



FRIE

**GREEN LIGHT
FOR SCHOLARS**

OUR 55TH YEAR OF PUBLICATION

JUNE 1959

•The President's Page

NOW That the directors of the Erie and the DL&W have agreed to a merger of the two railroads, further studies and negotiations will be getting under way to work out all of the detailed information that will be necessary before a proposal can be submitted to the security holders and the Interstate Commerce Commission for approval.

Having been a railroader all my life I know that many rumors are going up and down the railroad as to what is going to happen in the various departments. Some I have heard are pretty far-fetched and make you wonder how they originated.

Rumors have a way of developing in peoples' minds as a result of partial or misleading information. Positive conclusions are oftentimes reached on inconclusive facts. Such rumors can be harmful and cause needless anxiety and concern.

We realize that employees want to know as soon as possible how they are going to be affected by the merger. It will, therefore, be Our policy to keep you fully informed by making official announcements from time to time as conclusions are reached involving employees. We propose to do everything we can to minimize whatever readjustments are necessary so far as employees are concerned.

In the meantime, my advice to you is to take all rumors "with a grain of salt" and go about the business of doing the best we can to build up the railroad and give the kind of service that our customers and fellow-employees expect of us. That's the best way to strengthen our future.

A handwritten signature in cursive script, reading "H. W. Van Weller". The ink is dark and the handwriting is fluid, with a prominent loop at the end of the last name.



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

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OUR OBJECTIVE

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

Photos on page 9 from U. S. Navy

June, 1959

Vol. 55, No. 4

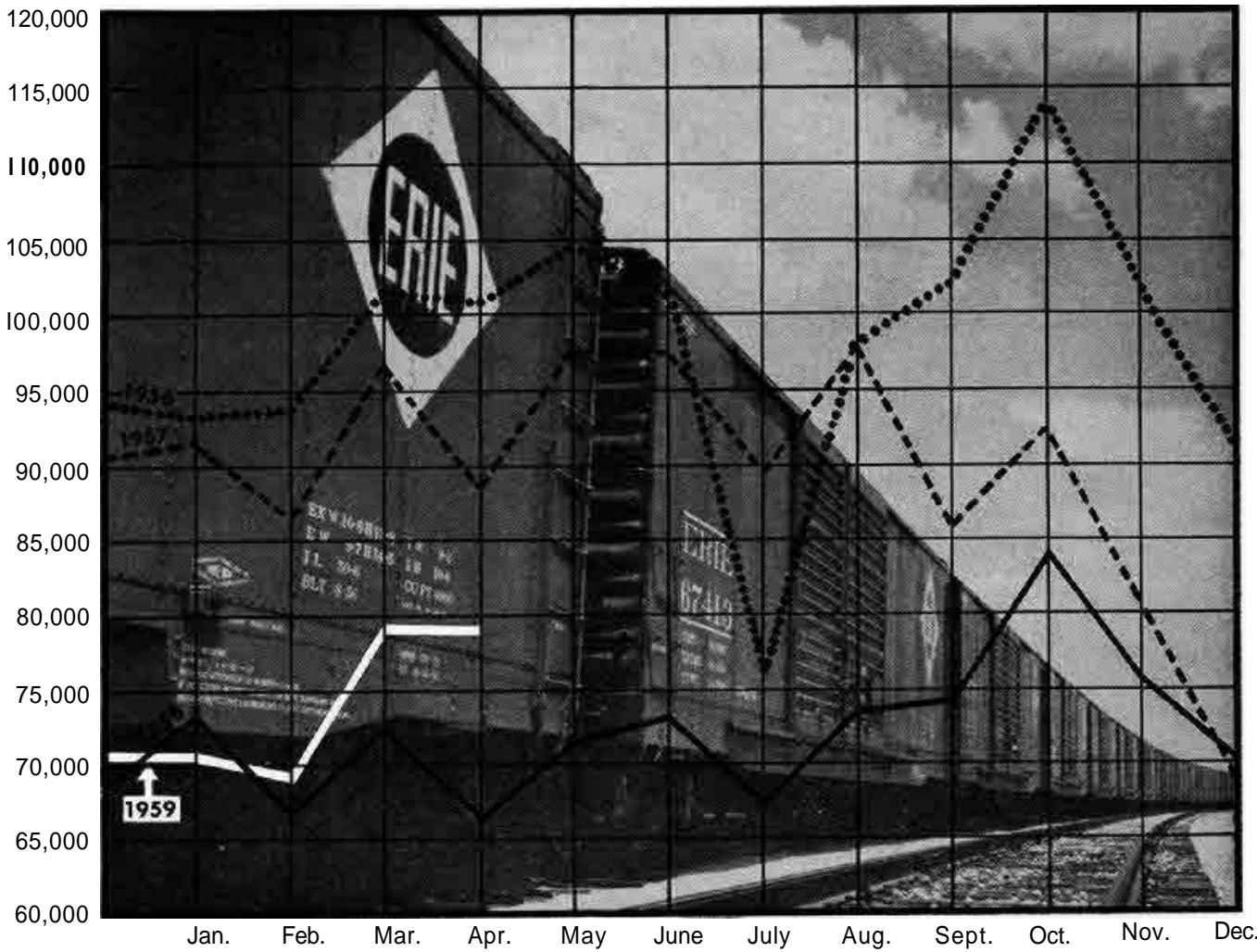
THE COVER:

The five 1959 winners of the Erie Railroad Scholarship Awards, all of them sons or daughters of Erie Railroad employes, congratulate one another after hearing the good news, worth \$4,000 to each of them. See pages 6 and 7.

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 employes. To others, \$1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1327 Midland Building, Cleveland 15, Ohio.

Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

| | Amounts Received | Amounts Spent | Net Income (or Loss) |
|------------------------------|---------------------|------------------|-------------------------|
| Month of April: | | | |
| 1959 | \$13,701,878 | \$13,354,417 | \$ 347,461 |
| 1958 | 12,035,865 | 12,794,593 | (758,728) |
| Three Months Ended April 30: | | | |
| 1959 | \$52,604,989 | \$53,202,151 | (\$ 597,162) |
| 1958 | 49,233,960 | 52,608,374 | (3,374,414) |

() Denotes Loss

Erie Railroad's Diners Win U. S. Public Health Citation

Sanitary Award Won by Road Three Times

DINING CARS of the Erie Railroad have been awarded the Special Citation of the Public Health Service by the Surgeon General of the United States for cleanliness and sanitary conditions involved in serving food to passengers.

The award was received by the Erie for the second consecutive year and the third time, achieving the recognition last year and in 1953.

Accepting the Special Public Health Service Citation at a luncheon on May 20, Milton G. McInnes, executive vice president, paid tribute to the employees of the dining car department for the high standards maintained in serving meals and beverages in passenger train service.

Credits Employees

"Whether in passenger or freight service, the Erie Railroad strives to provide good service and modern equipment," Mr. McInnes said. "How this equipment is utilized to give the best possible service to our customers depends to a large degree on our employees.

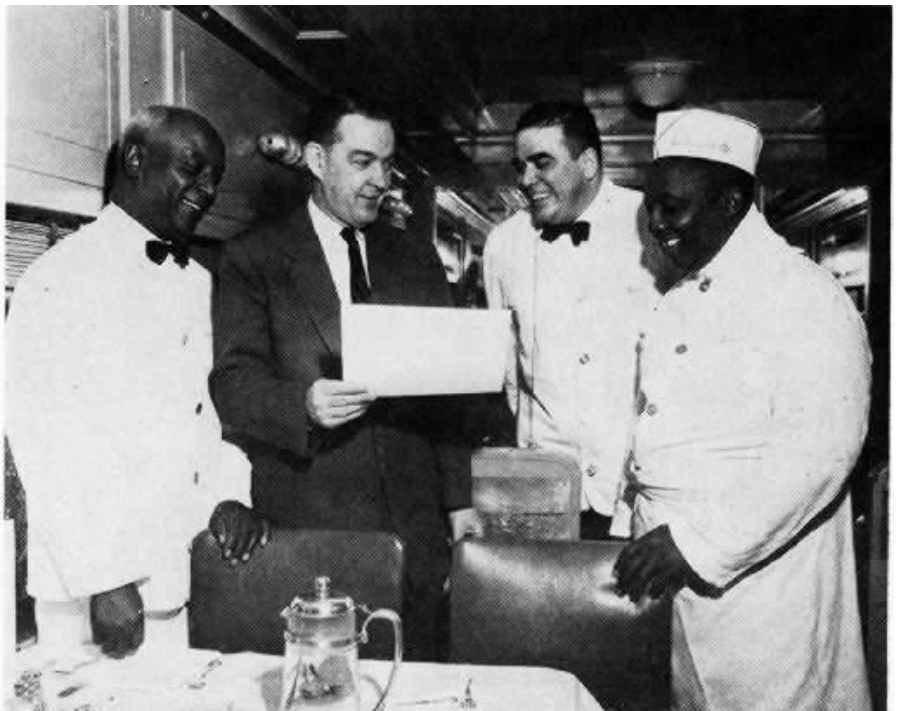
"I believe the employees of our dining car department deserve this honor bestowed on the company for consistently maintaining a high standard of cleanliness and sanitation. Traveling between Hoboken and Chicago, dining car personnel are practically on their own and the company must depend on their integrity in operating the kitchen and serving food," he added.

The citation was presented on behalf of the U. S. Department of Health, Education and Welfare by Sylvan C. Martin, regional engineer of the Public Health Service in New York City.

The award signified that each
(Please turn to page 29)



SPECIAL CITATION of the U. S. Public Health Service for sanitary dining service is presented by Sylvan C. Martin, regional engineer, USPHS to John M. Collins (center), manager of the Erie dining car department, and Milton G. McInnes (right), Erie executive vice-president.



THE CERTIFICATE IS ADMIRER by John Gray (left), waiter; Andrew G. Oldenquist, passenger traffic manager; George Whitsell, waiter-in-charge, and Ernest E. Barbee (right), chef-cook.

Five 1959 Erie Scholarship Winners Get News at Lunch

Joy and Pride of Parents Justified

FIVE young students, children of Erie Railroad employees, were given the green light for achievement of their educational desires at a luncheon in Cleveland the other day.

Part of the green light they had earned themselves; the other part was thanks to the Erie Railroad Scholarship award program, which, every year, offers five \$4,000 scholarships to sons and daughters of Erie men and women.

Selection of the 1959 group brings to 35 the number of children of Erie parents who have been helped toward college degrees by the railroad.

None of the five had been informed that he was the winner of a scholarship--the letters of invitation merely asked the parents and their children to come to Cleveland to meet the scholarship committee for lunch.

However, the very fact that they had been chosen was proof of their intelligence, and when each saw that there were four others present, they could hardly be blamed for guessing the secret.

The lunch was a joyous one for all, because it is not every high school senior on the brink of graduation who is assured of \$4,000 toward his college expenses.

Pride and Joy

And that is what the awards mean to those who work hard in high school, and continue to work in college. For the awards are

paid to each student in annual installments of \$1,000 each for four years, as long as he remains in good standing at the college or university of his choice.

Naturally, there was a good bit of pride mixed with the joy, and the parents were especially proud --proud of their children, and proud, too, to be part of an organization that cares, as the Erie does, enough to give gifted children of employees a helping hand.

The ceremony of the awards was simple indeed. Mr. Harry W. Von Wilier, president of the Erie, spoke briefly, congratulating the youngsters on their good records, and their parents on their children.

Given Advice

"We know you'll do well if you keep up the work you have begun," he said. "There is just one thing, and I know advice of this kind is sometimes easier to take from others than your parents."

"Do continue to work hard, and do stay out of trouble. If you do these two things, you'll have nothing to worry about," he told the scholarship winners.

Incidentally, the children and their parents had plenty of reason to be proud. Not only had the children done well in high school; not only had they been recommended by teachers and neighbors; but they had taken stiff examinations and then the whole had been reviewed by a panel of qualified educational and business leaders.

All Along the Line

That group was a three-man selection committee, wholly unconnected with the Erie Railroad. Its members this year were Dr. David P. Harry, jr., professor of education, Western Reserve University, Cleveland; William Slade, jr., superintendent of schools, Shaker Heights, Ohio, and Lewis Walker, president of Talon, Inc., Meadville, Pa.

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Erie Railroad Magazine



THIS PANEL OF EXPERTS selected the Erie scholarship award winners on a basis of performance and leadership. Left to right: William Slade, jr., superintendent of schools, Shaker Heights, Ohio; Dr. David P. Harry, jr., professor of education, Western Reserve University, Cleveland, and Lewis Walker, president of Talon, Inc., Meadville.

New Scholars Like Other Erie Children-but Get A's

Personal Gifts Cover Wide Range: from Milking to Modeling

WHAT DOES IT TAKE to win an Erie Railroad Scholarship Award? What sort of children will represent the Erie Railroad, and their parents, on the country's college campuses for the next four years?

Actually the five winners are just like the boys and girls next door, with two differences: They have a habit of leadership in studies and school activities, and their parents work for the Erie.

Their personal gifts and accomplishments range from an ability to milk cows to experience in teenage modeling. About the only common denominator, aside from the fact that they are members of Erie families, is their habit of getting straight A's in school.

Here are this year's winners, arranged alphabetically:

William G. Anderson

The son of Mr. and Mrs. Clair D. Anderson, of Rural Route No. 2, Jamestown, N. Y., William Anderson, 17, has his sights set on



William G. Anderson

becoming a teacher of vocational agriculture in a high school.

