



**SMALL FRY  
ERIE**

## • The President's Page

**C**OMPETITION for railroad business, both passenger and freight, is as keen today as I have ever seen it. With all the available means of shipping and traveling, the customer is becoming more and more discriminating in his choice of transportation. This means there is a greater need for customer satisfaction than ever before.

The direction of our economy will continue to be strongly upward. Many economists and business analysts are anticipating an economic advance in the months and years ahead that will be greater than any we have known before. There will be a lot of freight to be moved and a lot of people will be traveling. But this business won't automatically come our way. We will have to earn it by doing a better job than the other fellow.

We can gain a bigger share of the transportation market by dedicating ourselves to an unfaltering desire to be of service---day in and day out. By proving we are a service-minded railroad, we will be gaining more satisfied customers who will not only continue to use our railroad, but will tell their friends about the good service they received.

That is the challenge before us in this rapidly changing competitive market. I am sure the Erie people are equal to it.

*H. W. Van Weller*



*Oldest Employee Magazine in Railroad Industry . . . Our 56th 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 editor, 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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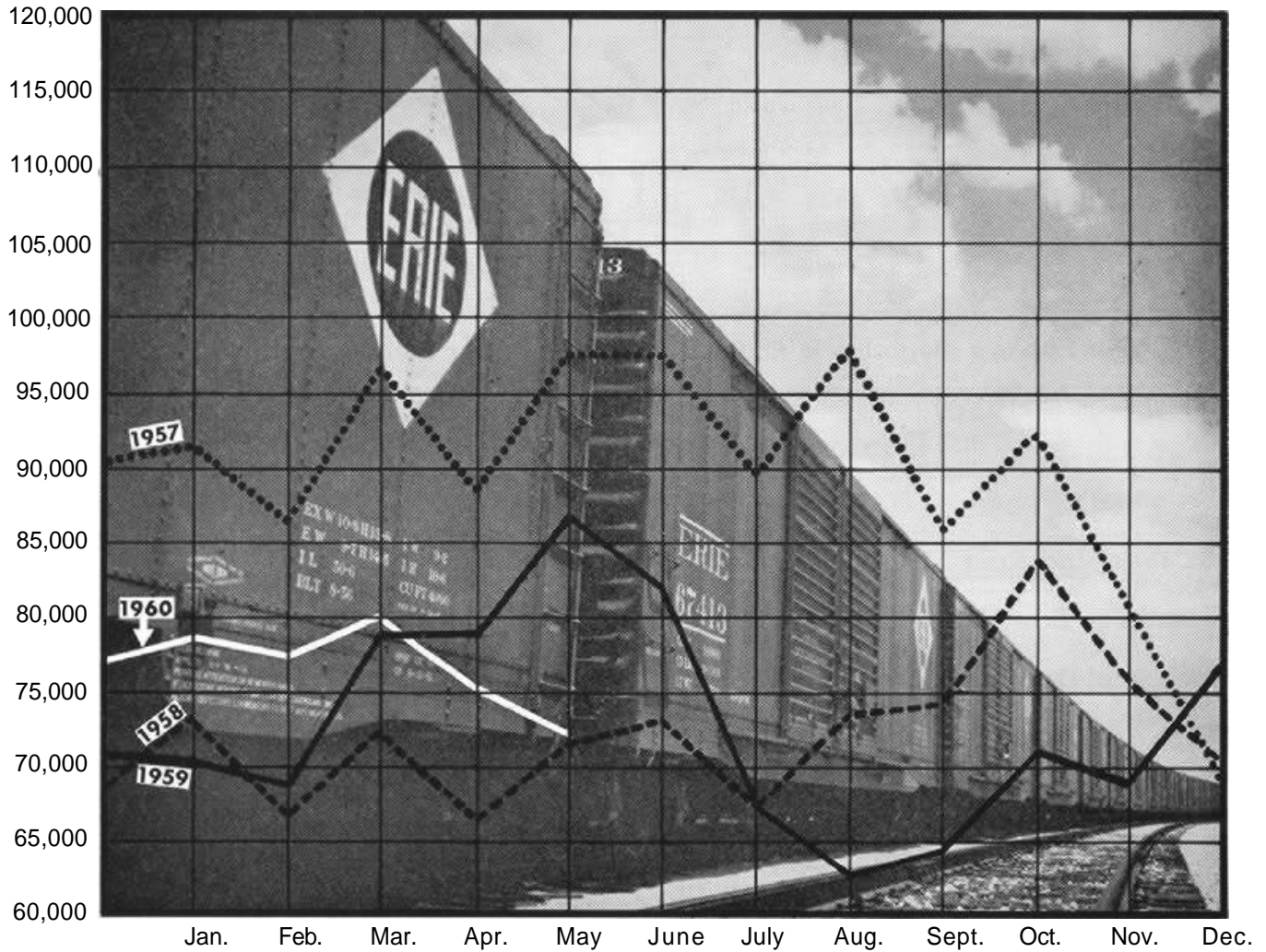
**THE COVER:**

Charles and Rosemary McGinley, 10 and 8, children of John F. McGinley, electrician at the Erie's Diesel shop in Cleveland, investigate a small fry Erie loco. More about the locomotive on page 5.

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

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or Loss)
Month of May:			
1960 .....	\$12,891,688	\$13,726,152	<b>\$(834,454)</b>
1959 .....	14,486,268	14,117,535	358,733
Five Months Ended May 31:			
1960 .....	\$67,338,791	\$68,277,541	<b>\$(938,750)</b>
1959 .....	67,091,257	67,319,686	<b>(228,429)</b>

( ) Denotes Loss

# Small Fry Erie Runs in Zoo

## Where Striped Bongo Dwells

### Bus Connects Erie and Road's Tiny Counterpart

**G**LEAMING in the colors and design of Erie Railroad passenger trains, the miniature train at the Cleveland Zoo is one of the attractions that make the zoo a pleasant and informing place to spend a day.

And the zoo is convenient for Erie travelers to reach. Special buses run to the zoo from the Cleveland Union Terminal. One such bus leaves from in front of the terminal for the zoo ten minutes after Erie No. 625 comes in, and makes the run to the zoo--which in addition to the small fry Erie has picnic areas with grills and pavilions--in 25 minutes. Both the bus and its stop are clearly marked for the zoo.

Besides the train, which was painted by maintenance of way forces at the Erie's Meadville shops, the zoo has many attractions in its 110 acres.

### World's Only Bongo

The zoo displays, for example, the only captive bongo in the world. The bongo is not a musical instrument, but a rare type of African antelope found in forests.

In recent years, the zoo, the third oldest in the United States, has undergone an extensive modernization program, one that is still proceeding at a rate of \$1,000,000 a year, with the money going to better and more modern housing for the animal collection, which is one of the finest in the country.

Among the new buildings is an airconditioned exotic bird house, where birds from all over the world can be seen in natural surroundings, and a pachyderm building

(Please turn to page 28)



"THAT'S WHERE DADDY WORKS," Charles McGinley seems to be telling his younger sister Rosemary as the two inspect the model Erie locomotive at the Cleveland Zoo.



**LARGE AND SMALL.** Largest of the world's carnivores, a Kodiak bear, is caring for two of her children at the bear exhibit at the Cleveland Zoo.



# Development of idle Land Works Magic at East End



**ERIE MEN LAY RAIL** through the age-old rushes of the Jersey Marshes toward the new Merchants Refrigerating Co. facility.

## Marsh, Gulch, Hill Play Useful Roles

**T**HE TWO WORDS "Industrial Development" have a down-to-earth, business-like sound when they are compared with what they mean. For industrial development, when seen in action, is exciting, and its impact on land values and land use magical.

Nowhere could this be better illustrated than on the Erie Railroad, where three projects have transformed three pieces of idle land.

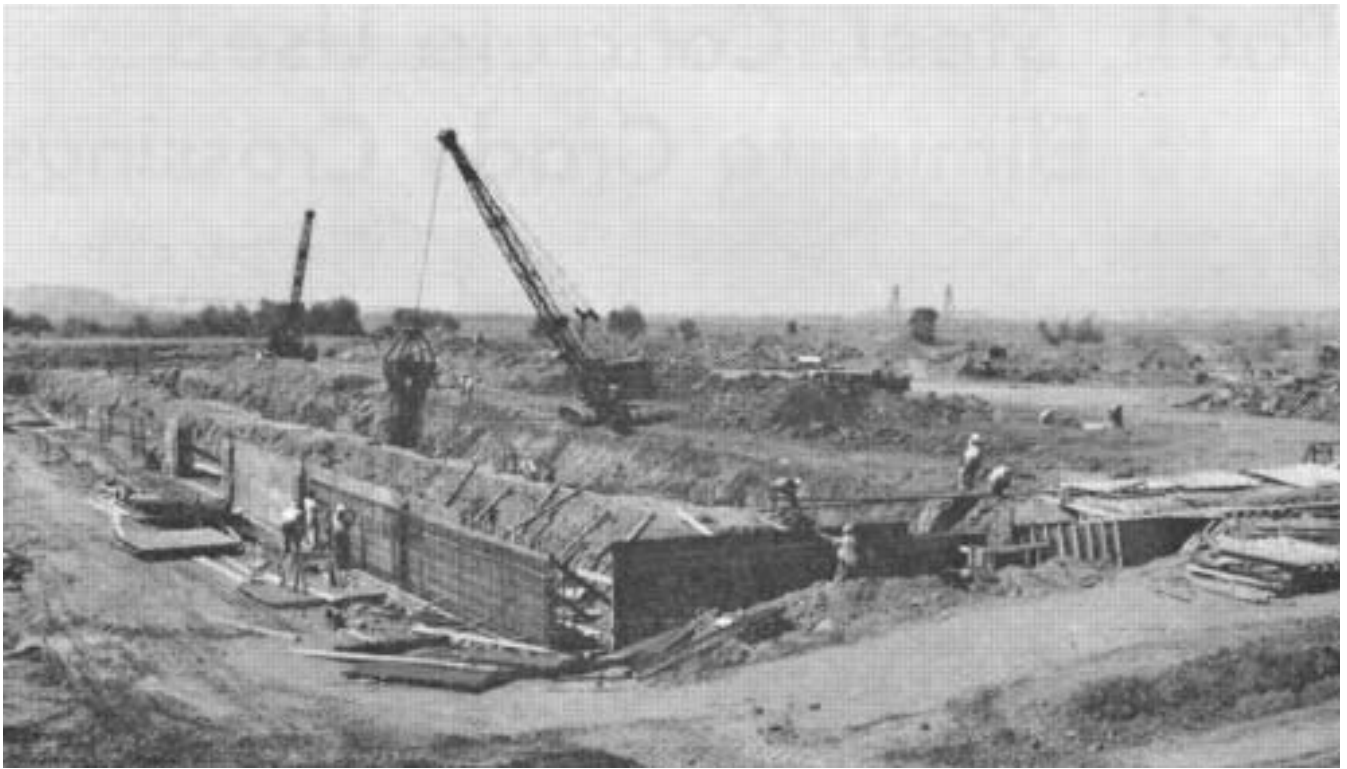
All three are within an easy morning's drive of one another.

