GROWTH ON THE ERIE

OUR 55TH YEAR OF PUBLICATION

MARCH 1959
The President's Page

THE Federal Government is having difficulty balancing its budget. We all have this problem from time to time so we can sympathize with them. This sympathy ceases however, when we see that money is still being given away for projects that should be paid for by the users and not by the taxpayers.

For instance, the Civil Aeronautics Board recently announced that subsidies to the airlines in the next fiscal year will total $61,787,000 which is in addition to $77,855,000 the airlines will receive for carrying the mail.

Another example is the bill currently being progressed by Congress which will grant over $400 million for airport construction in the next five years. Then there are the vast expenditures for the continued development of waterways and highways that are not being adequately paid for by the people who use them.

These subsidized transportation facilities create unfair competition for the self-supporting tax-paying railroads. Furthermore, these practices are contrary to the basic free-enterprise principles on which this nation was built.

Isn't it about time these government-provided facilities were curtailed or at least paid for by those who directly benefit from them? Such a policy would go a long way toward balancing the budget, would restore healthy competition and would help to reduce the tax burden on all of us.

H. W. V. White
THE COVER:

On a chill day in early Spring an Erie fast freight rushes westward past Columbia-Southern Chemical Corp.'s rapidly rising new cement plant near Barberton, O. A half mile below the tracks lie the galleries of the chemical concern's vast limestone mine. Columbia-Southern is a subsidiary of Pittsburgh Plate Glass Co. More about the mine in a later issue of the magazine.
Business Indicator

Freight Cars Loaded on the Erie and Received from Connecting Railroads

**Dollar Figures at a Glance**

<table>
<thead>
<tr>
<th>Month of January:</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
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<tr>
<td>1959</td>
<td>$12,310,315</td>
<td>$13,216,098</td>
<td>($905,783*)</td>
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<td>1958</td>
<td>12,756,750</td>
<td>13,643,886</td>
<td>($887,136*)</td>
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(*Losses in italics)
Mess Caused by Flood Costs
Erie Railroad $1,000,000

The January floods that struck the Erie will cost the railroad about $1,-

000,000.

That sum had to be expended to clean up the mess made by water,

ice and mud, and includes the cost of detouring trains and the loss of

some traffic during the time the railroad was in trouble.

Hardest hit was Meadville yard. Facilities grouped about it and
cars caught by the flood waters were damaged.

Ice Jam Dam

The flooding itself had been caused by an ice jam in French
Creek below Meadville; but once

the water rose, it froze in the yard. Ice pressure damaged 174 switch

plates, 24 so badly they had to be replaced, and 150 had to be taken

apart and rebuilt.

As soon as locomotives could move through the yard the job of

restoring the yard began. A Jordan spreader and a number of bulldozer

were used to clear the tracks of ice.

The ice was piled between the tracks after it had been cleaned off
down to the ties. Then four cranes loaded the broken ice aboard hop-

per cars and the cars, 45 of them, were moved to Stony Point and

parked on a siding there for the ice to melt.

Weedburners Thaw Ice

Then weedburners were brought into the yard and used to thaw the

switch points, and the damage to the switch stands, many of which

had been completely encased in ice, was assessed.

Meanwhile the signal and communications department was busy

restoring company lines and company telephones to service. Water

had been so high in the signal repair shop, the division carpenter

shop, and the reclamation office that it had reached the mouth-

pieces of telephones of the hanging type.

When opened for inspection the mouthpieces were found to contain

(Please turn to page 30)

March, 1959

A JORDAN SPREADER clears ice from the tracks in Meadville yard.

AFTER THE WATERS RECEDED the yards looked like this. Harry J.

Weccheider, engineer, maintenance of way, western district, is shown in-

specting the yards.
1959 Seen 'Year of Decision' on Working Rule Problems

Extra Cost of Present Procedures Put at $500 Million

A YEAR OF DECISION is shaping up on "featherbedding" on the railroads—a problem which cost the nation a staggering $500 million annually.

This Fall will see the expiration of a three-year labor-management agreement to postpone changes in the railroad work rules which lead to "make-work" practices.

The opening move in the drive on featherbedding was made by Daniel P. Loomis, president of the Association of American Railroads, in an address before the National Association of Shippers Advisory Boards in St. Louis.

Mr. Loomis appealed to leaders of the train operating brotherhoods to join in seeking a special Presidential commission to help work out a solution.