He will use his scholarship at Cornell University.

Bill is the boy who knows how to milk a cow--and he can also plow and fit a seedbed, and operate a planter. Besides going to high school, he worked one school year on a neighbor's farm, and has spent many months working on other farms and as a greens-

keeper at Moon Brook Country Club.

He is an officer of his branch of the Future Farmers of America, a member of the National Honor Society, and has held class offices throughout his high school career.

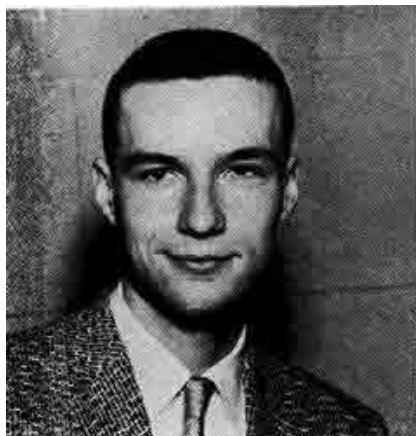
He is one of five children. His father worked as a switchman until 1957, when he retired after a serious illness.

John R. Hanley

John R. Hanley, 17, of Little Falls, N. J., plans to use his scholarship award at the University of Notre Dame, where he plans to study chemical engineering.

His father, also John R. Hanley, is a leading signal maintainer for the railroad at Rutherford.

An outstanding math and science student at Immaculate Conception



John R. Hanley

High School, Montclair, John gave freely of his time to less talented pupils. He did this tutoring work, at least an hour a week, without

charge, even though his program was already full.

He is a letterman in basketball, a member of the National Honor Society, and has held class office and been a member of the Student Council.

To earn money John has delivered newspapers and has been a relief mail carrier. He is one of four children.

Maebert Carole Monell

Carole Monell ranks second in the senior class of 68 at Canisteo Central School. She plans to enroll at Albany State College and to teach high school math and science upon graduation.

Now 17, she is a member of the National Honor Society, and has



Carole Monell

won a Daughters of the American Revolution prize in history. She has been co-editor of her high school year book, and has participated in student government and in oratorical contests.

She has taken part in county and American Legion oratorical contests, held office in the Future Teachers Association and in the Girls Athletic Association.

One of two children, she is the daughter of Meritt A. Monell, a policeman stationed at Hornell.

Kathleen E. Pettegrew

Kathleen Pettegrew finds herself a senior at Cleveland's West (Please turn to page 26)

4,150 Scouts Ride the Erie, Mark Armed Forces Day



THESE GIRL SCOUTS found traveling by train a pleasant adventure.



CANDY JARS LIKE THOSE that mother knew are part of the display at the Old Museum at Monroe, N. Y.

Some Get Up Before Sun, Take Train

PARTICIPATING in the nationwide observance of Armed Forces Day, more than 4,150 Boy Scouts, Cub Scouts and Girl Scouts traveled on five special Erie Railroad excursion trains last month.

Up before the sun, 300 Girl Scouts, their leaders and some parents, climbed aboard the first special out of Port Jervis at 5:55 a.m. After stops at Otisville, Middletown, where nearly 450 more were taken aboard, and at Goshen, the 14-car train rolled into Hoboken with more than 900 passengers.

The first party transferred to chartered buses under the direction of W. E. Dornan, the Port Jervis ticket agent, assisted by the various Scout leaders. The caravan proceeded to U. S. Naval Depot at Bayonne, N. J., where it spent several hours inspecting the various equipment which is required to make our nation's Navy the leader on the seas.

Cub Scouts, Too

Not to be outdone by their older sisters, Cub Scouts of Port Jervis departed in another 15-car special train under the supervision of H. B. Hart, the trainmaster and Cub masters and Den mothers. They were also headed for the Naval Depot at Bayonne.

After stops to take on 340 at Middletown, 262 at Goshen and 218 Cubs at Monroe, the party of 1038 rolled on to Hoboken.

Enroute, this train passed two others which were traveling in the opposite direction with nearly 1300 Girl Scouts from the Paterson area. Following their leaders and the directions of W. F. Lightholder, passenger representative, the group moved to Monroe, N. Y.

The second section of this movement made stops at Hawthorne,

Glen ,Rock, Ridgewood, Waldwick, Allendale before reaching Monroe.

At Monroe, the Girl Scouts paraded to the old Museum of Smith's Cove, the latter being the pre-Revolutionary name of Monroe and vicinity. The state of New York is observing its year of history in 1959.

At the old museum, which is chartered by the Board of Regents of the University of the State of New York, the visitors saw historical buildings, shops and collections 'of tools, utensils, machines, costumes and vehicles traced in their development from their first use in this country.

New Castle to Cleveland

To the west, O. B. Chapman, division passenger agent, was directing a Cub Scout special with more than 900 passengers from the Jamestown area to Sharon, where they transferred to buses for a visit to Youngstown Air Base. They saw jets and other types of aircraft on the alert to defend the principal steel-producing area.

Girl Scouts and their leaders, from the Rutherford and Passaic areas, made an excursion in two special trains to the Old Museum at Monroe, N. Y. The party, totaling more than 1850 passengers, were escorted by W. F. Lightholder, passenger representative, Don Campbell, division passenger agent at Hoboken and J. DeWaal Malefyt, fare clerk in the passenger department.

More than 1100 Scouts from the Lawrence County district in Pennsylvania moved out of New Castle for an excursion to the Cleveland Stadium where they watched the Cleveland Indians engage the New York Yankees in a thrilling baseball game. The excursion was under the direction of W. L. Schorr, division passenger representative.

• • •

Railroads received average revenue of 2.901 cents per passenger-mile in 1958. Coach passengers paid an average of 2.75 cents; commutation passengers, 2.57 cents; and Pullman passengers, 3.72 cents, exclusive of Pullman accommodations.

June, 1959



CUB SCOUTS WERE SHOWN OVER the battleship USS New Jersey, moored at Bayonne Naval Depot. Here they look at a 16-inch gun.



SCOUTS AND SCOUTERS of all ages transfer from a motorboat to a float preparatory to boarding a destroyer at the Bayonne Naval Depot,

New Act Boosts Payroll Tax on Employees, Roads

A NEW ACT sponsored by railroad unions increasing retirement and unemployment benefits for railroad workers became effective June 1st. Both railroads and employees will have to pay higher payroll taxes to cover the increases.

The railroad unions may feel they have achieved a great victory for their members but in reality it places just one more financial burden on the already hard pressed railroads.

The Erie, for instance, is struggling to return to a profitable operation so that money will be available to resume its maintenance and improvement programs. This would mean jobs for workers who have been furloughed. The new retirement bill, however, will cost the Erie \$1,680,000 a year which is quite a set-back for any hopes of an early recovery in the profit and employment picture.

Realistically viewed, these victories actually reduce the number of jobs available on railroads, not only because management must make lay-offs as a means of offsetting increased labor costs, but more important because the "victories" widen still further the railroads' competitive disadvantage in trying to get more business from a pricing standpoint.

Cost Spread

With higher operating costs it is almost impossible to keep freight rates under those of our competitors. For instance, trucking companies pay only 2 89 of the first \$4,800 of workers' annual wages for Social Security. That rate is scheduled to rise to 3% next year (1960), to 3 89 in 1963, to 4% in 1966 and 4 89 in 1969 under the Social Security system.

Railroad companies are required to pay 6 88 and under the new law the rate has been increased to 63/4289 on all wages up to \$400.00 a month. The tax rate will rise to 7 88 in 1962, with further increases scheduled for the future.

The spread between railroad payroll costs and truck payroll costs is already in favor of the truckers. With the subsidy advantages they enjoy is it any wonder that they can under cut railroad rates and take business away from us?

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Silver Anvil Won by ERPC; Honor Shared by Erie

National recognition has come to the Eastern Railroad Presidents' Conference for the manner in which it has been telling the story of the railroads to the public.

The Erie men who actively participate in the various community committee projects along our railroad can take great pride in this achievement.

The "Silver Anvil" award, emblem of highest honor given by the American Public Relations Association, was awarded to the ERPC at the concluding session of the public relations convention at the Hotel Diplomat in Hollywood Beach, Florida on May 8. A total of 158 organizations and corporations competed for the prizes.

Mr. Mackie explained that the nature and success of the community relations program of ERPC had "convinced us of three things:

(Please turn to page 26)

Veterans Set Final Plans for Outing

PLANS for the 33rd annual Veterans Outing at Conneaut Lake Park, are going ahead at full speed, according to Frank P. Belling, director of social activities for the systemwide organization of Erie men and women who have spent 20 years or more with the railroad.

The picnic will be held on Saturday, July 18, Belling announced, earlier than it has been held for the last two years. Return to the July policy followed the frankly experimental use of August dates.

First formal event on the program this year is a parade from the station grounds to the shores of the lake, to be led by the Erie Band from Huntington.

At 10 the annual softball game, West vs. East, will be played. Last year the Eastern district team won, 19 to 8.

HVW to Speak

Luncheon will be served at the Hotel Conneaut at 1 p.m., and those who prefer to bring their own lunches and eat picnic style, may do so. After lunch there will be a short business session in the hotel.

President Harry W. Von Wilier will address the group at the meeting; officers for 1960, who will be installed in January, will be introduced, and awards will be made to the youngest and oldest veterans present.

The afternoon will be devoted to picnic games and reunions. Members are urged to bring their children and grandchildren with them--there are plenty of children's rides in the park--and to register when they arrive. The registration desk on the hotel lawn will open at 8 a.m.

Taxes of all kinds paid by Class I railroads during the first two months of 1959 amounted to \$153,-091,379, an increase of 14.4 per cent over the total of \$133,818,-072 for the same period of 1958.

Erie Railroad Magazine

Erie Gives Historical Transit to Fenn College's Museum

Instrument Used in Survey of 1841

ONE of America's most important historical surveying instruments, the transit used in laying out the Erie Railroad from Hornell to Dunkirk in 1841, has been presented to Fenn College, a Cleveland institution, by the railroad.

The instrument, made of brass, consists of a telescope held in A-shaped standards, and has four quadrants, each reading to 90 degrees in one-minute intervals, and the compass in the base has a scale reading to 360 degrees in half-degree intervals.

At the time of the presentation to G. Brooks Earnest, president of Fenn, Wendell R. Swatosh, Erie's assistant superintendent of construction, gave the college his collection of the proceedings of the American Railway Engineering Association.

The 31-volume set from Swatosh's personal library, covers the years from 1926 to 1958.

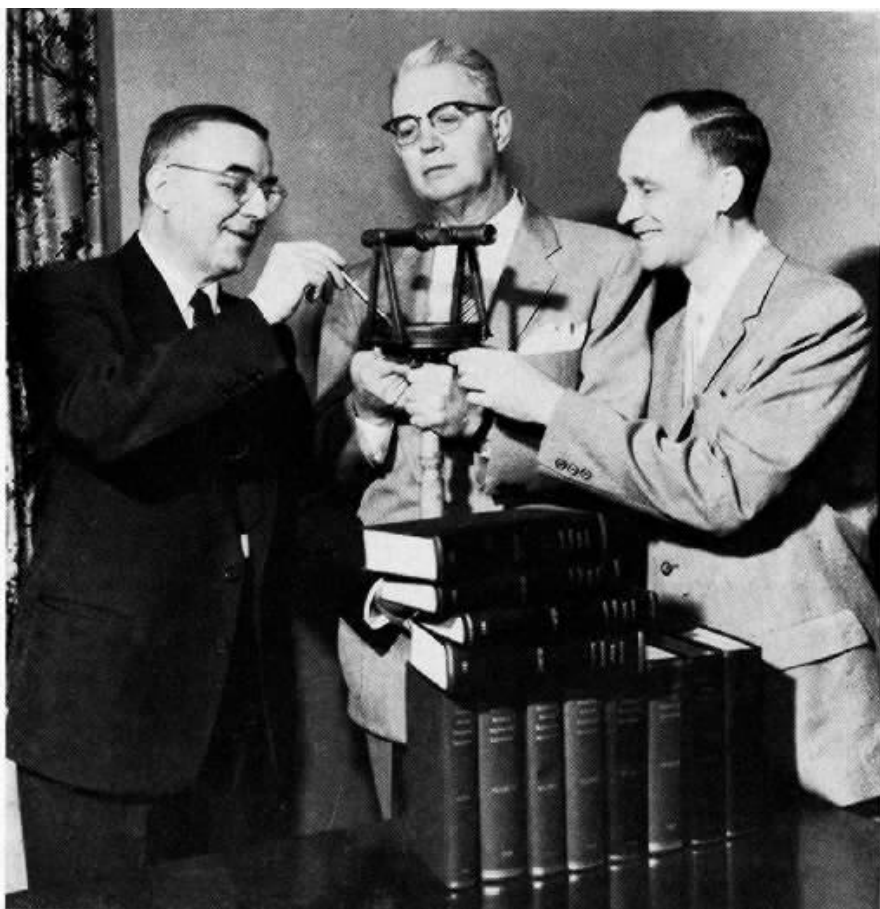
Better than Washington's

The transit, which represents an intermediate step between the surveyor's compass used by Washington and today's modern instruments, was used with a Jacob's staff instead of a tripod. The staff, a single piece of wood, fitted in a collar on the base of the transit, and had to be held erect by the surveyor as he sighted through the telescope.

To help him hold it erect there was a circular level on the transit head, not too different from those used on certain World War II infantry mortars.

