, Brotherhood of Railway and Steamship Clerks; Leonard Serino, Maintenance of Way Employees; W. D. Wilson, Brotherhood of Railway Signalmen of America; A. J. Campbell, Railway Patrolmen International Union;

Alex Gawron, Brotherhood of Railway Carmen of America; E. J. Doran, International Brotherhood of Electrical Workers; J. V. Lindner, Railroad Yardmasters of America; John F. Stein, United Mine Workers of America; Richard C. Hunter, Dining Car Employees Union.

DL&W General Chairmen

The DL&W general chairmen present were:

Samuel Del Grosso, Railroad Marine Union; R. A. Flanagan, Brotherhood of Maintenance of Way Employees; J. W. Gavin, Railroad Yardmasters of America; J. F. Hogan, Brotherhood of Railroad Signalmen; R. S. Hopping, Brotherhood of Locomotive Firemen and Enginemen;

Charles Judd, American Train Dispatchers Association; Hollis Todd, Switchmen’s Union of North America; J. J. Kelly, Brotherhood of Railroad Trainmen; David Lytle, Marine Engineers’ Beneficial Association; W. H. Bowe, Brotherhood of Sleeping Car Porters;

Fred Roberts, Railway Patrolmen International Union; J. P. Scanlon, Acting General Chairman, Brotherhood of Railway & Steamship Clerks; M. Slocum, The Order of Railroad Telegraphers; L. G. Smith, Brotherhood of Railway Carmen of America; C. F. Stiles, International Association of Machinists;


Joint Chairmen

The joint Erie and DL&W chairmen present were:


Others Present

Others in attendance were:

S. L. Brink, Assistant Grand Chief Engineer, Brotherhood of Locomotive Engineers; Herbert Olson, Secretary, Railroad Marine Union; E. W. Ludden, Local Chairman, Brotherhood of Locomotive Firemen and Enginemen.

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CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

NAME
*Baker, Merle Floyd
*Brittenon, Homer Thomas
*Buzinski, Stanley
*Carr, Thomas Alexander
*Cortezan, John
*DeVore, Harry T.
*Donovan, James Joseph
*Duhendorf, William Henry
*Gilboy, John Patrick
*Hinklin, John Henry
*House, Walter James Mitchell
*Jackson, William Ambrose
*Keefe, Edwin Charles
*Keggan, John Jacob
*Kelly, Christopher Martin
*Knor, Raymond
*Lane, Peter Joseph
*Lauher, Lester Frederick
*Mahrey, Albert Clay
*Malone, Thomas
*Meehan, Anna Elizabeth
*Pierson, Milton Piero
*Skinner, Everett Clarence
*Smith, Arthur Mialo
*Smith, Edward Travis
*Tobias, Merle Wayne
*Tomcho, Joseph
*Vickey, John Joseph
*Vies, Joseph McKinley
*Washington, Fred William
*Woodworth, Eli Charles
*Retired Employees

OCCUPATION
Div. Telephone Supervisor
Yardmaster
Air Brake Inspector
Baggagemaster
Checker
Chief Interchange Insp.
Mechanist Helper
Crossing Watchman
Yard Conductor
Yard Conductor
Pipefitter
Test Rack Operator
Gang Foreman
Master Carpenter
Operator-Leverman
Division Car Foreman
Yard Conductor
Operator-Leverman
Power Tractor Opt.
Airbrake Repairer
General Clerk
Brigdeman
Conductor
Chief Signal Inspector
Engineer
Engineer
Trackman
Marine Fireman
Yard Brakeman
Laborer

LOCATION
Salamanca
Blacks Rock, N. Y.
Buffalo Shop
Susquehanna
New York Div.
Youngstown Car Dept.
Jersey City Shop
Mahoning Division
Youngstown
Kent Division
Hornell Shop
Avoca Car Shop
Meadville Diesel Shop
Kent Division
Delaware Division
Marion Car Dept.
Port Jersey, N. Y.
Marion, Kent Div.
Marion Car Shop
Jersey City Pass. Car Dept.
Frt. Tri., Dept., Jersey City
Marine Dept.
New York Div.
Signal Dept., System
Wyoming Division
Allegany Division
New York Div.
Marine Dept.
Perron, Pa.
Hornell Shop

DATE OF DEATH
5-10-59
4-15-59
5-18-59
4-1-59
5-9-59
5-1-59
5-4-59
3-13-59
5-4-59
5-12-59
5-15-59
5-16-59
5-14-59
5-7-59
5-16-59
4-25-59
5-2-59
5-15-59
4-21-59
5-3-59
5-16-59
2-19-59
5-4-59
4-29-59
3-12-59
4-26-59
4-30-59
5-15-59
5-9-59
5-2-59
3-10-59

Erie Railroad Magazine
Railroads have invested more than one billion dollars in mail-handling equipment and facilities. These range from the familiar "rolling post offices" to elaborate conveyor systems at major cities.

This equipment is paid for, operated, and maintained by the railroads. It enables the railroads to provide distributing, sorting, and handling services no other form of transportation provides.

These special services are just another reason why the public and the postal service alike benefit when mail goes by rail.

MAIL-CARRYING RAILROADS • Washington, D.C.
This is electricity in the making—for the home, for industry—a giant transformer on the move from the manufacturing plant to its destination. It stands almost 18 feet above the rails and weighs 220,000 pounds.

Not every railroad could handle this oversize shipment. But the Erie has always been known for its extra high and wide clearances, its super strong bridges—an important service to shippers with unusual loads. This is another example of Erie’s leadership in dependable transportation service in the thriving industrial area between New York and Chicago.