There is urgency in this call for help. Mr. Loomis said that featherbedding poses "the most difficult labor issue ever faced in railroading," and warned of the possibility of strikes and wide economic disruption.

What is featherbedding? Webster's dictionary calls it the practice of "requiring an employer to pay unneeded workmen, or to pay for unnecessary or duplicating jobs, or limiting the amount of work to be done in a day as a means of stretching work." The AAR terms it simply "pay for work not done."

Featherbedding hits the whole nation. According to information released by the AAR, it exacts a toll of 5 per cent of all rail revenues and adds a minimum of 10 per cent to the railroads' annual payroll of $5 billion.

These costs, while borne directly by the railroads, are reflected in higher travel fares, higher freight rates and higher prices generally.

Hurts Rail Employees

Railroad employees suffer, too. "Make work" inflates charges to customers, helps undercut the lines' competitive position. The AAR calls it a major factor in the trend.

"I am not attacking railroad labor. There is no more able or conscientious work force in any industry in the nation. I am, however, attacking and condemning the deadly rules our workers must work by . . . rules which are thoroughly un-American in concept and economically destructive in practice . . .

"A half-million railroad jobs have been lost in the last dozen years. Unless we solve our internal and external problems, more thousands of jobs will go down the drain. No labor leader wants that. And neither does any railroad official.

"So I urge our brotherhoods to act with us to help reverse this disastrous trend. Let's wipe out featherbedding. Let's stop paying men for work they don't do.

"Let's stop dissipating our lifeblood in frustrating clashes over rules everyone recognizes as unsound and unfair.

"Let's stop arguing over who will get the biggest share of a reeling industry's dwindling income . . . and turn our eyes and hearts to ways to regain strength, expand business and divide the fruits of new-found prosperity."

—Daniel P. Loomis, President, AAR.

Let's Stop Job Loss Trend'

Railroads also maintain that featherbedding slashes profits and limits investment in modern plant and equipment. This in turn limits railroad capacity and poses a threat to defense transportation capability.

The AAR points out that railroads in World War II handled 97% of all organized troop movements. Yet their passenger-carrying fleet is already 40 per cent smaller than the one which saw such service in World War II.

Featherbedding hits railroads particularly hard because employment costs eat up 52½ cents of each railroad revenue dollar, up from 43 cents in the late 1920s. This change in ratio, the AAR says, is one big reason why railroads rank third from the bottom profit-wise, among 73 industrial groups.

Hits Train Operations

According to the railroads, featherbedding is concentrated in train operations, which account for one-fourth of all rail employment of 840,000. The three major areas are specified as:

(1) The dual mileage-day basis of paying train crews.

(2) Jurisdictional work separations—rules that ban road crews from working in yards, and vice versa, and train crews from crossing district and seniority boundaries.

(3) Unnecessary fireman jobs and other train positions.

(Please turn to page 29)
Sir:

We know that the shipping public is prone to criticize a carrier for service when things go wrong, but we will not take the time to compliment them on services that are above the ordinary in so far as performance is concerned.

The service we have been receiving in connection with your line to the East Coast has been excellent and, in fact, one of the few on which we may depend from day to day to give a definite schedule time in transit—which, as you know, is very important in the movement of products, particularly for export.

We wish you would pass this on to your company and express our thanks and best wishes for the future.

D. W. McFarland
Manager, Rates & Classifications
Caterpillar Tractor Co.
Peoria, Ill.

Sir:

Most of us today must content ourselves with receiving mediocre treatment by those people who serve the public. Sometimes, in fact, we are lucky to get even somewhat less.

When we do receive good service it stands out so much that it is only right we should acknowledge it—and yet we seldom do.

A group of us were traveling on your road this weekend and the fine and courteous service performed by your Mr. B. A. Thompson was certainly a credit to your operation. He not only gave us fine treatment, but I'm sure everyone he served was equally impressed.

May I compliment you on what we considered above-average food and fine service by this dining car crew, and most particularly, Mr. Thompson.

R. E. Probst
Probst Supply Co.
Marion, Ohio

Sir:

We take this occasion to express our thanks for your cooperation in helping us to secure a reduced rate on prepared coconut, minimum weight 60,000 lbs., New York/Chicago.

You and your assistant, Mr. Joyce, have been very helpful with our general transportation problems for which we also acknowledge and thank you.