With the transit went its original box, furnished with the instrument when it was made and sold by William I. Young & Co. of Philadelphia, over a century ago.

Today the line from Hornell to Dunkirk is, from Hornell to Sala-



HISTORIC TRANSIT used in surveying the original route of the Erie is demonstrated to G. Brooks Earnest, president of Fenn College (center), and Prof. Ernest C. Harris, chairman of the college's civil engineering department (right), by Wendell R. Swatosh, Erie assistant superintendent of construction.

manca, the Allegany division's main line, and the line from Salamanca to Dunkirk is called the Dunkirk branch. But at the time of the survey the 128-mile stretch from what was then called Hornellsville to Dunkirk was all main line, and was called the Western division.

Salamanca was still called West Bucktooth, and so remote was the region that for some months after the coming of the railroad some settlers went hunting and trapping for the wild beast they could hear screaming in the woods--not knowing that what they heard was the whistling of the construction locomotive.

The instrument will be exhibited

in the Fenn College museum of engineering. The school is noted for its engineering department, and its president is one of the few college presidents who is also a civil engineer.

Arrangements for the presentation were made by John S. Parsons, chief engineer of the Erie. Today Mr. Parsons' staff uses transits equipped with tripods and plumb bobs or optical plummets. Scales read to the nearest 20 seconds.

The instruments are as great an advance over the 1841 transit as it was over Washington's surveyor's compass.

Hills of Erie's Kent Division Prove Ohio Is No Flat State

Grades Might Surprise Easterner; Pavonia Here to Reassure Him

(Continued from May magazine)



MASTER MECHANIC at Marion is Charles M. Stubbs.



DIVISION CAR FOREMAN is Harold D. McConahy.



DONALD J. SCHOONMAKER is chief train dispatcher, Kent division.

ON THE way up the hill there are two curves, one named "Twin Barns" for some grand barns that once stood there, and the other remarkable for the fact that three sides of a house may be seen in turn from the railroad.

Here at Polk there is an Erie radio station at the top of the hill that serves the four-way radio communications system. Here, too, are two sidings both remotely controlled by the dispatcher at Marion.

Beside the Erie right of way the ruins of a former interurban line --the West Salem & Mansfield-- can be seen.

Hills and Yellow Clay

The Erie runs southwest from Polk downhill on grades approaching 1%, and across Jerome Fork of the Mohican River, which is crossed by a 139-foot through truss bridge, and then the road begins to climb again to Ashland.

This undulating character of the line---something hard to believe if you are one of those who thinks of Ohio as a flat state--has its effect on maintenance problems.

Any engineer faced with the long series of hills hurries down the downgrades in order to store up energy for the rise to come. This pounds the track heavily. And Ohio's soil is deep, and mostly yellow clay. Some maintenance men regard all of this part of Ohio as one long soft spot, with softer spots from time to time.

Ashland and Rubber

However, if they do not have the stability that rock foundation gives a road, at least they have few of the problems of deep cuts and tunnels that rocky formations often cause.

Shortly after crossing Jerome Fork the road crosses a small stream on a through plate girder --a stream known by two names, Lang Creek and Ritter's Run--and enters the city limits of Ashland.

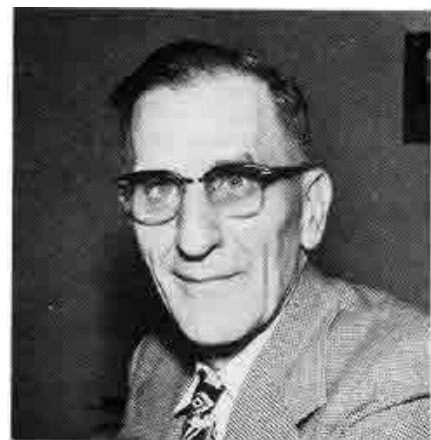
Ashland is the world's leading producer of rubber drug goods--hot water bottles, vaccine bulbs,

rubber gloves, balloons, shower caps and toys. It's known all over the world for its pumps and water systems, and is a center of veterinary tonic and drug manufacture. Its malleable iron foundries are large, and printing, including printing of boxes, is an important part of the city's trade.

Pavonia in Ohio!

Among the trackage operated by the Erie here at Ashland is a tiny remnant of the now-abandoned Lorain, Ashland & Southern. The Erie's freight house and passenger station are both among the most modern on the road.

The Erie leaves Ashland in a northwesterly direction, and then turns to the southwest in a wide sweep, crosses Town Run and heads toward Mansfield. This route was chosen to get the easiest grades across the Milton Township hills, but even so grades reach .98%.



CLARENCE A. HAYWOOD is general yardmaster at Marion.

There is a siding at Milton, and then the road descends again to the valley of the Black Fork of Mohican River, which it crosses on a through truss bridge, 139 feet long, just beyond Dykes. At this point westbound trains face the ruling grade of the division. The river crossing is at 259.94; at a point just beyond MP 260 a 1% grade begins that runs to MP 261.38, just beyond Pavonia, a station that echoes the name of the street in Jersey City where Erie passenger trains once began their runs westward.

Line Grows Steeper

At MP 261.38 the line grows steeper, and from here to the top of the grade at MP 264.90 the grade is 1.09%, and westbound trains have climbed nearly 276 feet in less than five miles.

Just west of Pavonia, between MP 261 and 262 there is a short mile for here the road was re-located to make room for flood control structures, and shortened .12 mile in the process.

The grades would be steeper still, if it were not for the long sweeping curves that lead it up this hill. The views from the line are wide indeed, and at one point a white church may be seen north of the tracks.

Church and Romance

The church, a valley and a hill away, stands in the midst of green fields, before a dark backdrop of trees. The story goes that a young lady of 50 years ago saw the white steepled church from an Erie passenger car, and vowed that when she was married, she would be married in that church.

And when she did marry, she came back from the East, and was married in that romantic location in the hills.

Today the hills, are busy, for brick plants are expanding their operations, and some kilns long disused are being brought back into production.

Over the Crest

Just over the crest of the hill is the point called Summit, and from here to Mansfield the road descends.

The Erie approaches Mansfield
(Please turn the page)



HERE IS TRAIN 100 rushing eastward--and what are those cars behind the locomotive?

The picture immediately below shows what they are--and testifies to the growth of piggyback.





ASHLAND'S INDUSTRIES LIE CLOSE beside the Erie.



THE SIZE OF THIS TIRE FACTORY hints of the position Mansfield occupies in the industrial world.



ROAD ROLLERS, once called steam rollers, are a Galion product.

Kent Division

(Story begins on page 12)

through the farms of the Ohio State Reformatory, and at the edge of Mansfield itself the road serves that institution which has a siding that passes through forbidding gates in the high walls that form a bleak contrast with the open country around the prison.

Immediately beyond the reformatory the industrial district of Mansfield begins. Mansfield is a center of steel, brass and rubber manufacturing, and has grown greatly since the days it was considered of importance solely because the Erie, Pennsylvania and the B&O cross here.

Mansfield's Industry

The plants have grown up beside the tracks of the three railroads, the Mansfield-made tires are as familiar in the tire industry as those from Akron. Railroad couplers designed here are used by lines as far away as Japan.

Here the passenger station lies at the crossing of the Erie and the PRR and is jointly operated. Beds of iris and grass surround the rail approaches to the station.

From Mansfield the road climbs again, 208.3 feet in 4.2 miles, to Harding, once known as Conden. Today in this industrial suburb of Mansfield the bodies for thousands of automobiles are fabricated every year, and shipped out over the Erie, shipments amounting to 190 to 200 cars a week.

Automobile Bodies

The bodies are shipped in DF cars, and as sections of bodies--tops, doors, panels, etc.--so that the parts for a hundred or more automobiles can be fitted into one box car.

From Harding the line descends briefly from an elevation of 1364.4 feet to 1325.6 feet at MP 275.30 and then rises again to the highest point on the division, 1373 feet at MP 276.20. This elevation, however, occurs only on the westward
(Please turn to page 27)

HARDING YARD serves a huge plant making automobile body parts.



Praise Earned by Erie Men, Women at Work

Sir:

Many thanks for the help you gave us helping to locate a warehouse which we believe will prove very satisfactory to us.

We have completed arrangements with Service Warehouse & Storage Company at Cohoes, N. Y. Several carloads of merchandise should start arriving in about two weeks.

I understood from you in our telephone conversation that rates to Cohoes are the same as to Albany. We are continuing to route the cars as we have in the past: B&O--Erie---D&H.

It appears now that Cohoes is an ideal location. We owe a lot to you for your help in making this connection. We assure you that it is greatly appreciated.

Maybe at some time in the future I'll be able to see you again and personally express my appreciation.

R. E. Newsom, Traffic Manager
Panther Oil & Grease Co.
Fort Worth, Texas

Sir:

On Saturday, February 21st, Mrs. Malott and I took (as we often do) the Erie Limited from Owego to Chicago.

The train personnel were so delightfully attentive and thoughtful that I wanted to write and tell you--and seeing Harry Sturgis at a General Mills board meeting today gave the opportunity to get your name and address.

It is most unusual these days to get this sort of personal interest on the part of train personnel.

I do not know the name of the porter on Car 11 that day, but he was wonderful. The dining car steward, Mr. Gerald Hinch, treated us like honored guests in his own home. It is not my custom to write "for letters" but this was just too nice a thing--in these days--to go unrecognized.

Deane W. Malott, President
Cornell University
Ithaca, N. Y.

Sir:

On behalf of our Clifton High School Band and all those who accompanied it to California, I wish to take this opportunity to thank [Mr. Wild,] Mr. Campbell and Mr. Lightholder for the wonderful treatment we received on the Erie.

The arrangements made through Mr. Lightholder were very well organized and afforded us little concern. Mr. Lightholder's concern for us was particularly evident when our train into Chicago on the Union Pacific was three hours late. Mr. Lightholder made exceptional spur-of-the-moment arrangements to be sure that we would be able to have our sight-seeing tour of Chicago. He also made certain that we would not be penalized financially for the luncheon we missed at Harveys.

The continual presence and concern for our party, both west bound and east bound, speaks very highly of your organization and its efforts for our comfort, convenience and pleasure.

We sincerely appreciate all that was done for us in this, our first effort of such scope.

Max Jugel, Vice-Principal
Clifton High School
Clifton, N. J.

Sir:

We refer you to car corn Erie 80201, shipped on the 16th from Elgin, Ohio, billed our order, notify Continental Grain Company, Columbus, Ohio, via Chesapeake & Ohio.

We want to congratulate you on the lightning service that you gave this shipment. We would appreciate it very much if you would give us the detailed running time on the car as to when it actually left Elgin, when it arrived at Marion, and when it left Marion, and also when it was placed on the inspection track at Columbus.

C. E. Wilkinson, President
The J. E. Wells Company
Sidney, Ohio

Sir:

This letter is written to bring to your attention the extraordinary courtesy and cordialness toward the commuters given by the stationmaster at the Montclair Heights station in Upper Montclair of the Greenwood Lake division.

I have been impressed many times by his efforts beyond what would be normally required to make the commuters welcome.

He is a great credit to your organization.

W. R. Caldwell, Vice Pres.
Blazon, Inc.
New York, N. Y.

Sir:

Too often traveling men tend to take courtesies of transportation personnel for granted. I would like, however, to take this opportunity to compliment and thank the Erie Railroad on the quality of service which your Mr. Phil Morgan, depot passenger agent at the Dearborn Station in Chicago, provided me in the course of some emergency travel last week. As a traveling man who by this time takes bad service for granted, it was a distinctly refreshing experience for me to find myself in the capable hands of Mr. Morgan as he arranged an itinerary for me.

As a user of rail freight I would like you to know that Mr. Morgan's efforts in my behalf will not go unnoticed by our Traffic Department.

J. C. Lowey, General Mgr. of Sales
Clayton Mark & Co.
Evanston, Ill.

Sir:

This is to convey my appreciation to you and to your employees for the fine co-operation we received during the recent shipment of Air Force books from the A. L. Garber Co. With this co-operation, we were able to dispatch this mail with a minimum expenditure in man hours.

I wish to commend you for the promptness shown in spotting and loading these railroad cars and for the courtesy and diligent efforts expended on our behalf....

Larry Hazen, Postmaster
Ashland, Ohio

Sir:

My wife and my two daughters and I have just returned from the mid-winter meeting of the American Bar Association in Chicago. We usually travel by Erie, which we have always found a particularly pleasant way of going and coming.

I wanted to point out particularly to you the services of two of your employees. The first is Mr. Jerry Hinch, who is the dining car steward on Train No. 2 out of Chicago, Sunday evening, February 22, 1959. No one could have been more gracious than he in the way he served my family and the other people in the car.

The second is Mr. Wesley Hall, porter in car no. 11, who was extremely helpful to us. He was also kind enough to relate to my younger daughter some of his interesting experiences as a pullman porter. These she intends to use as part of a school project this coming week.

Having had the opportunity in my younger days as a lawyer in New Jersey of knowing your Mr. Herbert A. Taylor, your former general counsel, Mr. Hudson J. Bordwell, Mr. Fletcher, Mr. Smith of your legal department, and others of your company's officers, I am not at all surprised at the fine service which Erie continues to give. I did want to let you know that these two employees, however, were exemplary and I would like to see that their records are marked accordingly.

With best wishes for a successful future to your company and to these men, I am

Eugene C. Gerhart
Counsellor at Law
Binghamton, N. Y.