### In Midst of Marsh

One point on the edge of a formerly barren marsh, where swamp grass has grown for centuries, is alive with workmen; another, long a barren gulch hemmed in by high stone cliffs, echoes to the sound of super-size fork lift trucks that carry cords of brick and lift them to the second floor level where workmen are putting the finishing touches on a 159,000 square foot building; and at the third the sun gleams on a deceptively silent building of aluminum, steel, brick and concrete, where once there was a barren hillside.



**ERIE AND LACKAWANNA** both serve the new General Foods plant over the track at the left.



**FOUNDATION WALLS** of the New Merchants Refrigerating Co. are far from the congestion of the city.

All three are examples of industrial development.

The barren hillside was transformed by Owens-Illinois Glass Co., whose new warehouse on the Erie's Northern branch at North Bergen is located on a 77-acre plot. Owens-Illinois is in the business of supplying packaging materials of glass, paper and plastic to all of America's industries.

### Glass Containers

And this warehouse, built in two wings, is the local point of supply for its customers in the New Jersey-New York City area. Here in an el-shaped building, hundreds of thousands of glass containers--and a glass container may be much more than a bottle in every imaginable shape and size are kept on hand, stored in cartons.

The larger portion of the el is 558 feet long and 280 feet wide, and cars of bottles arriving via the Erie enter this building, where 13 cars may be spotted for unloading at once. The other section, 400 by 375 feet, has facilities for loading trucks with the bottles---oops, containers---for delivery to firms that use them.

A high woven-wire fence surrounds the entire area, and within

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**AN ERIE SWITCHER** pushes a cut of cars toward the new Owens-Illinois warehouse.



**OWENS-ILLINOIS'** new warehouse has an indoor siding from the Erie

# Earth, Steel, Concrete Used to Eliminate Grade Crossings



**FLAT IS THE WORD** for the land around the falls. Here is the new Erie roadbed on the right, close to the point it leaves the present line.



**SAWYER CREEK** is spanned with a concrete arch structure.



**AT THE WEST END** of the job the Erie's right of way (on right) swings away a bit, and then crosses the NYC at a 12-degree angle.



**THIS IS THE BRIDGE** OVER Walmore Road, one of several similar structures.

## Vast Job at Falls Began as Plan in 1931

**A** DREAM of long standing is rapidly becoming a reality on the Erie's Niagara Falls branch.

The dream began in 1931, when New York State highway authorities approached the Erie with a proposal to eliminate the large number of grade crossings that had grown up along the railroad as good rail transport plus cheap electric power began to change the face of the Niagara Falls area from that of a farming and resort area to one of heavy industry and large population.

Now, 29 years, 450,000 cubic yards of embankment, 2,874,210 pounds of steel and 24,224 barrels of cement later, the grade elimination has taken solid form, and it is expected that trains will be using the new route in 1962.

### Flat Lands

The long planning and preparation period could not be avoided--for to make the elimination a reality meant changing the routes of the Erie, the New York Central and the Niagara Junction Railway.

It also meant prolonged legal work, for the lands for the new



**A GRADING MACHINE works beside the Bergholtz Road bridge. Here special drainage problems were met with-problems that arose from the very flat nature of the terrain.**



**STRUCTURES ARE built, then the embankment is heaped up.**

construction had to be obtained, money raised, and engineering opinions reconciled.

At first glance the territory looks ideal for railroad building. The countryside is flat, almost as flat as the proverbial billiard table. Grades on the present line are almost non-existent--at one place the road is completely level for more than four miles.

However, that flatness has a disadvantage. The overburden is a mixture of light, fine sand and clay, and immediately below that are solid strata of dolomitic limestone hundreds of feet thick.

### **Lots of Pipe**

This terrain, together with the nature of the top soil, makes drainage a major problem, especially when long embankments must be built. Therefore Phase I of the job--the part now rapidly reaching completion--called for three 20-foot arch culverts, two box culverts, several pipe culverts and a total of 18,799 feet of pipe from four to 36 inches in diameter, and a vast network of ditches.

Because the job calls for much earthwork, the relocation of railroad yards as well as tracks, and many structures, the work was divided into three phases. Phase I, now so nearly complete, has most of the earthwork.

The phase begins at a point about 1,700 feet east of Erie milepost 17 (see Erie Magazine for July, 1958) on the Falls branch. Here the new right of way curves

to railroad north of the present line, crossing the abandoned right of way of the old high speed line of the International Railway Co., an electric line that once served the Niagara Falls tourist trade.

Then the new line crosses an unnamed creek, and curves to the north after crossing an unnamed watercourse. Beside the Erie a right of way has been built to carry the New York Central's tracks. Soon after leaving their present alignment, the two are carried on one common embankment.

### **1959 Bridges**

Actual construction of this part of the grade crossing elimination began late in the fall of 1958, but most of the work was carried out this summer and last, so the concrete on the culverts and the bridge abutments usually bears the date "1959."

The two roadbeds, one for each railroad, soon join, and the line crosses Black Creek--a swamp on dry days, but a ranging torrent in



**ERIE'S REPRESENTATIVES on the job confer. Left, Francis J. McMahon, resident engineer and Ralph A. Livezey, project engineer.**

a rain--on a common box culvert. Soon thereafter the two cross  
(Please turn to page 25)



**BUSY NIAGARA FALLS BOULEVARD rates a bridge of two spans.**



**ERIE OFFICER HONORED.** Robert H. Hann, corporate secretary of the Erie Railroad Co. has been awarded the gold spike by the Eastern Railroads Presidents Conference for his work as chairman of the Railroad Community Committee of Cleveland. Hann (right) is shown accepting the emblem from David I. Mackie, chairman of the ERPC.

## H. J. Weccheider Retires; Schooled Self for Position

Harry J. Weccheider, who has retired as engineer, maintenance of way, western district, with headquarters at Youngstown, carries with him into retirement the best wishes of all who ever knew him.

He also takes with him the kind of respect men give to those who have overcome many obstacles. When he joined the Erie, in 1915, advancement to the rank of civil engineer seemed closed to all who

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## Three Move After Glynn Retires at Kent Yard

Retirement of James E. Glynn on June 30, after 40 years of service with the Erie, has resulted in some changes among general yardmasters and yardmasters.

Karl W. Dingle, general yardmaster at Hammond, succeeds Glynn as general yardmaster at Kent; Gordon W. Sear, general yardmaster at Leavittsburg succeeds Dingle at Hammond, and Edward I. Higgins, yardmaster at Youngstown, moves up to general

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## ICC Sets Date of Oral Argument on E-L Merger

The Interstate Commerce Commission has granted the petitions of the Erie Railroad Co. and the Delaware, Lackawanna & Western Railroad Co. to dispense with Division 4 proceedings in the Erie-Lackawanna merger case.

At the same time the commission set July 20 as the first day of oral argument before the full commission in the case. Both actions were taken June 27.

The effect of the decision not to have Division 4 hear arguments will be to speed the final ICC finding. It has been estimated that every day of delay is costing the railroads involved \$35,000.

Based on this action of the commission, Harry W. Von Willer, president of the Erie, expressed the opinion that a final approval could be forthcoming by early fall.

## Carl Bucholtz Dies at 77

Carl Bucholtz, a former Erie official, and retired president of the Virginian Railway, died of a heart ailment in a Maryland hospital on June 11. He was 77.

Since his retirement from the Virginian in 1944, Mr. Bucholtz had made his home in Glenarm, Baltimore County, Md.

He is warmly remembered by many on the Erie, with which he served from 1914 to 1932.

Mr. Bucholtz came to the Erie from the Missouri Pacific-St. Louis & Iron Mountain system as an assistant engineer. In 1915 he became division engineer at Meadville; the next year trainmaster at Huntington, and later that year assistant superintendent of the Mahoning division.

From November of 1917 until February of 1927 he was superintendent of the Mahoning division; he then became assistant general manager, Western district, and was promoted general manager in November, a position which he held until he left the Erie.

Mr. Bucholtz was a bachelor, and left no immediate survivors.

# Atom Age Scientists Direct Rail Transport Revolution

## Even Box Car Destined for Change Based on Research Studies

**T**ODAY'S RAILROADERS have a ringside seat for a major revolution.

This is the kind of revolution that causes no fear of fall-out or sends you scurrying to the bomb shelters. It is creating a whole new world of railroading.

You could see the revolution beginning when the railroads began to install centralized traffic control, permitting the dispatcher to control trains at distances of 200 miles or more.

Other applications of electronics in use on railroads include electronically controlled railroad yards. Some classification yards in which the switching program is controlled by electronics have lopped as much as 24 hours off the schedules of trains, and one such yard on another railroad is said to be capable of doing as much classification as eight non-electronic yards.