We have found your service excellent and it is our pleasure to favor you with a continued interest in freight business.

Wm. B. Foster
Balfour, Guthrie & Co., Ltd.
New York City

Sir:

Just stepped off your train from New York after a very comfortable round trip—over Sunday night and back last night. The sleeping qualities of the ride were, as usual, very good—smooth starts and stops all the way. I hope people will patronize it often and well—it's darned good service.

Joe Barr
Oil City, Pa.

Sir:

We wish to refer to recent shipment of 20 Road Graders and Cabs made from Marion and destined for Korea. Shipment consisted of 13 cars, 9 of which routed Erie Railroad delivery, four routed for New York Central Railroad delivery.

As you know, due to the labor difficulties in the port, there was a problem arranging for delivery of such a large order, and due to the fact that the steamship company sailed their steamer two days earlier than scheduled, it was questionable as to whether or not we would be able to have this entire shipment delivered to the S. S. Flying Clipper as scheduled.

We wish to give credit to the Erie Railroad for their cooperation in handling this matter.

We contacted Mr. Bob Mounce of the Erie Railroad and were able to give him less than 24 hours for delivery of this shipment. Through his very good efforts, Erie Railroad loaded their cars on a car float, and then in order to eliminate the possibility of split delivery they sent their car float into the New York Central Lighterage Station to pick up the four cars which came in via New York Central.

Joe Barr
Oil City, Pa.

Sir:

. . . The Pullman Standard Car Manufacturing Co., and I personally desire to thank and congratulate the Erie Railroad . . . for the prompt and efficient service rendered.

We realize that this required extra effort in switching these cars, which you arranged and your employees so efficiently executed.

This is just another example of a well-operated railroad for service to the public and close cooperation of management and employees to furnish this kind of service.

E. Roy Wissinger
Asst. Supervisor of Traffic
Butler, Pa.
Hundreds of Little People
Make Home with Erie Man

KEEPING HIS FIGURES clean is a big job for Frank Bisko. Here a few of his friends stand in the shape of the Erie diamond while he brushes another free of dust.

THE house where Frank Bisko, Erie employee of 32 years' standing, lives looks like many another from the street. And while it is true that Bisko is the only living inhabitant of the house, he can hardly be said to live alone.

For he is not only a man of hobbies, but a man whose reigning hobby surrounds him with hundreds of friends, including all the characters of Dickens' novels.

When Bisko goes home from a day's work in the office of the superintendent of construction, where he is a stenographer, not only are Little Dorrit & Co. on hand to greet him, but hundreds of other persons, from Indian chiefs and members of the Royal Mounted to merry peasants and French Canadian housewives.

And if the little people in his house ever find time hanging on their hands while Bisko is at the office they could organize a hunt of some proportions. For there are scores of elephants, plenty of rhinoceroses, and whole packs of dogs, ranging from terriers to hounds and retrievers, to provide plenty of hunting.

Over 2,000 Figures

All these people, and the dogs and animals as well, live in a special cabinet in an alcove off the Bisko living room at 1441 Grace Avenue, Lakewood.

They are the fruit of more than seven years of collecting effort, and number above 2,000, although Bisko has never counted them. All are painstakingly carved figures of wood, ivory, bone and onyx, or carefully moulded of ceramics or glass.

The cabinet in which they stand is open-fronted.

This makes for a bit of house-keeping problem. But that doesn't faze Bisko, who does all the

(MPlease turn to page 29)
Former Erie Dispatcher, 85, Finds Retirement Is Good

Horace Fitzgerald Remembers Old Days

After more than 13 years of retirement, Horace Fitzgerald, 85, gets as much fun out of life as he ever did; his step is still quick, his mind, sight and hearing sharp, and he's likely enough to walk to work.

For although he's retired, he finds he enjoys working a few hours every day. He lives in Oradell, N. J. and works from 4 to 9 p.m. every day for a lumber company to keep active—and he was an Erie employe for at least 56 years and 7 months before his retirement in 1945.

For Horace Fitzgerald the words "at least" have to be inserted before the official length of his service, because in his case it is hard to tell just when he began working for the railroad, although his formal employment record begins in April, 1889.

Affair Began Early

Certain it is that his love affair with the railroad began very early. His father had cut wood for the Erie engines in the late '60s and his uncle Charles was a locomotive engineer for the Erie. By 1887, when Horace was 13, he knew very well how to get on and off a moving freight train, and had made himself so useful around the Monroe station that the agent had begun to teach him telegraphy.