Sir:

I have just returned from a trip to New York over the Erie and wish to commend the conductors and porters for making my journey so pleasant, especially Leo Mc-Nerney, conductor on train no. 7 from Hoboken.

I have made the trip many times but this time the men were more courteous than ever.

Mrs. Clayton W. Perry
South Dayton, N. Y.

Sir:

We are most pleased to advise you that our company has routed and shipped 57 cars of lumber over your railroad during this past year ending December 31st, 1958.

We would like to take this opportunity to thank you for your fine cooperation and for services rendered to us, particularly by your local Portland office. Without this help our job would certainly have been more difficult.

Please be assured that we are looking forward to an increased volume of business during the coming year and that your company will continue to receive our traffic preference.

We look forward with pleasure to a continued satisfactory business relationship.

Mrs. C. M. Buell, Traf. Mgr.
Portland, Ore.

Alpine Lumber Company

Sir:

The writer will appreciate the expression of his sincere thanks to B. L. Cypher of your city ticket office force for the manner and dispatch with which he handled our request to contact our Mr. Holder traveling on your No. 6 train this morning. This was a case of great urgency and Mr. Cypher certainly went all out to conclude our request.

Our kindest regards and very best wishes for the holiday season.

S. L. Myer, Vice-President
William F. Crossett, Inc.
Warren, Pa.

Sir:

I wish to commend your agent, Mr. Moore, in Oil City who so ably assisted us in arranging transportation that our salesmen could arrive here for a recent general sales conference.

We know the splendid cooperation always given us by Mr. Moore on our freight problems but this extra duty was also handled to our complete satisfaction.

I guess most of us usually find time to complain but seldom take the time to show appreciation. On this basis we did not want to let a job well done go unnoticed.

R. C. Kean, Traffic Manager
Wolf's Head Oil Refining Co.
Oil City, Pa.

Sir:

We are so inclined to take service for granted, and only make ourselves heard when something goes wrong, that I should like to send a note of appreciation for the outstanding example of teamwork between your traffic department and the traffic department of the C.&N.W. Railroad about three weeks ago.

Our factory had shipped, from Union City, N. J., a large bench for the Randhill Park Cemetery in Palatine, Ill., intended for a special dedication ceremony on Sept. 21. Unfortunately, there was a misunderstanding at the factory, and shipment was a week late in starting on its journey, leaving Union City on Sept. 15, instead of Sept. 8.

The consignee was frantic, and the situation seemed hopeless, but we decided to try. We called your traffic department, and between Mr. Sikora and Mr. Coughlin were able to determine the car number, waybill number, and the exact location of the train on which the shipment was travelling. They advised that when the shipment reached Chicago it would be turned over to C.&N.W., and gave us the name of the chief clerk who could help us from there. They also promised to "protect" the shipment to Chicago, so that it would not be taken off that particular train.

... the help and courtesy which we received was so fine that we should like to say "Thank you" to all who did so much to help us at that time.

Mrs. D. Anderson
The Erkins Studios
New York, N. Y.

Sir:

... I must again reiterate what I have previously mentioned that our accommodations for the past two years, with your railroad, have been the best that we have ever had.

In our estimation, it is far superior to the other railroads which we have used on prior occasions...

Herman A. Marolt
Hyland and Hyland, Attorneys
Cleveland, Ohio



WHEN FRANK L. VanSCHAICK retired as supervisor of locomotive operation these three took time to compare watches: Frank X. Jones, retired, and VanSchaick's predecessor; VanSchaick, and Thomas J. Sanok, assistant to vice president, operations. That's Van's farewell gift wrist-watch that Sanok holds.



Erie Family Album

CHRISTIAN STRAUSS has retired as assistant chief clerk, auditor of revenues, after 47 years and two months with the Erie Railroad. He plans to live in Florida.



THIS ERIE RAILROAD BOWLING TEAM won a Class B championship for the road in Cleveland. Here they are with the trophy. Left to right, standing: Jack Riordan, Frank C. White, David Dussault, Byron Webster, jr., Thomas D. Caine. Seated: Byron Webster, st. and Edward F. Miller, captain.

Retired Pair Settle Down in New Routine

Travelers returning from Florida report that George and Alma McHugh, former car clerk at Scranton Road and chief telephone operator at Cleveland, are having little difficulty in adjusting to retirement in their attractive new home in the sunny south.

Their daily routine is already well established with Alma starting the day by preparing breakfast in her sparkling new all-electric kitchen, complete with built-in oven and book of instructions which she keeps handy to make sure she pushes the right buttons.

Breakfast is served at 9:30 a.m. or thereabouts, and lasts until 10 or later; after breakfast George works in the yard with frequent interludes of chit-chat with his new neighbors.

Busy Afternoons

The afternoon is devoted to shopping or visiting, principally with Mr. and Mrs. Robert F. Denton (he was chief clerk to the chief engineer) and Mr. and Mrs. Lewis E. Drew (retired from the auditor of revenues).

One of the occupations of all three families is watching the construction of the new house the Drews are building around the corner from the Dentons'.

Current addresses are: McHugh, 1653 West River Drive, Margate, Pompano Beach; Denton, 3043 S.W. Second Court, Fort Lauderdale; Drew, 4621 S.W. Twelfth Court, Fort Lauderdale.

The Erie Magazine is as interested in the retired members of the Erie family as in the active members. What are you and your friends doing in retirement?

Deliveries of new freight cars to the nation's railroads totaled 2,797 in March compared with 2,486 in February and 5,906 in March 1958.

March 1959 orders for new freight cars amounted to 10,795 compared with 1,806 for February. March 1958 orders totaled 239.

Erie Veterans News

Fellow Veterans,

Now, that the actual membership drive has ended, please do not let down one minute in our canvass of our brother employes who are not members of the Veterans Association. I am sure that there are many more of these men, yes and women too, who if properly approached would be only too glad to sign one of the applications and be one of us who are so very proud to wear the Erie Diamond in our coat lapel.

While we all know that no financial benefits are derived from our Association, the feeling of brotherhood that exists at the social gatherings more than amply repays the small sum that it costs annually. This along with the fact that a membership entitles a member's wife to belong to the Ladies' Auxiliary, where one exists in a chapter, is another benefit that more than repays for itself not only during the member's lifetime but also provides the recreation and association needed by those women who are unfortunate to have their husbands called by the Divine Master.

So let's all carry an extra application in our pockets at all times with the hope that we will be fortunate enough to come across one of those who have not yet joined.

Fraternally yours,
H. A. Kelly
President

Huntington

By A. C. Smith

Nine men of the Huntington Chapter received 50 year service pins at a recent meeting of the chapter held at the Masonic Temple. They are:

Harvey H. Moffett, Lima, retired car inspector, 61 years of service and retirement; **Samuel B. Snyder**, engineer, 54 years; **Charles D. Smith**, Kent, Ohio, operator-leverman, 53 years; **Charles E. Gump**, conductor, 53 years; **Walter McIntire**, engineer, 53 years;

Harvey C. Miller, engineer, 52 years; **Ray G. Hendry**, conductor, 51 years; **Harvey Cone, Sr.**, engineer, 50 years; **Casmer Prus**, ldg. car inspector, 50 years.

Three other men were entitled to pins, but could not be present. They are: **Gordon Y. Knight, Sr.**, locomotive crane engineer, 52 years; **Joseph P. McNulty**, conductor, 50 years; **John Sheldon**, Lakeview, O., former water works foreman, 50 years. Pins will be sent to these men.

The secretary then read the names of 14 other retired men, who will receive 50 year pins with 6 stars. These men were not members of the association 5 years or more before attaining the 50 years. They are:

A. N. Burgett, track supervisor, 66 years; **H. W. Wright**, tinsmith, 66 years; **C. N. Reagan**, conductor, 65 years; **H. J. Teeple**, operator-leverman, 56 years; **C. A. Ott**, conductor, 56 years; **G. L. Nolan**, conductor, 55 years; **J. F. Stroud**, conductor, 54 years; **W. A. Carroll**, yard conductor, 52 years; **H. C. Jahnke**, blacksmith, 52 years; **John Boomersback**, leading car inspector, 51 years; **W. G. Sutton**, engineer, 51 years; **R. F. MacFarlane**, Tucson, Arizona, telephone supervisor, 51 years; **B. C. Shock**, car inspector, 50 years; **E. E. Cullers**, conductor, 50 years.

After dinner the 141 members, wives and widows of former members who were present, were led in singing by **Mrs. L. A. Kramer** with **Mrs. J. R. Michael** playing the piano.

Mr. E. F. Champlin, chairman of the Huntington Chapter introduced **Mrs. E. L. Martin**, president of the Ladies Auxiliary, who presented officers of the auxiliary as follows: **Mrs. L. A. Kramer**, vice president; **Mrs. E. G. Schell**, secretary-treasurer; **Mrs. A. C. Smith**, assistant secretary-treasurer; **Mrs. A. J. Jones**, **Mrs. R. C. Newhard** and **Mrs. C. K. Elliot**, trustees; **Mrs. J. G. Ross**, chaplain; **Mrs. H. M. Bowers**, historian; **Mrs. E. B. Wygant**, reporter; **Mrs. Pearl Thorn** and **Mrs. H. A. Teems**, flower committee.

Mr. Champlin then introduced the other officers of the association: **W. R. Jamison**, vice chair-

man, **A. C. Smith**, secretary-treasurer, **Mr. G. F. Sands**, chaplain.

Brief remarks were made by **Mr. Kelly**, **Mr. Jordan** and **Mr. Navin**. **Mr. Navin** introduced **Mr. W. E. Boh**, who entertained by showing a moving picture entitled "Main Line of Mid-America."

The members were urged to try to get more new members to increase the membership of the Huntington Chapter.

Announcement was made about the annual outing, for July 18th, and members should start now to make plans to attend and show the system president, **Mr. Kelly**, from the Huntington Chapter that we are back of him.

Marion

By Lucile Osmun

The regular monthly meeting of the Erie Veterans and Ladles' Auxiliary was held at Marion, Thursday evening, April 16th, 1959, preceded by a dinner at 6:30 p.m. and attended by approximately 55 members.

Serving on the committee for the dinner were: **Mrs. George Sheeche**, **Mrs. Frank Sheeche**, and **Mrs. William Hanley**.

Youngstown

By S. D. Bean

Now that we are accustomed to seeing the robins and other signs of Spring, we note that most of those who drifted south or west for the winter are back home again, and telling the rest of us what fine times they had.

A little further comment on the **L. T. (Ribs) McMahan's** sixtieth wedding anniversary. "Ribs" is proudly displaying a very fine letter from Youngstown's Mayor **Frank Kryzan**, complimenting them on their anniversary, and wishing them happiness for the future.

A wonderful party was given in the Pioneer Pavilion, Youngstown's Mill Creek Park, April 28. This party was one of those delightful affairs in which the Ladies Auxiliary to the Veterans served their spouses a "covered dish" dinner.

The entire program was under the general supervision of **Mrs. George Fricker**, social chairman, ably assisted by a committee of

experts. About 85 turned out. Pretty good, for a rainy day!

There was plenty of entertainment, cards, games and dancing. Our good veteran, **Tom Swogger**, played the piano. We hope, Tommy, that you enjoyed the work, as much as we enjoyed your music.

Mr. and Mrs. Leo Driscoll were in direct charge of group singing and entertainment. Of course, we won't say whether we preferred Marcella's or Leo's singing!

Susquehanna

By H. Harold Perry

The regular monthly meeting of the Susquehanna Chapter of Vets was held in the main office, May 4 with good attendance. President **Basil "Bill" Iwinski** was chairman, **H. Harold Perry**, acting secretary, replacing **Arnold McIntosh**, who is now foreman at the upholstery plant in Ithaca, N. Y.

Forms were given to fill out to

veterans who are competing for oldest and youngest vets, at Conneaut Lake in July. Our chapter has a number of vets with 50 year gold pins. A couple of vets have 52nd and 54th years complete.

For the benefit of all local chapter members, it is pleasing to note that Susquehanna has been allotted four Pullman cars for the annual outing this year.

It is also a pleasure to report 5 new members for the month of April. That makes a total of 21 new members added to the 16 since February. The new members are: **Gulio "Jimmie" Canini**, **Angelo Battisti**, **Thomas Hurley**, **Guiseppe "Joe" Mastropeitro**, **Charles Blackington**. Welcome brothers.

Jersey City

By G. C. Kalle

Chairman and **Mrs. William Brazell** have returned from Florida, both report having a good time and look in the pink of health.

We are sorry to report **Ernest Mastriani**, secretary, and **John McCoy**, trustee, have found it necessary because of pressure of personal business to relinquish their offices. **Earnest Mastriani** was appointed to the unexpired term of trustee. **George Kalle** was appointed to complete the unexpired term of Secretary Mastriani.

Our congratulations to **M. E. Jacobs** and **E. V. Hermance**, on their celebration of their 25th and 41st wedding anniversaries, respectively. We hope they may enjoy many more.

J. F. Hazzard and several members of Jersey City chapter journeyed to Port Jervis on April 30th, to attend the testimonial dinner in honor of our system president **H. A. Kelly**. They report a splendid time was had by all.

Our past president, **A. B. Cohen**, is spending his vacation with his son in Springfield, Missouri.