### Outside Firms, Too

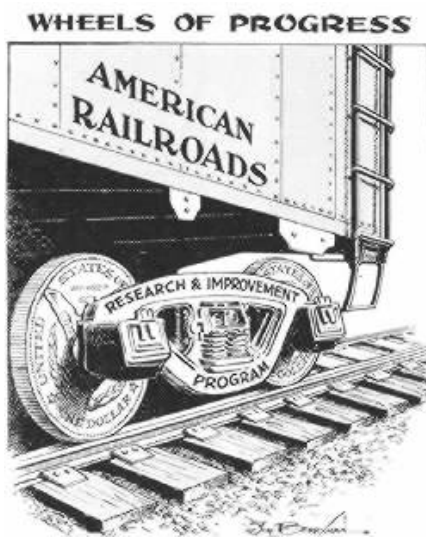
The drive toward research and modernization is many-headed. Railroads do their own research; they co-operate through the Association of American Railroads to do both laboratory and in-use research; traditional suppliers are looking for new ways to do things, and suppliers to other forms of transport have begun to study railroad problems. One company, for example, long a leader in automotive and aircraft bearing problems, has introduced a railway bearing.

All this is rapidly bringing the scientist to a place beside the locomotive engineer in the striped cap and bandanna as a symbol of American railroading.

One of the developments that has aroused the interest of government agencies is a shock-free method of shipping supersonic missiles by rail. Perhaps because of the air-mindedness of those closely concerned with the missiles, it was once believed that they could be moved only by air.

### Rail Proved Better

That attitude underwent a profound change when railroad scientists demonstrated, using a full



scale model of a missile weighing several tons, that the railroads could move the weapons. They floated the mock weapon on air by cradling it in inflated rubberized giant "pillows" in a baggage car.

Test conducted for representatives of the armed forces showed that this method gave supersensitive missiles greater protection than any method previously used.

One branch of an armed service has said rail transport of missiles is preferred because the method is more reliable, the weapon can be moved directly to delivery points, and because they arrive in better condition than when transported by air.

### Cheaper, Too

It was estimated that it costs approximately \$15,000 less to transport a Polaris missile by rail from coast-to-coast than by air.

The application of atomic energy

in railroading is barely under way, but there are some impressive developments now. Radioactive isotopes are being used to detect Diesel engine wear and gamma rays have been put to such varied experimental uses as finding flaws in railroad ties, weighing freight car shipments while cars are in motion, and preserving foods without refrigeration.

The new breed of scientific railroads have some "gee whiz" plans for the trains of tomorrow. It is said that the box car is in for redesign, that it will be changed to let the box wiggle around freely. Cars will be lighter, of aircraft-type construction, but arranged to couple with conventional equipment.

### Shorter Locos

Some prophets see more and more car specialization ahead. At the same time, they say, open top cars will become more popular, because the customer will find them easier to load and unload.

For example, a lumber dealer may want his lumber in bundles protected by disposable pliofilm covers. The bundles can be lifted from open top cars and stored in the open, saving both high unloading costs and warehouse construction expense.

Locomotives will be shorter, much more compact, and have extremely high horsepower, according to some. They believe that one unit will be powerful enough to pull a 200-car train at 60 miles an hour.

# Safe Way is Only Right Way to Do Freight House Jobs

## Lighterage Duties Demand Forethought and Care

**W**ORKING SAFELY while performing the duties required in freight house and lighterage service is a matter of forethought and constant care.

But it pays off in knowledge that, properly performed, freight house duties are a constant challenge,

and can be done the right way, the safe way, without danger to one's self or one's fellow workers.

These pictures, taken at the 28th Street and Pavonia Avenue freight stations, and at Weehawken, show how the best workers do their jobs--and the best workers are always the safest workers, according to Harold E. Shaughnessy, superintendent of safety.

Erie's good safety record is the result of employe co-operation and education. That's a much better way than learning safety by accident.



Two men of the 28th Street Freight House show the right way to remove a bulkhead from a car. They are Eugene Williams, trucker, 18 years without a mark on his safety record, and James Barnes, stower, who has worked 15 years without an accident.

Notice that they are alert to protect themselves from any falling objects or sudden shift of the cargo. When they are through removing the bulkhead, they will stand or stack it where it cannot block a passageway or fall on anyone.

Lemuel Hatchett, fork lift operator at Weehawken, has 22 years of service without accident. To match his record you must:

Never operate a power truck unless you know how and have authority to do so. Try out brakes, throttle, steering wheel before starting work. If these are not in proper order, or, if you find any other fault, and cannot correct it, tell the foreman.

Never operate a truck in unsafe condition.

Keep control of the truck at all times and keep your feet in the clear.

Never ride a train of platform trucks unless you have authority to do so.



Bradshaw Harrell, fork lift operator at Weehawken Docks has 23 years of service without a reportable accident.

He is constantly alert when handling anything that must be rolled or "walked" because he knows that such jobs can be done in safety by maintaining good footing, a firm grasp and proper balance.

Gloves and safety shoes give added protection.



Luigi Panzino, trucker at Pavonia Avenue Freight House, has 14 years of service and a clear safety record.

When he has a load too big to see over he faces the direction he is going and pulls the truck after him, taking care that the shipment does not fall off or bump someone or some other object.

He remembers that looking ahead is of first importance.

Andrew J. Meehan has had no personal injury in 26 years with the Erie Railroad. He is now a receiving and delivery clerk at the 28th Street Freight House. Here he shows how to check cars in the yard safely.

He expects movement on any track at any time and in either direction.

He never stands on a track to do paper work.

He is always alert for slippery places, especially after rain or snow, and looks out for switch stands and dwarf signals.

He is alert to avoid any place or condition that might cause him to slip, trip or fall. He knows that depressions sometimes form rapidly in the best maintained yards, especially after heavy rainfall.





# Safety

(Story begins on page 12)



William F. Shanahan, checker at the 28th Street Freight House has 22 years of service with the Erie, the last 20 of them a clear safety record. Here he kneels to place pins in the gang plank.

Plates or bridges of this sort must be secured so they will not slip before trucking or walking over them. When removing bridges from car or truck, put them where they will not fall from the platform or be in the way.

Nails and blocking are to be removed from the floor of car and from the platform.



Abraham Gross has 24 years of service with the Erie Railroad, and a clear safety record. He is a stower at the 28th Street Freight House.

Here he follows a simple rule, but one that is most important. He is making sure that the wheels of the trailer are blocked so they will not move. Then when he places the bridge plate and fastens it so it cannot move he knows he will have safe working conditions.



Here's how Eugene Williams, a trucker at the 28th Street Freight House, places a gang plank between car doors, using a two-wheel truck. He has been an Erie employe for 18 years and has a clear safety record.

When possible, handle bridge plates with a truck, but if you must handle them manually, use your leg muscles in lifting and have a secure hand-hold.

Lower the plate with car, and when it is necessary to drop one, let the drop be away from your body. Do not attempt to control a plate's movement with your foot.

Expect plates to bounce, so keep feet in clear. Get help if any object is too heavy. Wear safety shoes. Your foreman can tell you about the Erie's mail order, payroll deduction plan for ordering safety shoes.

Angelo Guibleo, trackman in the maintenance of way department, who has charge of the 28th Street Yard picks up some discarded steel strapping. Such constant work is part of the Erie's good housekeeping operation. Guibleo has 14 years of service without an injury.

Strappings like this cause numerous injuries throughout the year. Beware of them and their springy qualities.



Work with cranes and hoists is a special field, and is covered on page 10 of the Erie Railroad Station Employees' Safety Book, rules 78 to 82. Jobs like this require teamwork of the closest kind, if they are to be done safely.

A constant lookout must be maintained for the swinging hook, and for the slings. Here at Weehawken John J. Young, dock laborer, with 19 years of service and a clear safety record, and Michael Alessandro, with 21 years of service adjust slings for a lift.

Injuries as a result of closing car doors occur frequently.

Here Peter Rosica, stower at 28th Street, shows the proper stance to be used when standing on the ground to close a door.



# PEOPLE YOU KNOW



RONALD J. SCHAAF  
Percentage Clerk



## All Working for the Erie In Chicago Traffic



ROBERT G. VOLTZ  
Chief Clerk to AGFA, Sales

MISS ALICE G. SIKORSKY  
Stenographer-Clerk



WILLIAM C. POWELL  
Rate Clerk



WILLIAM E. VOLTZ  
Rate Quotation Clerk

ARTHUR C. HOFER  
Chief Tariff Compiler



ALBERT ROBERTS  
Assistant to GFA



LEONARD M. SCHUKEI  
Freight Traffic Manager

MISS BLANCHE J. LEWAN  
Secretary to Freight Traffic  
Manager



ARTHUR E. HARTMAN  
Chief of Tariff Bureau



FREDERICK M. BELL  
Chief of Divisions Bureau

FRANK J. KOVARIK  
Commerce Agent



CHARLES P. BELL  
General Freight Agent



THOMAS GILPIN  
Assistant Freight Traffic Manager

FRANK J. DeGIORGI  
Chief Clerk, Rates



EDWARD R. BURTON  
Assistant General Freight Agent

# Erie Veterans News

Fellow Veterans,

Time is running out for us to vote for the officers for next year, so please look and see if you have sent in your vote if not, do so at once.

There are two good men to pick from, **L. J. Driscoll** from the Youngstown Chapter and **Mr. Coffman** from the Akron Chapter. They are both the kind of men who will work for the good of the Veterans Association.

If you vote for **Driscoil** or **Coffman**, I am sure that they will appreciate your confidence in them, and do everything within their power to prove it.

I have been informed that **Les Arold** is a very busy man trying to keep up with the new members that you are sending him. Keep up the good work folks, we can use all the new members that we can get.

Remember 15 years service is all you need to join the Veterans during 1960, 61 and 62.