Telegraphy was about all that the boy did not know to fit him for full time, formal employment. He already knew how to sell tickets, handle baggage and i.c.l. freight, keep books, sweep floors, build fires and all the hundred and one other duties that fell to station agents in those days.

When he was 15 he found himself officially an Erie employe, and for the next eight years he was sent from station to station on the New York division as a telegrapher.

"Really I was a relief agent," he says today. "Some of the places were small stations, and one man did everything."

Among the busy places in those days was Newburgh, where, in those days, the Erie and the railroad now known as the New York, New Haven and Hartford, had their interchange point. Interchange with the New Haven was by car ferry, and at this point all freight bound from the Erie to New England, or from New England for the Erie had to be floated across the Hudson.

Too, the Erie and the West Shore line of the New York Central interchanged freight at Newburgh.

When he worked at Newburgh his duties were those of telegrapher, a simpler job in some ways than the work in the smaller stations, but one that kept him busy.

In 1897 he was transferred to Jersey City where he was a telegrapher in the dispatcher's office until 1899, the year of the Spanish-American War, the first of three wars that were to see the importance of the railroad increase in national defense.

In 1899 he became dispatcher; in 1907 assistant chief dispatcher, and later that year, assistant trainmaster. Service in other posts in Jersey City followed, including work as car distributor, train dispatcher and assistant chief dispatcher.

Then, in 1914, as the war in Europe increased the load on American industry generally, he became chief dispatcher at Jersey City.

(March, 1939)
200 New Cars to Help Erie Men on Job

TWO HUNDRED NEW BOX CARS, revenue-producing tools for the men and women of the Erie Railroad, were ordered last month. The cars will all be equipped with damage-free loading devices for handling automobile parts and miscellaneous merchandise.

The order reflects the Erie's confidence in the future.

"The cars will lend new strength to the Erie," Harry W. Von Willer, president of the road, said, "These cars, with their modern loading devices, will make it possible for us to give shippers the best kind of equipment to handle their loads."

Eighty of the new cars will be assigned to service at the Mansfield plant of Fisher Body; the other 120 will be used in general trade for high-quality merchandise.

All 200 of the cars will be 50-ton capacity, 50 feet 6 inches long. They will be built by the Pullman-Standard Car Manufacturing Co. at its Michigan City, Ind., plant. Delivery of the first cars is expected early in April.

42,760 New Cars Installed in 1958

New freight car installations in 1958 amounted to 42,760 compared with 42,051 in 1957, according to a joint announcement by the Association of American Railroads and the American Railway Car Institute. Orders for new freight cars in 1958 amounted to 17,546 compared with 15,951 the previous year.

Deliveries of new freight cars to the railroads totaled 2,621 in December, 1958, compared with 1,803 in November, 1958, and 6,174 in December, 1957. December, 1958, orders for new freight cars amounted to 3,830 compared with 6,295 for November, December, 1957, orders totaled 3,492.

The backlog of cars on order and undelivered as of January 1, 1959, was 27,596 compared with 27,962 on December 1.

Ohio Belt Bill Finds No Sponsor

Promoters of a conveyor belt system to haul coal and iron ore between Cleveland and East Liverpool, O., will not press for enabling legislation at the current session of the Ohio Legislature, the Erie Magazine learned at press time.

Legislation would be needed to get the privilege of condemning land for the structure. Lobbyists were active on behalf of the belt promoters until two days before the last day on which legislation could be introduced. Then all activity ceased.

No public statement was made as to why the decision was taken not to press for the bill in the Legislature, but informed sources in Columbus reported that no legislator could be found to sponsor legislation for the belt bill.

President Sets Transport Day

President Eisenhower has designated May 13 as National Defense Transportation Day. In a proclamation, the President said that the transportation industry "has admirably demonstrated" its ability to develop a system capable of fully supporting the armed forces in any emergency. He called for the observance of National Defense Transportation Day in such manner as will afford the public opportunity to recognize the importance of the transportation industry.

Pupils Urged to Speed Return of Questionnaires

Formal application papers have been forwarded to all high school seniors who asked for them, but certain of the papers are slow in coming back, Paul J. Kindler reports.