The next occasion of note on the calendar is the annual picnic at Conneaut Lake Park, on July 18th. Your requests for reservations should reach your secretary promptly so that sufficient space can be arranged. Also, we are soliciting the names of any of our members who are eligible as the



| NAME | POSITION | LOCATION | YEARS DATE SERVICE |
|------------------------|---------------------------|--------------------|-----------------------|
| Joseph A. Barrett | Conductor | Avoca, Pa. | 4-10-59 39 |
| George W. Bechtold | Machinist | Avoca, Pa. | 4-29-59 51 |
| John H. Bruce | Engineer | Meadville, Pa. | 4- 3-59 43 |
| John C. Burkhardt | Carpenter | Jersey City, N.J. | 4- 8-59 38 |
| Michael J. Callahan | Yard Brakeman | Jersey City, N.J. | 3-27-59 46 |
| Martin Carola | Machinist | Jersey City, N.J. | 4-24-59 43 |
| Anthony Cesaro | Leading Stockkeeper | Jersey City, N.J. | 3-31-59 40 |
| John A. Champy | Trucker | Jersey City, N.J. | 3-13-59 30 |
| Jesse E. Collins | Laborer | Susquehanna, Pa. | 4-17-59 34 |
| Earl W. Cook | Machinist | Hornell, N.Y. | 3-31-59 45 |
| Wells Cornwell | Welder | Cleveland, Ohio | 4-13-59 40 |
| John C. Cuddy | Car Repairer Helper | Port Jervis, N.Y. | 4- 7-59 34 |
| Elmer V. Dahlgren | Train Dispatcher | Salamanca, N.Y. | 5-31-59 48 |
| Nick Darich | Trackman | Leavittsburg, Ohio | 3-26-59 31 |
| Herman Dommermuth | Patrolman | Port Jervis, N.Y. | 5- 6-59 28 |
| William C. Eaton | Engineer | Hammond-Chicago | 3-31-59 43 |
| Nellie C. Fitzmaurice | PBX Switchboard Operator | Susquehanna, Pa. | 4- 8-59 35 |
| Agatha M. Fleck | Waybill Abstractor | Cleveland, Ohio | 5-31-59 45 |
| Floyd F. Fleek | Engineer | Meadville, Pa. | 3-31-59 41 |
| Perry E. Griffith | Scale Inspector | Jersey City, N.J. | 4-30-59 42 |
| Carl L. Grunwald | Chief Clerk | Cleveland, Ohio | 4-30-59 41 |
| Hedwig Haberli | Marine Timekeeper | Hornell, N.Y. | 4- 9-59 41 |
| Harlin Hamlin | Test Rack Operator | Youngstown, Ohio | 4- 7-59 32 |
| Charles E. Heinaman | Agent | Avoca, N.Y. | 4- 7-59 60 |
| Joseph Herko, Jr. | Carman Helper | Meadville, Pa. | 4-27-59 33 |
| LeRoy R. Johnston | Boilermaker (Welder) | Meadville, Pa. | 3-24-59 39 |
| John J. Kapsar | Road Conductor | Cleveland, Ohio | 4- 3-59 38 |
| Christian H. Kreiling | Electrician | Jersey City, N.J. | 4-30-59 40 |
| Carl A. Larson | Foreman of Maintainers | Warren, Ohio | 4-24-59 37 |
| Rudolph E. May | Machinist | Hornell, N.Y. | 4-30-59 36 |
| Francis J. Loughney | Conductor | Dunmore, Pa. | 3-31-59 39 |
| Robert E. McCormick | Divn. Insp. Car Operator | Marion, Ohio | 4-28-59 28 |
| Lawrence R. McCray | Conductor | Meadville, Pa. | 3-27-59 32 |
| John McDonagh | Carpenter Helper | Weehawken, N.J. | 4-25-59 31 |
| Rexford A. Oliver | Engineer | Elmira, N.Y. | 4-22-59 38 |
| Edmund J. Paff | Conductor | Dunmore, Pa. | 4-21-59 39 |
| Polk W. Palmer | Clerk | Susquehanna, Pa. | 5-31-59 42 |
| Junion R. Pendleton | Laborer | Port Jervis, N.Y. | 4- 4-59 39 |
| Jesse H. Peterson | Engineer | Youngstown, Ohio | 3-31-59 43 |
| Carmine Petrozzio | Crossing Watchman | Belleville, N.J. | 4-7-59 26 |
| Derastus H. Phelps | Janitor | Marion, Ohio | 4-14-59 22 |
| Charles W. Pickering | Shop Hostler | Avoca, Pa. | 4- 6-59 50 |
| Pasquale Quintierie | Car Repairer | Jersey City, N.J. | 3-19-59 36 |
| William C. Reddick | Engineer | Meadville, Pa. | 4- 3-59 46 |
| William Schlinck | Electrician | Jersey City, N.J. | 5- 4-59 43 |
| Robert S. Shields | Claim Checker | Cleveland, Ohio | 5-31-59 50 |
| Paul P. Sievers | Engineer | Hoboken, N.J. | 3-26-59 41 |
| John A. Smith | Stockkeeper | Marion, Ohio | 4-27-59 41 |
| Paul S. Spencer | Truckman | Belfast, N.Y. | 4-21-59 25 |
| Daniel P. Sullivan | Assistant Chief Clerk | Buffalo, N.Y. | 4-15-59 46 |
| Max Swartz | Train Dispatcher | Youngstown, Ohio | 4-22-59 46 |
| James W. Thomas | Watchman | New York, N.Y. | 5-30-59 25 |
| Harold P. Towner | Agent-Operator | Wayland, N.Y. | 3-31-59 29 |
| Coco Trezza | Coach Cleaner | Jersey City, N.J. | 4-28-59 29 |
| Benny Urban | Caboose Attendant | Croton, N.J. | 4- 3-59 31 |
| Frank L. Van Schaick | Supvr. of Loco. Operation | Port Jervis, N.Y. | 5-31-59 48 |
| Flavio P. Vinciguerra | Section Foreman | Bradford, Pa. | 4-15-59 51 |
| Thomas F. Whalen | Road Conductor | Hoboken, N.J. | 4-21-59 46 |
| Clifford H. Williamson | Agent | Richwood, Ohio | 4- 6-59 51 |

oldest veteran and the youngest veteran.

If you feel you would qualify and you can make the trip, drop your secretary a line and he will mail you the necessary forms.

Buffalo-Rochester

By Jan Bonder

Our April Spring Fling was well attended and the scene of much spirited conversation.

Ida and Louis Luecht and **Esther and George Adams**, just back from Florida, had many messages to deliver and a good deal of reminiscing.

Sincere good wishes and special music from the accordionist were in order for **Irene and Bob Symington** upon their recent marriage.

Seems like **Charles Lanza** dotes on girls, little ones that is, and although he was enthusiastic each of the four times his daughter presented him with a grandson, he is really in orbit over the latest addition, a granddaughter! Grandma will be "living it up" in the Infant Shoppes.

The lure of Florida has prompted **Charles LaBounty** to sell his home and buy a trailer. He will soon hit the road for the sunny south.

Mike Redding points out that the dates have been changed for the annual convention of the United Association of Railroad Veterans which will be held on October 23rd, 24th and 25th in Roanoke, Virginia. The Norfolk and Western Railroad will be our host. Circle those dates on your calendar.

Salamanca

On April 16th the Olean area members were our hosts at a dinner meeting held at the Pulaski Club with more than ninety members and their ladies in attendance.

H. P. Sloan was dinner chairman and **L. B. Tullar**, entertainment chairman.

An excellent dinner was served and an outstanding program was presented by **Boris Simich**, tenor, accompanied by **Mrs. James A. Keene**, pianist. Thanks to all who made this possible.

On May 23rd, we held our seventh annual May Party at the Moose Club, Salamanca.

Latest Chatter About All the Erie Family

Kent Division

MARION

By Lucile Osmun

Twelve members of the Columbus Chapter of the National Association of Railway Business Women were entertained at dinner by the Marion railroad women employees, Tuesday evening, April 7th.

The purpose of the affair was to discuss the national association of railway business women's organization.

Mrs. Ester Ruetty, president of the Columbus chapter, extended an invitation to the Marion women to attend their fifth anniversary dinner to be held in Worthing, May 1st.

Mrs. Vere Richards, national committee chairman, press and publicity, also gave a talk on her activities. Arrangements for the dinner were in charge of **Mrs. Verden Martin**, **Miss Verna Mae McWherter** and **Mrs. Lucile Osmun**.

Also in the news, **Dick McLain**, monitor in GN office, is sporting a new car.

Miss Jo Ann Thomas, Harding High School junior, has been chosen to represent Marion in the Odd Fellows' annual "United Nations Pilgrimage for Youth" this summer.

Miss Thomas is the daughter of **Mr. James E. Thomas**, transitman, in Terminal Building at Marion, and **Mrs. Thomas** is a teacher in one of the city schools. **Miss Thomas** has also been awarded a musical rating in the musical competition held at Bowling Green State University.

Mahoning Division

POLICE DEPARTMENT

By J. O. Sheets

Patrolman **M. Banyas** reports good luck opening day of the fishing season, catching seven trout.

Patrolman **J. F. Gilson** is busy remodeling his home.

Patrolman **A. Herrick** is busy shining up his golf clubs.

Lieut. **D. Downie** and wife attended a Cleveland Indians baseball game recently at Cleveland.

Lieut. **C. H. Pageler** had his prize beagle entered in the Mahoning Valley Dog Show recently.

Patrolman **E. Matanin** and wife attended the Home and Garden Show at Cleveland, Ohio.

Accounting

HORNELL ACCOUNTING
BUREAU

By Dick Crowley

For mer employees **Clarence Brasted**, **Harry Drury**, **John Casey**, and **Paul Henry** were among the 150 guests and members present at the annual Brotherhood of Railway Clerks' Dinner Dance held April 18 at the Moose Club.

George Hussong was toastmaster and **Harry Vanderhoff** was the principal speaker. After dinner, a fashion show was presented, followed by dancing.

It's a boy for **Tom Ordway** and the **Mrs., Thomas Kent Ordway** is his name. **David Eugene** is the latest addition to the **Woolever** family, and also a boy for **Bob and Ginny Argentieri**, **Jeffrey**.

Best of luck to **Hattie Haberli** who recently retired.

Ed Shroyer, **Bob Pebbles** and **Neff Crandall** are driving different cars.

Kay Kendal has been helping out in the key punch section, and **Ann Kubiak** is anxious to start building her new home.

While **Ralph Porter** is getting ready for the boating season, **Howard Pascoe** is hard at work trying to keep up with orders for lawn decorations and picnic tables. **Karleen Russel** commented on the nice sign Howard made for her father's farm.

Tunny Vet, **Tom Ordway**, and some of the boys are busy tearing up the greens and fairways getting into shape for this year's golfing.

The Erie Golfing Association Outing has been scheduled for July 28th. **Angelo Petrillo** was a little disturbed when he only hit 599 instead of 600 for three games recently.

The Grasshopper League is getting under way with **"Bud" Wheeler** heading it. **Ed Leferink** and

Ed Bottomley plan to do some coaching in the league. Also, **Mary Jones'** boy is trying out for Little League this year.

John Kelly played in a golf tournament at Hershey.

Dottie Rixford is back to work after vacationing in Florida with her husband.

Former employes **John Casey** and **John Larson**, now in the army, are stationed in Germany.

John Watt recently took a week-end trip to New York City. **Bob Gregory** tried to get to New York, but seems as though he didn't have very good luck. After he was on the train and on his way, he discovered he had the wrong billfold with him, the one with his money and pass was home.

He had to get off the train at Elmira and return home to get the right billfold. By the way, he finally made it to New York.

Nancy Dieter made a trip to Cleveland recently, **Walt Coston** traveled to Albany.

Birthday wishes for June go to **Nancy Woolever**, **Bill Moore**, **Bob Kraft**, **Bill Leonard**, **Freddie Cortese**, **Harry Lemen**, **Carolyn Walter**, **Angelo Petrillo**, **Bob Young**, **Marlene Neu**, **John Gibi**, **Jerry Baird** and **Nancy Dieter**.

AUDITOR OF REVENUES

By Ray Stevens

Nancy Parker and husband, **Norman**, spent two weeks in Quitman, Miss. in April visiting with his family.

Mary Ann Danko had the wonderful experience of serving as an usherette at the Metropolitan Opera while it was here in town.

Irene Haborak spent a weekend in Washington, D. C., and while there saw the sights, including Fidel Castro.

Al Krause took an Erie train to Chicago to spend a weekend with his brother and family.

The American Railway Association Bowling Tournament at St. Louis was a success as far as the Erie bowlers are concerned. Two teams participated, one finished in second place, the other in tenth. The tournament attracted some eighty-five teams so our local

bowlers' performances were extraordinary to say the least.

The second place team captained by **Jim Petonie** threw a 3001 series in their almost successful try for the top spot. The other bowlers on the team were **Frank Buck**, **John Faluski**, **Norm Klimack** and **Chuck Von Duhn**.

Alberta Lawler, **Mary Ann Danko**, and **Marge Brooks** and her husband were among those who took in a performance of "My Fair Lady."

Angie Uranker spent Easter in Pittsburgh with her family, while **Kay McGreal** and **Erlamae Saunders** spent a weekend in New York, the reason was that Kay was the maid of honor in her cousin's wedding party.

Betty Krych has a new convertible.

The divot-diggers were active in April. **Bill Donahue**, **Chuck Von Duhn**, **Ben Cosenza**, **Nell Crann** and **Bill Broestl** were the golfers that started the parade to the links.