To the ladies and gentlemen who have 15 years service, join the Erie Veterans now and we will prove to you that you will have lots of fun.

I would like to apologize to the Salamanca chapter, general office in Cleveland, and the Marion chapter for not attending your meetings.

I am sorry but I was in the hospital again, and I am still confined to the house.

The doctor is going to put a walking cast on my foot, and I hope that I can learn to use it by our outing time at Conneaut Lake.

I want to say thank you to each and everyone of you for the get well cards and your best wishes.

Fraternally yours,  
**H. C. Travis**  
President

## Salamanca

By **W. E. Pierson**

Our eighth annual party was held at the Holy Cross Athletic Club with veterans in attendance from points between Warren, O. and Hornell.

Representatives from the executive board were **C. J. R. Taylor**, vice president, Cleveland; **R. P. Reebel**, recording secretary, **Warren**; **L. P. Johnson** treasurer, Salamanca and past presidents, **J. F.**

**Muchler**, Hornell and **L. E. Rodgers**, Salamanca.

Entertainment was furnished by the ladies' quartette, the Superb-A-Tones, Olean and **Richard Cook**, ventriloquist, Allegany. Music for round and square dancing was furnished by the Mood Men.

Toastmaster was **Harry Sioma**, chairman of the dinner committee.

The committee included **J. G. Ainey**, assisted by **S. E. Ambuski**, **Fay Barhite**, **C. R. Fralick**, **L. P. Johnson**, **W. E. Pierson** and **C. E. Stein**.

Decorating committee chairman was **Mrs. H. M. Bunker** with **Mrs. J. G. Ainey**, **Mrs. A. G. Clemence**, **Mrs. C. D. Cull**, **Mrs. Luis Martotell**, **Mrs. John Malone** and **Mrs. Richard Gardner**.

The last meeting until September was held at Myers Hotel, Salamanca. August 20th is the chapter family picnic at Gargoyle Park, Olean.

## Marion

The regular meeting of the Marion chapter was held with more than 50 members attending.

Plans were made for a picnic at McKinley Park, Marion, Ohio.

Our congratulations to **C. E. Bonecutter**, chairman, who was presented his 50-year pin.

We extend a warm welcome to all our new members, and trust that those who are eligible for membership will soon submit their applications and enjoy the many happy events the veterans have to offer.

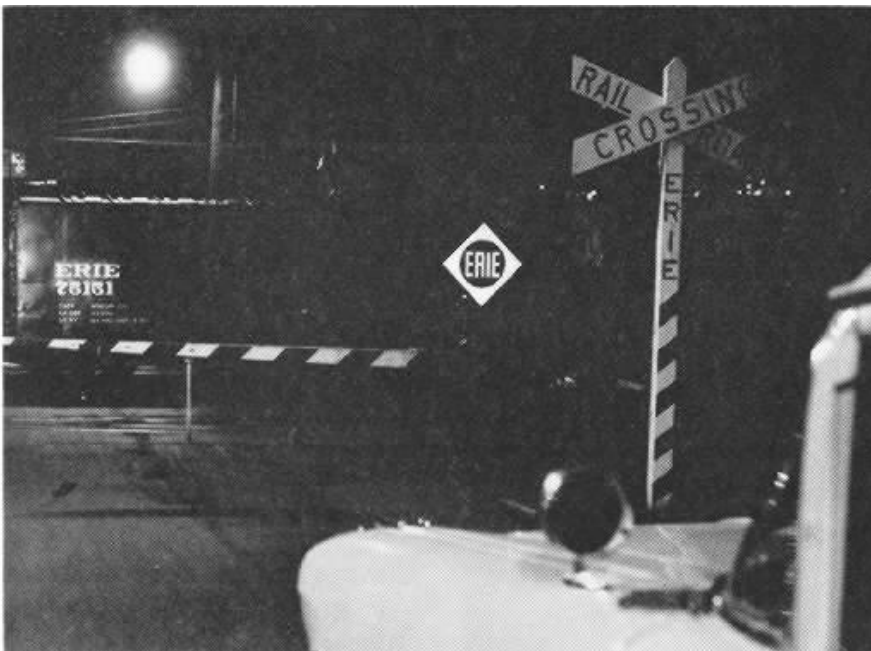
## Akron

The Akron veteran's association joined the ladies auxiliary in celebrating their first anniversary at Cuyahoga Falls. 125 members and guests attended.

A hobo chicken dinner was enjoyed preceding the regular business meeting conducted by the president, **Betty Jenkins** wife of **D. L. Jenkins** caller and vice president of the B. R. C.

Members and guests from Tampa, Florida were **Norman Eaken**, retired conductor and wife, also **Mrs. C. F. Shultz**, widow of **C. F. Shultz** a conductor.

New members are **Margaret Norton**, **C. Austin** and **John Ulrich**.



**GLEAMING IN THE NIGHT** as if lighted from within, reporting marks and Erie diamond on this box car, shine in the beams of a car's headlight. This is one of 16 cars so treated in an experiment with reflective paint.



## Buffalo-Rochester

By Jan Bender

**Herb Moyer** is busily gathering in reservations for the picnic at Conneaut Lake, July 16.

We welcome new members :

**Robert L. Coe**, retired conductor; **Edward L. Winarz**, road conductor; **S. DeRingo**, engineer and one returning to the fold, **William Wiarda**, superintendent, Buffalo Creek.

**Mike Redding** and **Fred Kern** are both riding high in their low slung 1960 cars.

**Jack Driscoll** retired crossing watchman of Avon, has been visiting friends in Buffalo and Niagara Falls.

**Mrs. F. E. Parsons** heeded the call of Hawaii and has some fine photographs with natives to prove it.

**Mr. and Mrs. Walter B. Curtis** spent some time in Madeira Beach, Florida and toured about renewing old acquaintances.

The Curtises returned to Buffalo with greetings from our former police captain, **Claude Bagwell** and wife, **Mr. and Mrs. Robert Jamieson** and **Mr. and Mrs. George Cunion**.

**Mrs. William R. Stretton** was a delegate to the Rebekah Assembly of New York State which was held at Saratoga Springs.

**Clarence Smith** proudly announced that his father, "**Tonawanda**" **Smith** has been presented with a B. R. T. 50 year pin.

The elder **Smiths** celebrated their 61st wedding anniversary.

## Jersey City

By G. C. Kalle

**Roy Allen**, retired brother, received his life membership card from **A. B. Cohen**, past president.

**Mr. Cohen** presented **Pasquale Donofrio** and **John Magura** by proxy, with their fifty year buttons.

**J. F. Hazzard** second vice president, is the chairman of the system as well as on the chapter membership committee, and has the happy duty to report the membership of the system is increasing by leaps and bounds.

His own chapter which is now over the eleven hundred figure through the fine work of his com-

mittee, reports 202 new and 7 re-instated members.

The Ladies Auxiliary enjoyed a dinner and show at the Meadowbrook.

## Susquehanna

By H. Harold Perry

Regular meeting was held with approximately 40 members in attendance.

**Paul Plutino** was in charge of the meeting.

All officers were present when **Arnold McIntosh** called the roll.

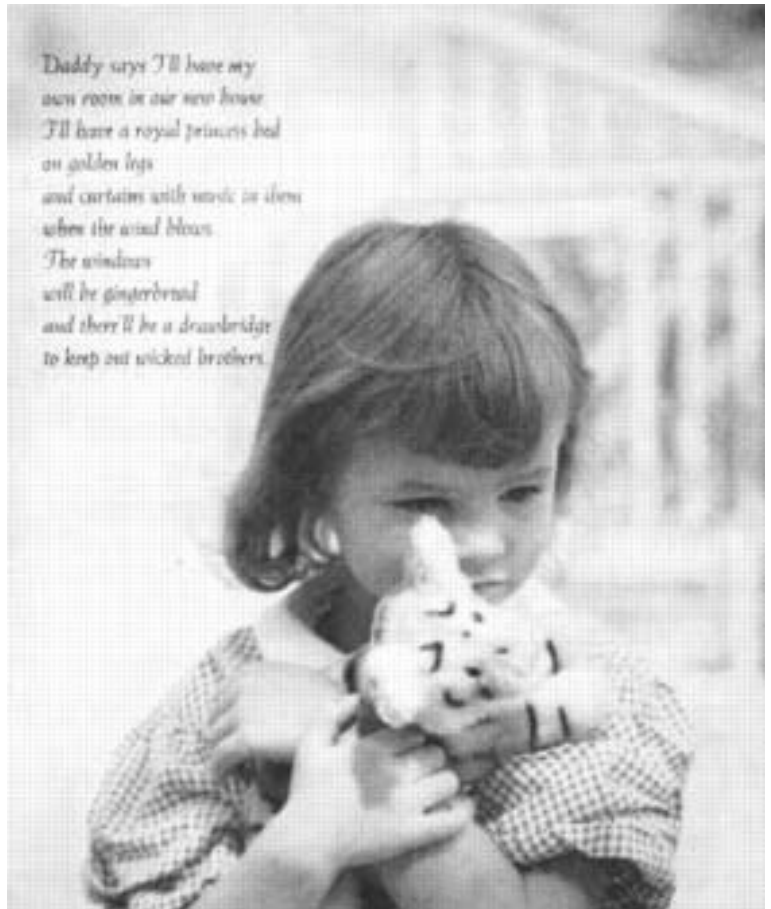
The Erie Veterans Picnic at Conneaut was the topic of discussion.

It was announced that due to the large number of new members secured by **Paul Plutino** chairman, and his aides, it will be necessary to request two more Pullman cars making a total of six cars for Susquehanna.

Also under discussion was the coming August picnic at Soops Grove, the committee appointed.

The picnic will be run under different management this year with each one being given a ticket to present for food.

Following the meeting refreshments were served under the capable catering of **Andy Lawrence**.



She'll have her own room because Dad promised she would. Dad will also keep another promise... should something happen to him there will be money to pay the mortgage. His Prudential Mortgage Insurance has made certain his family can stay in the house they love. You can do the same for your family whether you own or rent the home you live in. Do it with Prudential Mortgage Insurance or Prudential Rent Insurance... just two of the many modern Prudential plans available through your Prudential Agent... welcome him when he calls.



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WHEN ARTHUR B. FOWLER retired as superintendent of construction for the Erie Railroad among those on hand to bid him farewell were Harry J. Weccheider, recently retired engineer, maintenance of way, western district (left) and John S. Parsons, chief engineer. Fowler will live in California, the state of his birth.

## Latest Chatter About All the Erie Family

Stores

HORNELL

By Lois R. Bossard and  
Dominic Gailicchio

The Erie bowling team came in third place in the league, and concluded the season with a steak banquet.

Paul Halloran and Paul Kraft bought new cars.

The stores department had a picnic at the Canisteo rod & gun club.

Art Keefe spent his vacation moving into his new house.

Zane Baker spent a few days in Binghamton while on vacation.

Birthday greetings to C. Albaugh, G. M. Byers, P. Halloran, A. Joyce and W. P. Kimpel.

• • •

## Accounting

HORNEL ACCOUNTING  
BUREAU

By Eleanor Trowbridge

Congratulations to new fathers: John Gibi and Frank Bottomley.

Welcome back to Fred Singleton, who has returned from military service.

Not easily discouraged, members of the bureau enjoyed another roller skating party.

Nancy Dieter and Karleen Russell were the brides-to-be feted at a dinner party, gifts were presented to both.

AUDITOR OF  
MACHINE ACCOUNTING

By Bernice Batcha  
and Dennie Kish

Travelers over the Memorial Day holiday included Robert Chenoweth and family who visited St. John's University, in Minneapolis, Minn.

Helen Trojahn enjoyed the holiday in Nyack, N. Y. and Connie Carter visited in Elmira, West Virginia.

Mike Vovos enjoyed a visit with friends at Cedar Point and claimed the sun was shining all day.

Birthday wishes to Sophie Ambrozi and Vivian Ploe.

Leonard J. Daley announced the engagement of his son, Richard, who is a junior at Miami University to Lynn Truce of Aurora,



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| <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                        |
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Occupation \_\_\_\_\_

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Ohio.

A little competition of the "pros" on the course are **Helen Frankovits** and **Eleanor Schlott**, who keep trying for an "ace". Eleanor shoots in the low 50's with Helen close behind.

Looking forward to the Indianapolis "500" of 1961 is **Pat Prentice** with her spots car. Runners-up next year will be **Jim Rathman** and **Roger Ward** with Pat coming in first, of course.

A new comer to the machine bureau is **Dave Murge** who plays a cool and wicked trumpet.

The first woman in area no. 6 to race a hydro-plane will be **Bernice Batcha**, if she has anything to say about it. Her neighbor purchased one called the "Witchcraft" and is scouting around for a driver.

**Bernice** spends most of her idle time trying to convince the owner she is the perfect size for the cockpit.

**Lucy Percie**, **Alfrieda Jasinski**, **Jennie Sakarozok**, **Gladys Smejsik** and **Mary Falasco** all claim the food and the entertainment is the utmost at Chef Louis' Hawaiian Luau.

**Tillie Prell** toured five eastern states with highpoints of interest being "Ike's" farm at Gettysburg, Pa., Annapolis Naval Academy, Monticello and many other historic places.

**Nelson Case** relived the past as he leafed through a 1948 edition of the Erie Magazine.

#### NEW YORK STATION

By Joe Barry

Happy birthdays to **Bill Figudio**, **Jim Lenahan**, **John Vitrone**, **Bill Carragher**, **Bob Walker**, **John Sliwicki**, **Ed Doheny** and **Ed Crowe**.

**Bill Burke**, chief rate clerk, celebrated 50 years of service with the Erie. Bill has tutored many of our young rate clerks during the years of his service.

Happy service anniversaries to **Bill Ryan**, chief clerk, 48 years; **Ed Doheny**, 41 years; **Vera Boyd**, 16 years and **Wanda Bosinski** 9 years.

We welcome back **Charles Massey** and **John Murphy**, the vacationing boys of the westbound department.

**Miss Florence Murphy** retired cashier, played hostess to the girls of the NYTSAB at Jersey City.

**Florence** looked wonderful and is enjoying her new life of leisurely living. The girls all join in thanking Florence for a very nice time.

**L. G. Obermeyer**, our manager, vacationed in Florida.

#### AUDITOR OF REVENUES

By Dick Bruyere

Wedding bells rang out for **George Joseph** and **Judith Toth** with a morning ceremony. The couple honeymooned at Lake Placid in the Adirondack Mountains.

While touring New York City with **Nona Meier**, **Gladys Kalman** was personally asked to act as a delegate from Ohio as part of a stunt on a TV program by another Ohioan, TV celebrity, **Lee Bowman**.

Travel to New Jersey and New York over Memorial Day was enjoyed by many Erieites including **Mr. and Mrs. Fred Beckett, sr.**, **Mr. and Mrs. John Prentice, sr.**, **Mr. and Mrs. Dick Bruyere**, **Ann Marie Mark**, **Alberta Lawler**, **Therese Babington** and **Helene Toth**.

**Julie Mlaker** departed on a European tour via New York City by jet airlines with the first stop in Yugoslavia to see her relatives.

Going farther down the coast, **AI** and **Marge Brooks** enjoyed a three week tour of Florida, while **Ann Marie Coyne** spent a week in Ft. Lauderdale.

A brand new fire-engine-red convertible is the pride of **Bill** and **Gloria Lash**.

**Betty Krych** is sporting around in a new family sports car as part of an even swap between **Betty** and **Eddie Courtright, jr.**, who acquired her convertible.

Spending a few afternoons getting their 16 foot outboard motor boat in ship shape is **Patty Good** and his son, **Pat, jr.**, both of whom will run the boat about Lake Erie.

**John Prentice, jr.** has been using manpower instead of horsepower, he has spent a couple of weekends canoeing on Rocky River.

A fond farewell was given **Mar-**

**jorie Bryan**, who with her husband, has pulled up stakes in Cleveland and moved to Culver City, California with future plans to move to Los Angeles.

Another fond farewell was given **Joe Collins**, who has retired after forty years service.

Two former longhairs, **Marge Edwards** and **Betty Krych**, had a successful bout with a barber and his clipping shears.

Anyone wishing an old issue of the Erie magazine for reference should contact **Frank Gerber** of the coal department, who has all issues dating back to February, 1946.

**Gloria DeCarlo** and **Peg Kelly**, former Erieite, traveled to Washington, D. C. to attend the wedding of another former Erieite, **Doris Morley**, who became the bride of **Lt. Commander Dave Graddy**

Manager **Ray Steven's** half of the two Erie baseball teams came through their first three classification games with a 2-1 record.

In the first game the Erie bats were cold as the team got only three hits and lost 12-0.

In the second game, however, they came to life winning 29-13 after being behind 11-2 in the first inning.

**Ralph Brickner**, **Marv Buchwald**, **Jim Feeney** and **Tom Nicolay** all hit round trippers, while **Herb Barnes** and **Jim Feeney** had 4 hits apiece.

The third game was won 4-2 behind the fine pitching of **Bill Lash**

## THE SAFEST PLACE IN NORTH JERSEY...

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and two home runs by **Marv Buchwald**.

The Erie has been well represented in the bowling tournaments in the area as the team of **Norm Klimack, Mary Buchwald, Don Miskinis, Dick Bruyere and Andy Biscenko** took 10th place in the nationwide Transportation Tournament.

**Dick Bruyere** and **Norm Klimack** placed high in the doubles coming in fourth place.

In the Cleveland ABC Tournament held in Parma, the team of **Frank Buck, Jim Laggan, Jack Colombo, John Michel and Benny Cosenza** took 4th place.

Manager **Mel Merritt's** Pickwick 885 team, last year's AA runner-ups in the National Industrial Softball Tournament now playing in the AAA Parma Easy Pitch League, started the season with a 1-3 record against tougher opposition.

New addition to the team, **Eddie O'Donnell** is keeping up with **Jim Petonic** with two home runs apiece.

**Ed** is also tied with **George Joseph** with high batting averages of 545. **Jim Petonic** is close behind with 461.

Both teams are greatly appreciative of the financial assistance given by the Erie Railroad and Pickwick Lodge 885. Without their help it would be an impossibility for Erie men to play baseball in a sanctioned league.

• • •

## Allegany-Meadville

### GENERAL FOREMAN & WRECKMASTER, SALAMANCA

Congratulations to **Thomas J Paprocki**, car inspector and wife on the arrival of a daughter.

Congratulations are in order for **Thomas Huckabone**, carman apprentice and wife on the arrival of a boy.

**Adam Ambuske** retired car inspector, returned from Florida where he spent several winter months.

## New York Division SUPERINTENDENT'S OFFICE HOBOKEN

By **Mary A. D. Meyer**

**Rosemary Van Riper** became the bride of **William Heller**. A reception was held at Haledon, N. J. After the reception, they left for a honeymoon at Virginia Beach, Va.

**Rosemary** formerly worked in this office as clerk-stenographer, and is now with the traffic department, New York.

Wedding anniversary congratulations to **Mr. and Mrs. H. A. Rhoads, Mr. and Mrs. Harry Close, Mr. and Mrs. Thomas Decker and Mr. and Mrs. Thomas Rooney**.

**Mr. and Mrs. Tom Deckervacationed** at Atlantic City, N. J.

Recent visitors to the office were **Joe McGirr, Al Wester, Abe Klieman, Ed Bunnell and Mr. and Mrs. Harry Coleman**.

**Terry Mahoney** spent a week's vacation at Cape Cod, Mass.

**Bob Ruby**, retired track supervisor and **Andy Sanok**, both of whom were associated with **H. J. Weccheider**, retired maintenance of way engineer, through the years, journeyed to Youngstown to pay tribute to Mr. Weccheider at a get-together.