A. F. Lamoureux, chief clerk in the Agency Bureau, and his family spent two weeks in Florida.

Visitors to the office this month included **Chris Strauss**, looking fit and quite brown after a stay in Florida, **Tom Lynch**, **Joe Geshke**, **Ursula Jurcisin** and **Ed Medley**.

Dave Kievit got the most out of his vacation. He flew to Miami for a week, then flew to New York City for a visit, and finally by train to Binghamton for a stay with his relatives before returning here.

The good weather brought out some of the local gardeners to inspect the damage wrought by the severe winter. **Al Cerny**, **Betty Hill** and **Max Payne** are three who weren't discouraged.

The Erie girls finished their bowling season on April 21, their teams finished in 2nd, 3rd, 6th and 8th place.

The final averages were as follows: **Irene Haborak** 135, **Pat Von Duhn** 131, **Gloria Lash** 128, **Janet Locher** 125, **Betty Krych** 124, **Juanita Smith** 119, **Mary Lou Hnatt** 117, **Mary Lou Raynak** 116, **Shirley Ranft** 115, **Joann Stelbasky** 107, **Marge Pharis** 101, **Audrey**

Stettin 98, **Deanne Carlson** 83 and **Florence Cregan** 75.

New employes include **Lorrie Wesolowski** and **Jim Crile**. Jim is the grandson of **Al Vorrath**, now retired and formerly of the passenger department.

Jean and **Ray Funk** announced, on April 15th, the birth of a six pound baby girl, **Sharon Ann**.

The male gender of the local office staff will field two softball teams this year; one in Parma under the tutelage of **Steve Miko** and out in Lakewood **Joe Bangert** makes his debut as a manager.

The Parma team which is supposed to be the A Team will make their initial try out in Parma. The lineup includes **John Graham**, **Bill Lash** and **Marty Marcellino** on the pitching staff. Infielders: **John Senyitko** 1B, **Mel Merritt** 2B, **George Joseph** 3B and **Jim Petonic** SS. The outfielders are **Bob Bozoti**, **Don Miskinis**, **Frank Tracy**, **Jay Murray**, **Chuck Hatcher**, **Phil Emery** and **Mary Buchwald**. **Chuck Von Duhn** rounds out the team as the lone catcher.

It seems apparent that what the Lakewood team lacks in talent they'll make up in determination. The players are as follows: **Joe McManus** 1B-OF, **Bill Donohue** LF, **Bill Broestl** LF, **Ben Cosenza** OF-P, **Paul Steinmetz** LF-OF, **Tom Nicelay** OF, **Don Mangan** LF-P, **Mickey McNamara** P-C, **Jim Feeney** OF, **Al Fitch** 1B-OF, **Tom Thomas** OF, **Bob Ostrander** OF, **Nell Crann** OF-C, **Ray Stevens** P-LF, and **Dave Stawski** C.

On April 25, manager **Miko's** boys answered the challenge of **Joe Bangert's** scrubs and met them in battle on the Lakewood High School diamond.

Mel Merritt's two home runs and **Chuck Von Duhn's** solo shot enabled the A Team to walk off with a rousing 16-6 victory. Merritt also had six R.B.I.'s in his quest to return to the game after a "retirement" of several years.

Support by their co-workers would be appreciated and some new faces in the stands besides the familiar ones of **Ted Baker**; **Ed Austin** and **Jim Laggan** would be a definite aid to the two teams.

Gloria DeCarlo is looking for-

ward' to her vacation on the isle of Bermuda.

Dolores Hildebrand and Virginia Martens are eagerly anticipating their first walk around the golf links.

Phil Walsh, the Dapper Dan of the Erie, reminds one of an ad right out of Esquire with his wardrobe.

Lynda Owen, Jean Verdone and Joann Stelbasky are three girls who are helping put their spouses through college.

George Ermer, despite his apparent fragile appearance, is quite an ace baseball pitcher in the Lakewood Leagues.

Benny Cosenza is quite an opera fan what with his having seen Madame Butterfly and Rigoletto while the Met was in town.

Rip Ripepi toured the Seneca golf course recently and ended up with such a collection of aches and pains that he wondered if it was all worth it.

This is my fourteenth and last contribution to the Erie Magazine and I'd like to wish success to **Neff Crann** who will take over effective with the July issue.

AUDITOR OF DISBURSEMENTS

By **Jim Hough and Don Keister**

Frank and **Alice Troyano** have just returned from a ten-day vacation in Florida. Frank looks beautiful with his Florida tan.

Fergie Small has given his home long-lasting beauty by the application of aluminum siding.

Coletta Rauschert has been spending some time recently by waging all-out war on the dandelions in her lawn.

Don Bundy and his tonsils are soon to part company at Fairview Park Hospital. How about some nice peanut-brittle after they are out, Don?

Rennie Belden's home now has a new permanent guest. She tells us it's a Java Bird that has been named "Coffee."

Kathryn Guiton has rounded out a full 35 years of service to the Erie Railroad Company.

Dave Murg has had his "Television" sideburns cut off. We attribute this to the arrival of warm weather.

Don Keister's wife wasn't really

mad at him when she gave that last haircut. He just asked for it short and she obliged.

The rumor you may have heard about **Dorothy Hanley's** coming marriage to **Bob Keelan** is true. The day was May 9th. They plan a car excursion to the west coast.

Hurray for the Office Team's 7th place victory in the bowling season.

CENTRALIZED MACHINE

BUREAU

By **Bernice Batcha and"**

Denney Kish

First showing of "It's a Boy" starring **Stephen James Slimak** on March 28th, 7 lbs., 2 ozs. Congratulations to **Rita** and **James Slimak**.

It's number 2 for **Lois West, Robert Erie**, born April 10th, 6 lbs., 3 ozs.

Here is another increase in population. Born to **Shirley Daugherty**, a baby boy, **Richard Allen**, April 14th, 5 lbs., 11 oz.

Josephine and Warren Sprosty announce **Laura Jeanne**, born April 6th, 7 lbs. Josephine is the former **Miss Zingale**, passing report clerk, who now resides in Detroit, Michigan.

Virginia Abbott and Bob Whitt, have announced their engagement. Virginia and Bob plan to reside in Brooklyn Village where they have purchased a beautiful six room ranch type home. They will wed in August or September of this year.

Mollie Gaines spent a week-end in Detroit visiting relatives.

Ronald Doyle returned from St. John's Seminary in Little Rock, Arkansas, to spend the summer vacation with his family. Ronald is the brother of **Dolores Vassileff** and also a former Erie-It.

Virginia Abbott spent a week-end in Virginia visiting future In-Laws.

Touring the fair state of West Virginia over the Memorial Day Week-End was **Kathy Branch**. Returning with her will be son, **Bobby**, and her mother, who will reside in Cleveland for the summer.

Sandra Shy left for Florida sporting a new hair-do. She will join her husband in Key West, where he completed two weeks training with the Navy Reserves.

Planning to tour Cuba, they will also spend much of their time enjoying the beautiful Atlantic that surrounds Miami Beach.

Alice Seferian beams with pride as she tells of her brother, **Edward**, accepting a position with the Puerto Rico Symphony Orchestra. Edward's talent for music is displayed in fine harmonious sounds from a violin. Edward left the post of Assistant Professor at the University of Louisville, Kentucky, to accept this position.

Up and coming talent of the **Seferian** Family is sister **Armene**, who is studying violin at the Juilliard School of Music in New York City. The word from the grapevine is that Alice, herself, may one of these days make her debut playing the piano at Severance Hall.

Erlamae Saunders spent a week-end in the "big city" attending a wedding. Taking advantage of her trip, Erlamae took in many wonderful sights, such as Rockefeller Center, United Nations Building, and was entertained by the famous "Rockettes" while visiting Radio City.

Adventure out west entices **Marge Bryan** and husband who plan to travel in western style. Although the station wagon is replacing the "horse and wagon," they plan to camp out in old fashioned style and hope to reach the coast.

Kathy Branch displayed her talent for cooking as she served her famous West Virginia meat loaf and potato salad to several co-workers at lunch time. All were reported in satisfactory condition after enjoying the fine lunch. Next on the menu from "Katie's Tasty Catering" is southern fried chicken.

Mike Vovos' mother and father are taking a trip we all dream of, across the Atlantic. They will visit their birthplaces and do some sight-seeing in beautiful Greece.

Attention all strawberry growers! As summer nears and the gardens are planted, there comes this useful, but not too well known, fact from our "fowl expert," **Nelson Case**. He verifies the fact that a goose will weed a strawberry patch without bothering the strawberries.

(Please turn the page)



"Okay, fathead, I'll tell you why I'm so late this morning."

Marion Division

HAMMOND CONSOLIDATED

By Grace Connole

On April 1st **Wilbur Hammond**, machinist, Hammond Round House, retired after 50 years of service. He is making his new home in Saratoga, Calif. where his daughter, son-in-law and grandchildren reside. Mr. Hammond has two sons who reside in the Calumet region. He is fond of flowers and traveling so he can indulge in both hobbies, flowers in California and traveling between there and the Calumet region.

Congratulations to **Mr. and Mrs. Larry Fraki**, operator, on April 4th at 10:34 P.M., became the parents of their first-born, **Deborah Ann**, 6 lbs., 11 oz.

On April 13th, the Erie Veterans banquet was held at Phil Smidt & Sons Restaurant, Whiting, Ind., 54 members present for the fish and chicken dinner. President **H. Kelly** gave a nice talk on getting new members for the association. **Mr. W. Wiarda**, asst. superintendent, talked on the good of the organization.

April 11th was the day **Patrick J. McCambridge**, fireman, claimed as his bride **Shelia Marie Peterson** in a double ring ceremony performed at St. Victor's Church, Calumet City, Ill. Patrick's best man was a brother fireman, **Stanley Bruner**. A reception for approximately 150 guests was held at the Calumet City Hunting and Fishing Club, they are honeymooning in Florida.

14TH STREET, CHICAGO

By Chris Hardt

Donald Davis, brakeman, and wife **Rosemary** are the proud parents of **John Timothy Davis** born March 27th at Little Company of Mary Hospital, weighing in at 6 pounds. We congratulate the Davis family.

Donna Major, former rate clerk, was feted by her friends at the 14th Street Station during the noon hour on her last working day, Friday, April 3rd. The gift was a beautiful basinette. Donna is on leave of absence from the Rate department, she becomes a new mother the early part of June.

We congratulate **Donna** and **Richard Major** on the big event.

Frank Savage, check clerk, witnessed a night baseball game between the White Sox and the Boston Red Sox on Friday evening, May 1st.

He is most happy because he was able to get an autograph from **Bill Veeck**, owner of the White Sox.

Two recent grandpas are: **Charles Dempsey**, conductor, a grandson, **James**, born March 14th. The father is **William Dempsey**. **Chris Hardt**, revision clerk, a new granddaughter, **Amy Louise Oswald**, born May 4th. The mother is **Lynne Hardt Oswald**. Congratulations to both families.

George Greenwald, yard clerk, 51st Street Station, is motoring through Florida on his vacation.

Nellie Walsh, billing department, and **Jewel Creswell**, cooper department, just returned after enjoying several weeks in Miami, Florida.

Irene Speedy, sister of **Ella Shults**, rate department, came to Chicago via jet flight. She joined **Ella** and **Joseph Oberrath**, local Erie police department lieutenant, and his wife **Emily** on a three week automobile tour through Florida.

TRANSPORTATION DEPT.

AND

M. OF W. DEPT.

By H. V. Welker

We extend our best wishes for many happy years of retirement for **A. C. Smith**, assistant chief clerk, of Huntington and **H. E. Crawford**, crane operator, of Leavittsburg.

We welcome **G. H. Robison** as the new assistant chief clerk. **C. R. Swank** has replaced Mr. Robison as clerk in the Office of Supervisor of Communications and Signals.

We notice that **Emmett Schell**, assistant chief clerk, is driving a new Chevrolet.

Another daughter has arrived at the home of Signalman **J. L. Souers** and wife of Huntington. **P.E. Buzzard**, plumber, and wife are the grandparents.

Susquehanna Division

HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

M. J. Brunskill, diesel clerk, bowled in the state tournament at Albany, New York, on April 25.

Congratulations to **Dominic Radoccia**, machinist apprentice, Hornell Diesel Shop, and wife on the recent birth of a daughter, also to grandfather **Frank Radoccia**, boilermaker helper, Hornell Diesel Shop.

We welcome **Thelma Pelych** back to the office.

Norman Thomas, special apprentice, has been transferred to Hornell Car Shop for further training.

James Houghtaling, carman apprentice, is at the back shop for further training and **Basil Stiles**, carman apprentice, has returned to the car shop.

Joseph Perry, test engineer, has moved to a new apartment, it's next to the Moose Club.

We welcome back **Earl Hurd**, machinist, after a recent operation.

Allegany-Meadville

GENERAL FOREMAN & WRECKMASTER, SALAMANCA

Congratulations extended to **Larry Quigley** and wife on the new addition, their first son, born April 12th.

Bob O'Brien and **Walter Meyers** each gained a son-in-law. Bob's daughter, **Kay**, was married on April 11th to **Dan Conlan**. Walt's daughter, **Elaine**, was married on April 25th to **William Crowley**.

Fred Hawkey, retired test rack operator, was a recent visitor at the car shop.

New York Division

WEEHAWKEN LOCAL AND DOCKS

By Violet Schmitt

On Sunday, March 8th, 1959, agent and **Mrs. H. H. Brown** received a phone call from their son, **Charles**, of Columbus, Ohio telling them that Sir Stork had delivered a baby boy that afternoon. Baby was named **Kenneth Aylmer Brown** and is the second child and grandchild; a sweet little girl, **Janette Lockwood**, having preceded her brother by a few years.