A multitude of Mr. **Weccheider's** friends in the area were there. The group was headed by **M. G. McInnes**, executive vice president and **G. C. White** vice president, operations.

## PASSAIC, N. J.

Recent callers at his station were **Leo McCauley**, retired conductor and **E. N. Hambly**, formerly chief of tariff bureau.

Vacations have been enjoyed by **Bill Lane**, demurrage clerk, who remained at home doing repairs around the house.

**Myra Glinski** enjoyed short trips in and about New York.

**Harry Flanagan** OS&D clerk, spent a few days at his old fishing haunts.

**Michael Bashaw**, foreman, enjoyed his vacation at home.

**Robert Bashaw** trucker, went on a short vacation in New England.

**Winnie Wagner**, operator clerk, prepared for a seashore vacation.

## WEEHAWKEN DOCKS AND LOCAL

By **Violet Schmitt**

We'll miss the cheerful voice and smile of **Rose Marotta**, telephone operator-clerk, she has left our station for another point on the Erie. We wish her lots of good luck.

**Meyer Miller**, formerly employed at Weehawken, is now a resident of Florida, and writes best regards to all his Erie friends and extends an invitation to visit with him at Miami Beach.

Our Weehawken bowling team completed what they consider a very successful season according to **Joe Welsh**, general foreman.

They came out of the cellar for the first time in twenty years to be in fifth place.

Credit should be given to **James Barry**, general clerk, nicknamed "Boom Boom" by the team.

Best wishes are extended to

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878

**Kenneth Dillard**, general clerk, who joined forces with the U. S. Army.

If anyone wonders about the beaming smile on the face of **Arthur McLaren, jr** American Export Packing Company, it's because of the arrival of his first child, a son, **Arthur R. McLaren**, 3rd.

**James Barry** general clerk and **John O'Brien**, foreman, are looking forward to the same wedding date, September 18th.

The reason is that **James Barry jr.** will marry **Ellen O'Brien** on that date.

**Charles La Barbara**, dock laborer, was all set to go to the Indianapolis annual races, but a late change caused him to spend the weekend in the metropolitan area.

However, all was for the best, he had a most enjoyable weekend at the home of his sister, **Lorraine**, at Garden City, L. I. with all the other members of his family.

**Harold Gaherin** chief clerk, has passed the 43 year mark of service with the Erie, and we wish him continued health and happiness.

The **John Mahons** have every reason to be proud of their daughter **Patricia**. She has been awarded her second scholarship for college.

One scholarship was given by New York University, where she plans to attend classes and the other was awarded by the state of New Jersey.

**John** is a checker.

**John Chrzanowski**, branch clerk, used two weeks of his vacation to serve on the jury.

**Gilbert Forte** manifest clerk, and wife spent a week of vacation at the home of their daughter at Atlantic Highlands, N. J.

**George McMahon** foreman, and wife attended St. Peter's College commencement exercises where their son-in-law, **Michael Stellaci**,

received his B. A. degree.

At a party following Michael's graduation, his daughter, **Margaret Ann**, now 8 months old, received all the attention.

Your correspondent attended the wedding of her daughter, **Cynthia**, in Westerly, R. I., where she became the wife of **Robert Kingsley** of that city.

A small reception followed, after which the couple embarked on a honeymoon trip in New England. They will reside in West New York, N. J.

## Kent Division

### AKRON

By Besse Westbrook

**Mrs. Lily Lynch** 90, has been invited and is making preparations to play the piano on the **Lawrence Welk** television show in August.

**Mrs. Lynch** has five sons, **J. B. Lynch**, agent at Rittman; **Richard** and **Thomas**, former employes of the Erie at the Akron station, and two other sons.

**R. E. Snyder** chief clerk in the revision bureau, and **Mrs. Snyder** announced the marriage of their daughter, **Shirley**, a teacher in Cuyahoga Falls to **Roney Natter**, a foreign representative for General Tire and Rubber Co.

**Mr.** and **Mrs. Snyder** gave a tea for **Roney's** mother and father, **Mr.** and **Mrs. Marcel Natter** of Amsterdam, Holland and New York City.

**Madaline Carnes** daughter of **C. C. Carnes** freight agent and **Mrs. Carnes** was the one who drew slips of paper in which contestants received their words for the annual Akron Beacon Journal regional spelling bee.

**George** and **JoAnne Stanoyevic** announced the arrival of a daughter, **Deborah Anne**. **JoAnne** is the daughter of **L. V. Brownell**, general foreman and **Mrs. Brownell**

**Mrs. John Baskerville** journeyed

to Columbia, Tenn. to visit her father. Her husband, **John**, is a trucker.

**Margaret White**, daughter of **Wayne White**, assistant chief clerk in the revision bureau, and **Mrs. White**, won first prize in the sixth grade spelling contest at Shaw Memorial School in Wadsworth.

**Margaret** has held second place since the third grade.

## MARION

By Lucile Osmun

**Marie Baker**, clerk in the division engineer's office and **Jackie Huff**, stenographer at Marion freight station, attended the convention of the National Association of Railway Business Women in Atlanta, Ga.

**Mrs. Leo Berry** wife of the division freight agent at Marion, has been installed as president of the Newcomers' Club, welcome wagon, at Marion.

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

**Mrs. Elston Blair**, **Mrs. John Shipp** and **Mrs. Leo Berry** have joined the women's golf club at Mer-O-Del Club, Marion. Good luck, ladies.

**Gustav Rehberg** checker at Mansfield freight station, is chairman of the seventh song festival of the Eastern Lake District, Federation of Workers Singing Society and delegate from the Mansfield Liederkrantz.

(Please turn the page)

# 3%

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**Marion Division**  
**TRANSPORTATION DEPT.**  
**AND**

**M. OF W. DEPT.**  
**By H. V. Welker**

Best wishes for a happy retirement to **G. M. Putman** conductor.

Congratulations to **D. F. McCullough**, work equipment repairman, and wife who are the parents of a daughter, **Beth**.

**Janice L. Bell**, daughter of **Mr. and Mrs. Eldon Bell** has won the silver wings of a United Air Lines stewardess.

After four and one-half weeks at the company's stewardess training school in Cheyenne, Wyoming, she now serves aboard Mainliners flying in and out of Los Angeles.

**Mr. Bell** is fourth transitman in the maintenance of way department at Huntington.

**HAMMOND CONSOLIDATED**  
**By Grace Connole**

The wedding reception of **Richard Shawver**, bill clerk and **Judy Stryzinski** was attended by twenty-six yard and office employes.

After a buffet dinner enjoyed by approximately 250 guests, the new **Mr. and Mrs. Shawver** departed for a honeymoon trip to New York City.

Both **Richard** and his bride are graduates of Morton High School, Hammond.

Approximately 50 members and friends attended the Spring get-together of the Erie Veterans' Association in Whiting, Indiana.

After dinner, **H. E. Joyce**, new assistant superintendent, was introduced to those who had not yet met him.

**Ronald K. Ward** relief clerk and **E. J. Fullgraff** relief operator, traveled to Rensselaer, Ind. and Kouts, Ind., respectively, to attend their high school reunions.

The familiar face of **C. F. Klemsman**, chief yard clerk, has been missing around the yard office lately because Charlie has been working as extra yardmaster during vacations and other emergencies at Chicago and Hammond.

**Helen Liesenfelt** report clerk, is back on the job after a week's vacation spent at home catching up on some house cleaning.

**14TH STREET, CHICAGO**

**By Chris Hardt**

**Marian Calligaris** check clerk and president of our Freight House Local #490 Brotherhood of Railroad Clerks, has joined with 11 labor leaders to visit Russia.

They have accepted an invitation by the Union of Soviet Societies for friendship and cultural ties with foreign countries to visit the Soviet Union in July.

The Americans plan to study the extent of influences within the Soviet Union, attitudes of government officials and plain citizens toward peaceful relations with the United States, and the functioning of Russian trade unions.

Congratulations to **Clement Wohn**, M. of W. department, who married a girl from Germany in Chicago.

Congratulations to proud parents, **Donna** and **Jerry Bruss** who have a baby daughter, **Sherry Lynne Bruss**.

**Donna** is the daughter of **Blaise** and **Mildred Zera** proprietors of the 14th Street Erie Railroad Lunch Canteen.

**Edward G. Fulcher**, retired police lieutenant, at Amherst, Virginia sends along some news with his dues for 1960 veterans association.

**Mr. and Mrs. Fulcher** celebrated their 50th wedding anniversary.

**Susquehanna Division**  
**HORNELL BACK SHOP AND**  
**DIESEL SHOP**

**By R. L. Hammond**

We welcome **Glenn C. Biehl** as gang foreman at Hornell Back Shop.

**Leo C. Stone**, machinist, retired after 47 years service.

**R. L. Hammond** and family spent Decoration weekend at Hershey and Gettysburg, Pa.

**Lighterage**

**NEW YORK CITY**

**By Regina F. Frey**

Congratulations to **David Oleson**, stenographer, who has been transferred to Newark, and welcome to **Garaldine Sovich**, who has returned to take his place.

**Clarence Gannon** has returned from his vacation which he spent in Kentucky visiting his in-laws.

**THE**  
**FLEISHEL**  
**LUMBER**  
**COMPANY**

**SAINT LOUIS,**  
**MISSOURI**

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**Bertha Trefry** and daughter, **Florence** took their vacations abroad.

**Jack Dillon** former agent at Harlem Station, visited us.

Welcome to **Ernest Abrams** who has joined us as a typist and comptometer operator. He was formerly stationed at Newark.

Happy birthdays to **Loretta Londregan**, **Bill Evans**, retired westbound clerk, and **Charles McGowan**, retired assistant boat dispatcher.

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## Mahoning Division POLICE DEPARTMENT

By **J. O. Sheets**

Patroman **A. Herriek** is spending much of his spare time on the golf course.

Patrolman **R. E. Hamilton'sson**, **Robert L.**, age 15, is studying hard in hope of receiving a West Point appointment.

Patrolman **J. M. Buda's** son, **David**, age 14, states he is going to paint the house during his summer vacation.

Patrolman **D. H. Karr** took his family to Cleveland to see a ball game.

Patrolman **L. Tackett** purchased a new house in Warren, Ohio.

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## Buffalo Division BUFFALO MACHINE SHOP By **W. G. Christ**

A testimonial dinner in honor of **Arthur L. Beatty**, retired general foreman, and his wife was attended by 135 guests.

**F. D. Kennedy**, retired master mechanic, was toastmaster and presented a gift which was contributed by fellow workers and guests.

Guest speakers were:

**W. G. Carlson** assistant superintendent of motive power, who presented the retirement certificate, **C. E. Maahs** master mechanic, Buffalo; **W. M. Moore** retired superintendent of motive power; **R. H. Ulbrich** district inspector, ICC; **C. M. Stubbs** master mechanic, Marion and **L. C. Walker**, general foreman, Buffalo.

We welcome **L. C. Walker** who was promoted from electrical foreman, Jersey City to general foreman, Buffalo in place of **A. L. Beatty**, retired.

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# Elimination

(Story begins on page 8)



## THE MOTORIST gets a double break at Lockport Road--a double-span bridge and a wider, divided, highway.

Jagow Road, the only grade crossing on the new line.

Near Jagow Road the gentle grade--never more than 0.5%--begins. The grade lifts the railroads some 42 feet, allowing them to pass over highways on through girder bridges, and to cross major streams on huge arch culverts.

In all the five miles only one "hill" is met with--a tiny bump in the ground that required only 224,000 yards of excavation, all of it in light sand and clay.

The re-routing and the separation of the grades reduces the number of crossings by more than a dozen and will permit simpler operation of trains, for a 20-mile-an-hour speed limit is in force today where the crossings are thickest.

After Black Creek is crossed the first major structure on the way west is the arch culvert over Sawyer Creek. Built of reinforced concrete, the arch is huge, and, to the layman, an embodiment of solidity.

After the foundations of the arch had been poured, the arch itself was put in place. Then it was damp-proofed, and the embankment laid up to it. Then, and only then, when nearly all the earth was in place, the headwalls of the culvert were poured.

Niagara Falls Boulevard is crossed by a bridge 116 feet long. The two spans of the bridge rest on piers set in a landscaped strip that separates the two halves of the divided highway.

The line then passes by the Bell Aircraft plant and Niagara Falls Airport, crosses Bergholtz Creek

on an arch culvert, and then Bergholtz Road on a through girder bridge of one 78-foot span.

Another unnamed stream is spanned by a box culvert, and then Cayuga Creek is crossed by means of an arch identical with that over Sawyer Creek.

Next structure carries the railroads over Walmore Road. This structure, a skewed bridge, has girders 113 feet long, and affords an opening for highway traffic more than 66 feet wide.

The Lockport Road bridge is the last structure in the Phase I contract. It, too, is a skewed bridge, and the two spans, each 75 feet long, are made of a special silicon steel--247,300 pounds of it.

Just after crossing Lockport Road, the two railroads again run on separate embankments, to allow the Erie room for a curve that will bring it across the New York Central at a frog with a 12-degree angle, to permit the Erie access to a new yard yet to be built, and to allow a New York Central line from Rochester to join the Niagara Falls Branch of the Central at this point.

So far no rail has been laid--that will be done by the railroads once the embankments are complete and ready for traffic.

During the years since plans for the project were first proposed, countless Erie men of the engineering department have worked on them. Making sure that all goes as it should, and seeing the dreams of many come true are two Erie men: Francis J. McMahan, resident engineer, Buffalo, and Ralph A. Livezey, project engineer, Niagara Falls.

# Development

(Story begins on page 6)  
it Owens-Illinois employees practice such a high standard of housekeep-

ing that it would seem to be an insult ever to wash a bottle that had been inside the warehouse.

Not far away, on the Erie's New-

ark branch in Clifton, General Foods' new \$1,500,000 district sales and distribution center for Jell-O, Maxwell House, Birds Eye and Post food products is rapidly nearing completion on a 31-acre site.

This site, formerly inaccessible, lies close to the Paterson-Clifton city line, and is hemmed in by cliffs of stone, and the Erie's Newark branch had to be relocated to make the area a feasible one for industrial use.

Character of the underlying soil (see Erie Magazine for January, 1960) is ideal; highway connections for delivery trucks are being made, and soon the new facility will be in full operation. Its docks will permit the spotting of 10 railroad cars and 23 trucks at a time, and it is estimated that the facility will handle shipments amounting to 11,000,000 pounds of food a month.

## Far from City's Bustle

Of its 159,000 square feet of floor space, 24,000 will be air-conditioned, 12,000 in the offices and another 12,000 in the warehouse proper.

But perhaps the most startling development is in the Jersey Marshes at Seacaucus.

Here in the midst of the type of bulrushes in which Moses was found, on high ground above the marsh, a new and ultra-modern refrigerated warehouse, is being built by Merchants Refrigerating Co. It is the first of its kind to be built in 34 years in the New York City-New Jersey area, far from the congestion of the city.

## 6,000 Feet from Main Line

So far from the congestion of the city, in fact, is the 25-acre site that an access road nearly a mile long had to be built; and currently Erie Railroad workers are building a lead from the main line north toward the future warehouse.

The lead on Erie property will be 5,120 feet long when completed; and the siding beyond brings the total length of new track construction to 6,070 feet.

Designed with modern food handling and refrigeration practices in mind, the main building will contain over 3,000,000 cubic feet of refrigerated space to be maintained



**SURVEY PARTY** checking alinement of roadbed through the marsh: left to right, Albert T. Decker, inspector, Jersey City; Edward K. Herling, Binghamton and William J. Galloway, resident engineer, Jersey City.



**TIES ARE LAID OUT** ahead of the rail-laying crane as the new line cuts through the marsh.



**GENERAL FOODS' new facility is rising rapidly at Clifton.**

at a temperature of five degrees below zero. This building will be 525 feet long and 410 feet wide.

#### **Porcelain Panels**

Exterior walls will be of exposed masonry except for a portion of the second floor area which will be of insulated porcelain enamel panels in extruded aluminum frames.

The Erie lead leaves the main line at a point 2,815 feet east of milepost 5, in the heart of the area where the waving of swamp grass in the wind has been the only activity for centuries, and cuts through the marsh in a straight line, save for one point where it curves to maintain a distance of 400 feet from the new access road.

Ties in the Erie portion of the track are 8 feet 6 inches long, and the rail is relayer from the track retirements. The work is proceeding at a rate of 300 feet a day.

#### **Unique Feature**

Merchants Refrigerating Co.'s final installation will have, besides the huge main warehouse, a separate building, 60 by 104 feet, to maintain the transportation equipment owned and operated by Howell Trucking, Inc., a wholly owned subsidiary of Merchants, and eight acres of the site will be available for the facilities of tenant-processors, which will be built to the customers' specifications.

According to Arthur N. Otis, chairman of Merchants, such inter-related facilities for processing and distribution will make the new installation unique.



**NEW RAIL ROUTE cuts through the unmarked wilderness of the marsh in a straight line.**



**PASSENGER BUSINESS BOOMS** in fair weather on the small fry Erie at the Cleveland Zoo--and a good thing, too, for the miniature road does not handle any freight.



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## **Zoo**

(Story begins on page 5)  
where three elephants, a rhinoceros and two hippos live. But the zoo is just as proud of a streamer-tailed humming bird that could nest in a thimble.

### **Aoudads to Zebras**

All told there are more than 1,500 animals of over 400 kinds in the zoo--all the crossword animals are there, from the aoudad to the zebra. And in the Cleveland Zoo the sea lions are fed by the public during the summer, except on Fridays.

Among the things worth seeing at the zoo this year are twin Kodiak bears, born in January, that are being reared by their mother--and the Kodiak bear is the world's largest meat-eating animal, weighing about 1,600 pounds.

Animals and picnicking facilities aside, however, the most interesting part of the zoo for Erie men and women will be the small fry Erie railroad train that runs around a main line just 1/5,280th the length of the real Erie.

### **Perfect Model**

Said to be a perfect model, to one-fifth scale, of the Erie's PA-20 Diesel-electric locomotive, the pocket-sized power package consists of one A and one B unit, developing 800 pounds of drawbar pull--enough to move the five passenger cars, painted like the Erie's 1000-series coaches, over the 16-inch gauge track, laid with 10 to 12 pound to the yard rail, at what seems to be express train speed.

Fully loaded, the train has a capacity of 60 passengers.

But the little railroad has other similarities with the Erie. Just as the Erie today has but one main-line tunnel, at Otisville, N. Y., so the little Erie has but one tunnel --and on the little Erie it serves a double purpose.

For the operators of the little Erie think so highly of the paint job put on at Meadville that they don't leave the train out overnight. It is run into the tunnel, and then the wings of the tunnel entrance are closed, even though they look like solid masonry, and the train

is "garaged" for the night, preventing any dew from falling upon it.

Every year more than 650,000 people will see the train, and the operators report a fine reception for the Erie prototype in its first year of operation.

It was built, not merely to give the general impression of a train, but to be one. The tightlock couplers between the cars are tightlock couplers in miniature; even the knobs on the doors of the sandboxes are to scale.

### Diesel-Hydraulic Loco

Naturally enough, under the skin it has to be different--or it would cost as much or more than a full-scale locomotive. Instead of a complicated system of electrical controls, the engines drive the 16 wheels through a fluid drive.

And the engines are air, not fluid cooled. There are two four-cylinder engines, one in the A, the other in the B unit.