Marie Hayes, employment clerk, and your correspondent recently enjoyed dinner in Chinatown and a visit to the Roller Derby at the 14th Street Coast Guard Armory as guests of one of the Armory officers and Erie friends.

William Smith, younger son of **Mr. and Mrs. Frank Smith**, dock clerk, recently had the thrill of coaching his team at Linden, N. J. elementary school to a basketball championship. Bill has been athletic director at that school for the past few years and this year his team was undefeated in their league.

Congratulations are extended to **Mr. and Mrs. J. Murphy**, cost clerk, who celebrated their 18th wedding anniversary on St. Patrick's day.

We wish to welcome **Thomas Toomey** as the new cashier at Weehawken Docks and also to say to **J. McGowan** "May you have the best of luck in your new position."

Now we are coming into the April news, having missed last month due to my not being available at the time.

Among the noteworthy events was the purchase of a splitlevel home in East Rutherford, N. J. by **Mr. and Mrs. J. Wronko**, marine dept., and he is looking forward to summer in the suburbs.

Then we have the 31st wedding anniversary of **Mr. and Mrs. F. Pizzuta**, westbound clerk, on April 15th, which was observed by a family gathering. Only this year, their new grandchild, **Colleen**, was on hand to observe the activities.

We cannot forget that **George Kalle** assistant agent, has now passed the 41-year mark service

with the Erie and we wish him continued health and fortitude to make the next goal.

R. Street, extra trucker, said "I do" to **Betty Waysle** at St. Michael's R. C. Church on April 12th while **R. Pelletreau**, dock laborer, listened intently and produced the ring at the psychological moment. A reception followed and Bob claims he showed the dancing prowess of a finished Arthur Murray student.

J. Welsh, general foreman, took a two week vacation to do some serious gardening at his new Paramus home. If it's rain that helps seeds grow, he certainly selected choice weeks because it did just that for practically the full two weeks.

Congratulations are extended to **Mr. and Mrs. Martin Jacobs**, engineer No. 5, who observed their 25th wedding anniversary at an open house reception for 100 guests at Fair Lawn Athletic Club.

Guests of honor were **Mrs. Erna Fisher** and **Mr. Wilfred Fielding** who attended them at their wedding. Also present was **Mrs. Barbara Jordan**, 'daughter of host and hostess, who resides at Norfolk, Virginia and **Mrs. Jacobs'** brother **Russell Zito** who entertained the guests in addition to the orchestra.

The New York Division of Welfare held their annual dinner dance at the Old Plantation at Teaneck, N. 3. on April 25th.

The occasion was a great success and Weehawken was well represented by **G. C. Kalle**, chairman of the affair and assistant agent, and **Mrs. Kalle**; **Mr. B. S. Reed**, demurrage clerk, and **Mrs. Reed** and family were on hand and **Bud** was on the committee; **Rose Marotta**, telephone operator, attended with a group of her friends and relatives who had such an enjoyable evening they are looking forward to the next event.

George Foote, yardmaster, is an avid fan of detective stories, his favorite character being one **Charlie Chart**.

A. Topper, yard clerk, is scout leader of a group in which his son is a member and they are currently looking forward to the approach of warmer weather so that they can consummate some of their planned hikes.

PASSAIC, N. I.
By Myra Glinski

Michael Bashaw, foreman, enjoyed three days of his vacation fishing, having caught his quota of fresh water trout.

W. Wagner, ticket clerk, enjoyed several days in the Poconos with his family during the month of March.

Charles Dalzel is busy having his home landscaped.

Harry Flanagan, OS&D clerk, is again carrying his fishing rod in the car now that evening fishing began with Daylight Saving Time.

SUPERINTENDENT'S OFFICE HOBOKEN

By Mary A. D. Meyer

Visitors to our office have been: **Bill Hanley**, **Joe McCirr**, **Ralph Riccardi**, **Harry Coleman**, **John Dillion**, **Joe Nalewaiki**, and **Dan Crowley**.

Happy birthday to **Jack O'Connor**.

Mr. and Mrs. Fred Dana are enjoying a spring vacation at Miami Beach, Florida. Good luck to **Barbara Meisten** transferred to Office of Vice President and General Manager, Pier 8, Jersey City, N. J. in place of **Mrs. Patricia Blom** who resigned.

Barbara Meisten was former clerk-stenographer here and later at Pier 28, North River, New York.

It is good to see **Carl Hansen** back at work after a battle with the virus.

(Please turn the page)

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The New York Division Welfare Association spring dinner dance Saturday, April 25th, at The Old Plantation, Teaneck, New Jersey was a most enjoyable get together.

Those from this office who attended were: **Mr. and Mrs. J. R. Ebert, Mr. and Mrs. J. W. Conway, Mr. and Mrs. J. T. Corbett, Mr. and Mrs. R. L. Downing, Mr. and Mrs. H. A. Rhoads and Virginia Rhoads, Mr. and Mrs. D. J. Mahoney and Patricia Mahoney, Mr. and Mrs. W. J. Klink, Mr. and Mrs. J. L. Craft, Mr. and Mrs. W. J. Betz, Mr. and Mrs. B. F. Leah, Mr. and Mrs. C. Beckwith, Jack O'Connor, Joe Nolan, Antoinette Geerinck, and Rose Mary Van Riper.**

Mrs. J. R. Ebert sang several solos.

Congratulations to **Clifford Beckwith** who was elected borough leader of the Democratic Party in West Paterson, N. J.

George Ameer is State Treasurer of "ALSAC." The organization recently sponsored a benefit dinner for leukemia-stricken American children, June 1st, in **Frank Dailey's** Meadowbrook, Cedar Grove, N. J. The affair was in the form of a reception to honor TV-Star Danny Thomas, who spearheads the drive for St. Jude's Hospital.

Lighterage

NEW YORK CITY

By Regina F. Frey

Congratulations to **John Sullivan**, assistant superintendent, upon the arrival of a new granddaughter, via son, **Johnny**.

We were glad to see **Laura Coleman** when she paid us a visit recently. She is looking well and hopes to return to work soon.

We had a visit from **Ann Schreir's** little granddaughter, **Kathleen**, a short time ago. She was taken to the lunchroom and duly fed by all, then went on her way to see "Sleeping Beauty."

We welcome **Ralph Pierce** to our staff as typist.

Congratulations to those celebrating June birthdays, **Bill Gannon, Bertha Trefrey** and **John Sullivan**, and to **Emil Skupin**, chief clerk, who will celebrate 37 years service.

Anvil

(Story begins on page 10)

"One, that an informed employee is an industry's best advocate. When employees, wearing white shirts or blue, are informed regarding their industry and speak out for it, the public will listen.

"Two, that John Q. Public has become a statesman. Our experience convinces us he bears no resemblance to the traditional portrait of the self-seeking bumpkin who can be duped by the cliché peddler. Instead, he seeks the fact, evaluates an industry's policies, and gives his support to those which he believes best serve the nation's interest.

"Three, that an improved public opinion is a practical asset, like money in the bank."

Mr. Mackie told the 15th annual Silver Anvil Award dinner



audience that he was accepting the association's emblem of honor "in the name of the railroad industry's finest advocates--the 1,200 railroad employees who are members of our Eastern team of 25 community committees."

The railroad program, in which 37 railroads participate, was inaugurated in 1953. The basic pattern of the program is two-fold; making friends through a series of community service projects, and providing informational activity designed to create understanding of and support for railroad objectives.

• • •

Scholars

(Story begins on page 7)

High School at 16. She is the daughter of Robert L. Pettegrew, qualified as a passenger train conductor, but now working as a baggageman on trains between Youngstown and Cleveland.

She completed her four-year high school course in two and a



Kathleen E. Pettegrew

half years by carrying extra subjects in the regular terms and going to summer school.

This work load didn't interfere with her social program, however, and she was active in and out of school, in the student council, on the school paper, school drill team and in the Rainbow Girls and Christian Endeavor Society.

She plans to attend Purdue University, where she will prepare herself for a teaching career.

She is one of four children.

Vito P. Valella

Vito Valella ranks fifth in his Meadville High School senior class



Vito Valella

of 354 members. His scholarship came somewhat as a birthday pres-

Erie Railroad Magazine

ent as his 18th birthday was three days after the award luncheon. His father, Frank Valella, is a carman helper in the reclamation plant at Meadville.

Vito has his sights set on a career in electrical engineering, and plans to enter Carnegie Institute of Technology.

A member of the school honor club, his favorite subjects are math and science. Besides maintaining a high scholarship rating, he has been lieutenant governor of the student council, was vice president of his class last year, and has been president of the Hi-Y.

Outside school he is an altar boy. To earn spending money he has worked in a shoe repair shop.

Vito is one of three children.

Kent Division

(Story begins on page 12)

track. For when the Kent division was double-tracked the new track was the eastward one, and the grades were eased by excavation from a point just west of the station at Ontario (MP 275.80) to MP 280.90, reducing the grades faced by eastbound trains from a high of .96% to .66%.

In this five mile stretch first one then the other track is higher, a silent commentary on the way earth-moving methods improved from the construction of the first track in the 1860s to that of the second early in the 20th Century.

Pickle Run vs. Olentangy

At Ontario, too, the road crossed from the valley of the Mohican River to that of the Olentangy, and just at the outskirts of Galion the Erie crosses what the government's surveyors recognize as the official headwaters of that river. However, railroad men know the stream at this point not by the musical name of Olentangy, but the down-to-earth one of Pickle Run.

Once off Ontario hill, the line flattens out markedly and Galion is reached.

Galion is an important center of the road machinery business, and thousands of road rollers and road scrapers are made here every year; special truck bodies are another important product, and one

of the largest makers of telephone switchboards is located here.

Too, it is an important rail center. At this point the Big Four line from Cleveland crosses the Erie, and just east of the Erie station crosses the Erie, and separates into two lines, one running south to Columbus and Cincinnati, and the other to Indianapolis and St. Louis.

The St. Louis line parallels the Erie, and here at Galion a coordinated operation of the two railroads begins. Since 1901 the two

railroads have shared facilities under a trackage right agreement, which gives both the advantages of a double track line at the cost to each of maintaining single track.

Between this point and Marion both maintain their own lines, which run close to one another. But the Erie's track, the northern of the two, is used by both railroads for westbound movements and the Big Four track is used for eastbound trains. Each railroad maintains its own line, and the

(Please turn the page)



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Kent Division

(Story begins on page 12)



MILLIONS OF BUSHELS of grain await shipment over the Erie in this Marion elevator.

Erie is responsible for dispatching both companies trains. Erie and Big Four train crews operate their trains just as though they were always on their own tracks.

140-Pound Rail

All 21 miles of Erie's track in this stretch is laid with rail weighing 140 pounds to the yard--the longest single stretch of rail of that weight on the Erie today.

This is the finest running ground on the Kent division. Curves are few and gentle, and the grades, especially after Martel, is passed, slight. At Martel, 7.2 miles west of Galion the Toledo & Ohio Central division of the NYC crosses, and here there is a siding and an interchange track with that road. Beyond this point the grades become even slighter --and from Caledonia, 6.4 miles still farther west they are hardly worth mentioning.

In the stretch between Galion and Caledonia the Erie twice crosses the Olentangy, for the stream makes a wide loop to the north before turning southward, and just east of Caledonia the

stream has grown to the point that a through truss bridge, 139 feet long, is needed to cross the river.

President Harding's Home

At Scioto, MP 301.7, 6.4 miles west of Caledonia, is the entrance to the vast storage area of the Government Services Administration north of the Erie; and 3.2 miles farther along is Marion.

Marion's residents are proud that one of their number, Warren G. Harding, became the 29th president of the United States. At the time of his election he was editor and publisher of the Marion Star.

Just east of the spot the Sandusky and Columbus line of the PRR crosses the Erie at grade; just west of it the Hocking division of the Chesapeake & Ohio crosses.

Divisional Offices

Adjacent to the platform are the divisional offices of the Erie, and a large Railway Express office. Often crated racing sulkies are on the platform outside this office, for Marion, among its other industries, is a center for the manu-

facture and repair

track equipment.

One of the more unusual businesses in Marion is the manufacture of dog food, and one of the town's packing houses specializes in its production.

Just west of the station, the east side of which is at milepost 305.0, the Dayton branch leaves the present main line of the Erie. Before the Chicago and Erie was built, this was the main line, so the Dayton branch, or second subdivision of the Kent division, carries the milepost numbering further, and MP 306.06 of the main line is also milepost 0.00 of the C&E.

To MP 4.00

A few feet still farther west the Big Four trackage rights end, and that road turns off to the south side of the Erie.

However, Kent division's maintenance responsibilities do not end until MP 4.00 of the old C&E, and between the depot and that milepost is located one of the largest and most efficient yards on the Erie, and one of its two largest Diesel shops.

For convenience the yards are divided into A, B, C, D, and E yards.

Marion Yards

Yard A has 8 tracks; B has 23, and is one of the first hump yards in the country to be equipped with retarders; C has four tracks; D has 15 and E 16. In addition there are five manifest tracks and three ice tracks, on two of which 28 cars may be iced at once.

In addition there are repair tracks, leads and other special tracks.

At the west end of the yards the mains cross the Little Scioto River on through plate girder bridges, one 52, and the other 53 feet long. Marion division maintenance begins at MP 4.00, west of MJ cross-over.