But these are details that interest the purist only. Children think it wonderful--and while they ride it their parents are impressed, without their knowing why or how, with the importance of the Erie Railroad as a carrier of freight, as a way to travel and as a member of the community.

## Weccheider

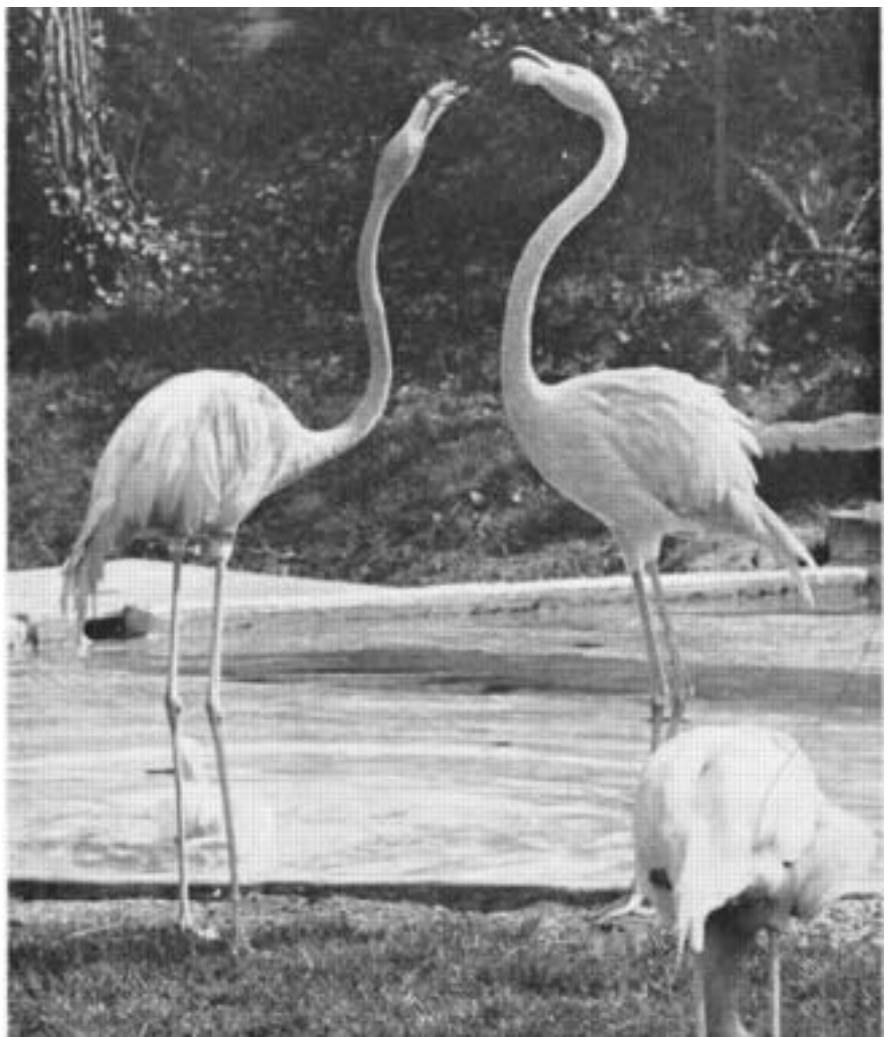
(Story begins on page 10)  
did not have the means to attend an engineering school.

However, he was a young man not to be denied. He studied drafting in night courses in a technical high school in Buffalo, and later enrolled in the International Correspondence School civil engineering courses.

### Began as Timekeeper

Thanks to his indomitable will and the quality of instruction, he became a civil engineer.

His first job was that of timekeeper with a track gang. He advanced regularly, becoming section foreman at East Buffalo, then general foreman at Susquehanna, Pa., and became general roadmaster at Youngstown, under the old organization of maintenance of way



**FLAMINGOES STRUT** their stuff for one another and the public at the Cleveland Zoo. This pair seem to be having a business conference.

forces, in 1928.

Later the same year he became division engineer at Meadville, and in 1942 division engineer for the New York division.

In 1946 he was promoted to the

post from which he retired--a position which charged him with responsibility for the quality of the track and roadbed from Meadville to Chicago.

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# Move Up

(Story begins on page 10)

yardmaster at Leavittsburg.

Glynn joined the Erie in 1920 as a yard brakeman. He became a yard conductor the following year, and was promoted to yardmaster in 1929. He had been general yardmaster at Kent since 1944.

Dingle started with the Erie as a clerk at Union City, Pa., in 1941. After military service in World War H, he became a yard clerk at Meadville in 1946. From 1959 until 1952 he took part in the Korean conflict, and returned to Meadville. He was promoted to yardmaster at Meadville in 1955 and advanced to general yardmaster at Leavittsburg in 1958, and moved to Hammond in 1959.

Sear began as a laborer in the East Buffalo Yard in 1936, and worked in various capacities in the Buffalo area before becoming yardmaster there in 1954. He was promoted to general yardmaster, Leavittsburg, in 1959.

Higgins started as an extra yard clerk in Youngstown in 1943, and save for time spent in the merchant marine and the army, has been connected with yard operations there. He was promoted to yardmaster in Youngstown in 1951, and later was yardmaster at Brier Hill. He has been yardmaster at Holmes Street since 1957.

Out of every dollar that the railroads take in, about 84 cents comes from carrying freight.

# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Amato, Amelio	Laborer	Port Jervis Locomotive Dept.	5-10-60
Brennan, William Henry	Yard Conductor	Binghamton, N.Y.	4-11-60
*Busch, Alfred Hugo	Engineer	N. Y. Division	5-27-60
*Cady, Clarence Eugene	Laborer	Hornell Diesel Shop	5-17-60
*Cardamoni, Sam	Boiler Inspector	Cleveland	5-17-60
*Carey, Joseph William	Yard Conductor	Carbondale, Pa.	2-11-60
*Carroll, Charles Thomas	Conductor	Mahoning Division	4-26-60
*Certosimo, Edward Joseph	Machinist	Jersey City Shop	5-22-60
*Clements, John McConnell	Conductor	Kent Division	5- 3-60
*Conarty, Walter	Conductor	Marion Division	4-15-60
*Connole, Nora	Coach Cleaner	Jersey City Pass. Car Dept.	2-28-60
*Crandall, Charles Wesley	Machinist	Hornell Shop	5-13-60
*Czopor, John	Trucker	Cleveland, Mahoning Div	5-12-60
*DeRisi, Aniello	Laborer	Jersey City Shop	3-3-60
*Esposito, Antonio	Trackman	N. Y. Terminal Div.	5-11-60
*Foster, William Edwin	Shop Hostler	Brier Hill Shop	5-24-60
*Hickey, Joseph Michael	Commercial Agent	Freight Traffic Dept., Chicago	5-31-60
Horan, James Joseph	Gas Hoist Captain	Marine Dept	4-24-60
*John, Joseph	Trackman	N. Y. Division	2-25-60
*Kelly, Albert George	Conductor	Buffalo Division	5-11-60
*King, Charles Florian	Machinist	Meadville Shop	5- 6-60
*Lafferty, Edward	Yard Conductor	E. Buffalo, N.Y.	5-7-60
*Lamb, Robert Louis	Engineer	N. Y. Division	3-15-60
*Leissner, Rudolph Reinhard	Deckhand	Marine Dept.	5-18-60
*Leta, Anthony	Trackman	Buffalo Division	2-18-60
*Mager, Peter John	Loaded Car Foreman	Port Jervis Car Dept	5-7-60
*Malark, John Patrick	Fireman	Susquehanna Division	3- 4-60
*Manwell, James	Engineer	Mahoning Division	2-14-60
*Markey, Joseph Ammon	Road Brakeman	N. Y. Division	5-1-60
*McCaffery, John Bernard	Engineer	Mahoning Division	4-25-60
*McGray, Arthur Max	Telegraph Operator	Meadville Division	5-20-60
*Mitchell, Charles	Trackman	Buffalo Division	4-13-60
*Moore, Arthur S.	Engineer	Marion Division	3-13-60
Mulhall, William Aloysius	Machinist	Jersey City Shop	4-13-60
*Nesselrode, David Walter	Tractor Operator	Marion Car Dept.	5-16-60
Parker, Carl	Truck Operator	Port Jervis Car Dept.	4-22-60
*Parker, George Edward	Engineer	Allegany Division	3- 3-60
*Perry, Glenn	Engineer	Allegany Division	3-16-60
*Piatt, Donald Melvin	Freight Engineer	N. Y. Division	5-14-60
*Ray, William Michael	Conductor	Bradford Division	5-17-60
*Rolls, Alonzo Oliver	Carpenter Helper	Susquehanna Division	3-26-60
*Ronk, Arthur	Engineer	N. Y. Division	5-14-60
*Sanger, Osyun Wolket	Laborer	Marion Locomotive Dept.	2-21-60
*Sciabica, Anintinino	Machinist Helper	Meadville Roundhouse	5- 8-60
*Sinden, James Clair	Car Inspector	Marion Car Dept.	4-26-60
*Smith, Arthur James	Conductor	N. Y. Division	2-22-60
*Spillane, Frank Aloysius	Interline Clerk	Aud. of Rev. Department	11-16-59
*Stein, John Albert	Wheelsman	Marine Dept.	3-27-60
*Tanton, George Valentine	Boilermaker	Seacaucus, N.J.	4-27-60
*Tigue, John Leo	Conductor	Jefferson Division	3-15-60
*Tiros, Elmore Wallace	Yardmaster	Youngstown	3-29-60
*Tuthill, George Edward	Engineer	Susquehanna Division	3-21-60
*Walt, Emmet	Conductor	N. Y. Division	2-18-60
*Walter, John Cornelius-	Signal Helper	Buffalo Division	2-23-60
*Wilder, George Reuben	Brakeman	Susquehanna Division	3- 4-60
Willauer, Walter Frederick	Yard Conductor	Marion, Kent Div.	4-16-60
*Retired Employees			



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