(This is the 20th 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.)

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Erie Railroad Magazine

Payroll Tax

(Story begins on page 10)

To pay for these increases, employees as well as the railroads will be paying more in the way of taxes. As an example, most employees now have \$21.88 a month deducted from their pay for railroad retirement taxes, or \$262.50 a year.

Under the new law this will increase to \$27.00 a month or \$324.00 a year beginning June 1st and there will be a gradual increase in these taxes up to 9% in 1969. Then each employee will be contributing \$36.00 a month or \$432.00 a year. And, of course, the company must pay this amount for each and every employee on the payroll earning \$400.00 a month and most of them exceed that figure.

The new law provides for substantial increases in the unemployment and sickness benefits. Railroad workers can receive from \$22.50 up to \$51.00 a week when unemployed or sick as compared with former rates of \$17.50 to \$42.50 a week.

Why Discriminate?

Employees do not pay anything toward unemployment benefits, the entire cost is borne by railroads and their taxes for this purpose, over and above railroad taxes, will increase to 3¾ on the first \$400.00 of monthly wages.

The present maximum period of 26 weeks for drawing unemployment compensation will be extended to 39 weeks for workers having 10 to 15 years service, and will be extended to 52 weeks for those with 15 or more years of service.

All of this raises an interesting question: "Why aren't all employees, no matter in what industry they work, subject to the same government retirement taxes and benefits?" To put it another way: "Why not put all workers under the provisions of the Railroad Retirement Act or why not put all workers under the provisions of the Social Security Act?" In that way there would be no discrimination.

• • •

Lunch

(Story begins on page 6)

Parents of the five are a cross-section of Erie Personnel. The fathers of the group include a carman helper, a conductor, a patrolman, a signal maintainer and a switchman.

And the five come from all along the Erie's line. One comes from Little Falls, N. J.; another from Canisteo, N. Y.; a third from Jamestown; one from Meadville, and one from Cleveland.

Their papers had been graded by an outside organization that knew the 114 applicants only by code numbers. In its report, the selection committee praised all who had taken the examination.

Other Finalists

Besides the five chosen, the following, whose names are arranged in alphabetical order, rather than in order of standing, were among the finalists:

Joan M. Carey, daughter of Oscar A. Carey, train dispatcher, Hornell; Robert W. Chenoweth, son of Robert D. Chenoweth, methods & procedures analyst, Cleveland; Susan M. Flynn, daughter of James T. Flynn, assistant division engineer, Marion; Francis X. Hart, son of Leonard R. Hart, captain of police, Hornell; Dennis E. Kahrar, son of Edward C. Kahrar, machinist, Jersey City; Donna J. Noyes, daughter of Jack W. Noyes, engineer, Cedar Lake, Ind.

George F. Slatt, jr., son of George F. Slatt, machinist, Hornell; Penelope A. Whitford, daughter of Harold C. Whitford, Diesel maintenance instructor, Canisteo, N. Y.; Patricia I. Wilhelm, daughter of Howard H. Wilhelm, bookkeeper, comptroller's office, Cleveland; Richard A. Wire, son of Claude L. Wire, brakeman, Huntington, Ind.

• • •

Average load of a freight car in 1958, including carload traffic, less-than-carload traffic and company freight, was 33.0 tons, a decrease of 0.4 ton under 1957. For carload traffic alone, the average load in 1958 was 43.4 tons, also 0.4 ton under 1957.

Diners

(Story begins on page 5)

of the 13 dining cars operated in passenger service last year rated a score of 95 or better on an official Public Health Service inspection involving 124 separate items of sanitary construction and maintenance.

According to John M. Collins, manager of dining car department, "the sanitary conditions we maintain, particularly in kitchen and pantry, would be difficult for even the most meticulous housewife to achieve in her own home. I am proud of the interest our dining car crews take in



WHAT'S COOKIN'? Chef-cook Ernest E. Barbee shows Mr. McKInnes what's on the steam table.

achieving these high sanitary tests."

Participating in the ceremony held in the Railway Machinery Club in New York City was Andrew G. Oldenquist, passenger traffic manager, who announced the special citation will be reproduced so a copy can be displayed for the information of the traveling public in each dining car.

Also attending the luncheon were David R. Thompson, vice president for traffic; A. E. Kriesien, assistant vice president and general manager of the Eastern District; Eric C. Hallberg, assistant vice president--traffic; Bernard F. Conway, freight traffic manager--piggy back and l.c.L.; and Fred G. Hoffman, assistant general counsel.

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THE ERIE STONE COMPANY
TOLEDO 4, OHIO

Losses in the Erie Family

| NAME | OCCUPATION | LOCATION | DATE OF DEATH |
|------------------------------|-------------------------------------|-----------------------------|------------------|
| *Attinello, Guiseppe | Trackman | New York Div. | 1-29-59 |
| *Balbierz, Louis Leo | Car Inspector | E. Buffalo Car Shop | 3-25-59 |
| Bath, Edwin Charles | Yard Conductor | E. Buffalo | 4- 7-59 |
| *Beattie, Isabel Lauder | Accountant | Frt. Claim Dept., Cleveland | 1-18-59 |
| *Bennett, George Kendall | Road Conductor | New York Div. | 1-28-59 |
| *Blackington, Albert Raymond | Machinist | Susquehanna Coach Shop | 4-3-59 |
| *Block, John Joseph | Carman | Susquehanna coach Shop | 4-23-59 |
| *Burns, John William | Engineer | Mahoning Div. | 1- 1-59 |
| Bush, Francis Thomas | LOCOMotive Engineer | Buffalo Div. | 3-27-59 |
| Byron, Ulysses | Stower | 28th St. Sin., N. Y. City | 3-31-59 |
| *Danks, Ralph | Conductor | Wyoming Div. | 2-17-59 |
| *Dowries, William Henry | Clerk | Jersey City Car Dept. | 4-24-59 |
| *Dwyer, James | Trackman | New York Div. | 4-3-59 |
| Fader, John James | Locomotive Engineer | Mahoning Div. | 3-19-59 |
| *Fortner, Clinton Minor | Operator-Clerk | Delaware Div. | 2- 7-59 |
| *Friess, Lawrence Joseph | Patrolman | Cleveland | 3-31-59 |
| Furler, Walter Joseph | Foreman | New York Div. | 3-15-59 |
| Furmanski, Edward Joseph | Car Repairer | Hammond | 3-30-59 |
| *Gady, Henry Carl | Trackman | New York Div. | 2-18-59 |
| *Glavey, William Henry | Yard Brakeman | Youngstown | 3-18-59 |
| Goebel, George Fred | Yard Conductor | E. Buffalo | 4- 5-59 |
| *Grier, James Fredrick | Cook (Official Car) | Cleveland | 2-26-59 |
| *Holleran, John James | ICC Machinist | Hornell Shop | 3-30-59 |
| *Kee, Robert Nice | Trackman | Mahoning Div. | 3-22-59 |
| *Kenny, Patrick Henry | Laborer | Chicago Car Shop | 3-22-59 |
| *Kocher, Fred Henry | Laborer | Huntington Loco. Dept. | 4-21-59 |
| *Koziol, Frank | Laborer | Jersey City Shop | 2-17-59 |
| *Kusemaul, Jacob | Machinist | Hornell Shop | 4-13-59 |
| Ludden, William Andrew | Yardman | Hornell | 3-28-59 |
| *Lynch, John Frank | Car Inspector | E. Buffalo Car Shop | 4-6-59 |
| *Miller, George Barrowclough | Machinist | Marine Dept. | 4-21-59 |
| *Murphy, Joseph James | Yd. Brakeman & Ex. Yd. Conductor | Croxtan | 3-25-59 |
| *Murphy, Michael Augustine | Yard Clerk | Croxtan | 2-7-59 |
| *Murphy, Rosetta Mulholland | Matron | New York Div. | 2-20-59 |
| *O'Horo, Michael Joseph | Machinist | Avoca Shop | 3-30-59 |
| *Papageorgis, Mike | Trackman | Mahoning Div. | 12-25-58 |
| *Proctor, George Augustus | Carman Helper | Port Jervis Car Shop | 4-15-59 |
| *Prost, John Joseph | Night Janitor | E. Buffalo | 2-15-59 |
| *Richard, Carlton William | Conductor | Susquehanna Div. | 2-17-59 |
| *Schuchardt, Randolph | Engineer | New York Div. | 1-24-59 |
| *Seaman, Fred Luther | Conductor | Susquehanna Div. | 2-21-59 |
| *Setlock, Andrew | Steam Derrick Engr. | E. Buffalo Car Shop | 4-12-59 |
| *Sexton, Harry Leo | Boilermaker | Secaucus Shop | 2-12-59 |
| *Sinovich, Andrew | Trucker | Jersey City Dogks | 4-7-59 |
| Steed, Ralph Moody | Road Brakeman | New York Div. | 4-16-59 |
| *Torraco, Dominick | Messenger | NYTSAB, Jersey City | 2-19-59 |
| *Vatter, Frank Michael | Machinist | Meadville Diesel Shop | 3-27-59 |
| *Wachter, Dennis John | Engineer | Allegany Division | 3-3-59 |
| *Wade, Henry McClellan | Gen. Mall. Bag. & Express Agent | New York | 4-13-59 |
| *Whalley, John Leo | Car Inspector | Susquehanna Shop | 4-16-59 |
| *White, William Henry | Engineer | Rochester Div. | 2-27-59 |
| *Willard, Richard Joseph | Leading Carpenter | Buffalo-Rochester Divisions | 2-22-59 |
| *Wittnebert, Benjamin | Conductor | New York Div. | 4-16-59 |
| *Retired Employee | | | |



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The airplane he's riding in...
The car waiting for him
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he'll sleep in tonight ..

They've come to him all or part of the way on the railroads E either as raw materials, as component parts, or as finished products.

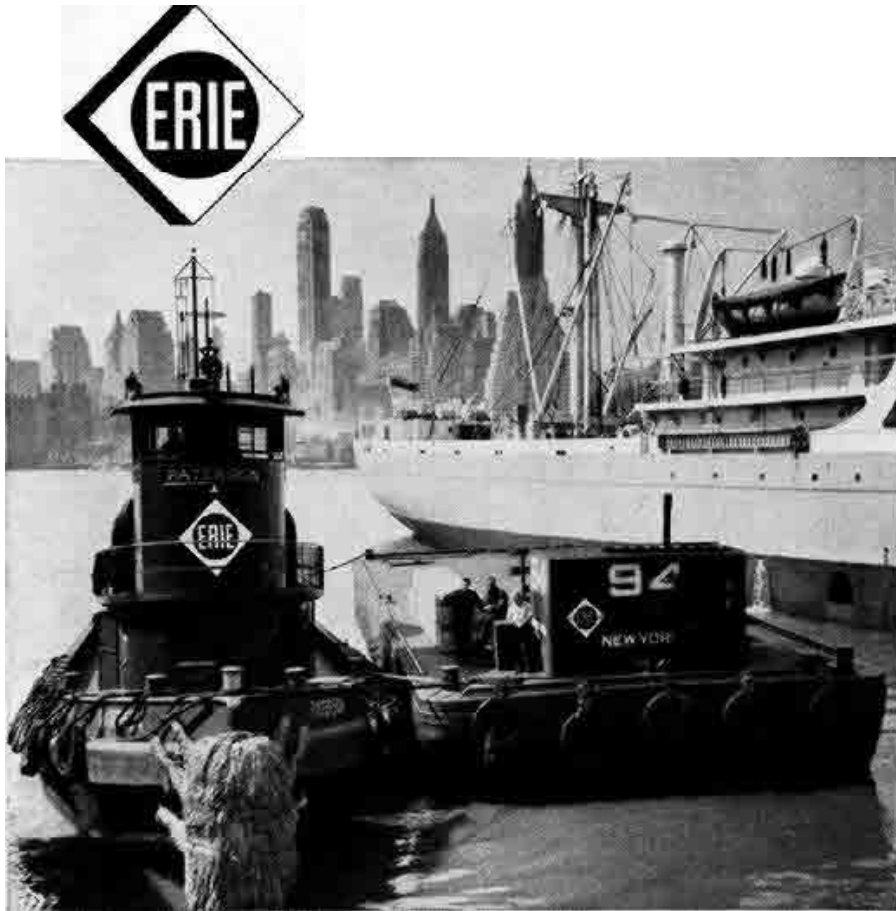
Man who "never uses" the railroads ?
There's never a day when he doesn't!

Railroads carry more of the things you use than any other form of transportation. And they save you money, too because railroads are a *low-cost* way of shipping freight.

Financially sound, progressive, and strong railroads are essential to a dynamic American economy and to our national defense. It is of vital interest to everyone that the railroads be given the equality of treatment and opportunity upon which their health depends -- now and in the future.

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Railroading on the water



Delivering essential goods requires more than diesel locomotives, electronic signaling devices, and other modern rail equipment. On the Erie, it also means floating a good sized "Navy".

Erie handles import-export freight in New York Harbor with a fleet

of all-diesel tugs, lighters and barges . . . even a 50-ton floating crane. These facilities are part of Erie's *complete* freight service that saves time and money for shippers.

Railroading on the water is not considered unusual on the Erie. It's another vital part of Erie's pro-

gressive railroading that has introduced such things as trains carrying trucks "piggy-back". . . radio-telephone equipped trains . . . and "Quick Action" Car Locator Service that helps Erie men give shippers instant information on their shipments en route.



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