"The papers the pupils fill out themselves come back quickly," he says, "but there are other papers, just as important, that are to be filled out by school authorities. These do not appear to be coming in fast enough."

Kindler, who is secretary of the committee that administers the awards, warns that all papers must be in by April 1, as the examinations must be scheduled for early April. He suggests that all applicants check with their high school principals and others and ask them to return the papers promptly.

All applicants who have completed applications will have advance notice of the time and place of examinations.

231 Sign Up for Bowling

Fifty-four five-man teams, 124 doubles and 231 singles, will take part in the 14th annual system wide bowling tournament at the Gran Lanes in Youngstown, March 21 and 22. Vernon F. Green, treasurer of the bowling committee, has announced.

The entry blanks include some from every part of the system, and from off-line agencies of the road. Among the prizes is the Woodruff Trophy, which has never been won twice by the same team.

Figures on the business indicator page in last month's magazine showed a profit for the year 1958, and a loss for the year 1957. This was in error; the loss was sustained in 1958 and the profit achieved in 1957.

Early estimates indicate that the Class I railroads expect to install approximately 20 million new crossties in 1959.

Erie Railroad Magazine
Golf Tourney
Set for Course at Meadville

PLANS for the fourth annual Erie System Golf Tournament are taking shape rapidly, and entry blanks have been mailed to all participants in earlier tourneys, according to Robert W. Willey, Cleveland, chairman of this year's system committee.

The event will be held at the Hailwood Golf Course, Meadville, on Saturday and Sunday, July 25-26. The Meadville club was chosen in the hope that its location would encourage more entries in the rapidly growing social and sporting event. There were 71 entries in the 1957 tournament, and 83 in 1958.

"We particularly want more entries from the Jersey City area," Willey says. "In order to stimulate interest, and make information more readily available, the committee has been expanded to 20 members, located all along the line. They will have entry blanks and plenty of information available."

Entry Blanks Available

Other steps, too, are being taken to make the entry blanks, which must be returned by July 1, readily available. They are being sent to all superintendents, principal ticket offices and off-line agencies.

Despite rising costs of nearly everything else, fees are being kept to former standards. The cost of the tournament will be $6.00 an entry, which includes one lunch, one round of golf and one $1.25 golf ball.

Special cars will be run to the tournament. One is already scheduled from Marion, and others will be scheduled as needed.

Committee Members

Members of the committee from whom full details may be had are:
Edward Brinder, 14th Street Freight House, Chicago; John Bauer, Dispatcher's Office, Huntington; D. J. Schoonmaker, Chief Dispatcher, Marion; R. W. Nelder-hauser,iesel Shop, Marion; Carl Briggs, Cashier — Youngstown

(A Please turn to page 28)

AAR President Testifies on Railroad Retirement

Railroads Offer Plan to Boost Retirement Pay

RETIREMENT benefits for railroad employees would be increased by five per cent under a proposal submitted to Congress today by the nation's railroads. The lines made their offer contingent on "badly needed adjustments" in the Railroad Unemployment Insurance Act.

Daniel P. Loomis, president of the Association of American Railroads, told the House Interstate and Foreign Commerce Committee that this "burden which the industry can ill afford" would yield a larger dollar increase in annuities than the seven per cent increase which the last Congress provided for workers under the Social Security Act. This is because of the higher retirement benefits allowed railroad workers.

The boost would be agreeable to railroad management provided the unemployment insurance law is amended in the following respects:

(1) To qualify for unemployment benefits, employees should be required to work at least one-third of their base year.

(2) Weekly unemployment benefits should be equal to 60% of pay after tax withholdings instead of one-half of gross pay.

(3) Employees on strike and those fired for cause or who voluntarily quit should be disqualified for unemployment compensation.

(4) Unemployment pay for maternity leave should be eliminated.

Mr. Loomis also recommended that a special fund be established to finance the payment of sickness benefits, one-half of which would be borne by employees.

Recalling that President Eisenhower signed a bill in 1956 granting a 10% increase in railroad retirement benefits with the understanding that provision would be made to finance the increase, the A.A.R. official stressed that the railroads "stood ready" to assume their proportion.

"Our proposal today will do just that and also provide for financing of a substantial part of the suggested new five per cent increase in benefits," Mr. Loomis said.

Effect of Competition

Criticizing several aspects of H. R. 1012, a bill backed by railroad labor, the railroad witness maintained that there was "no justification" for provisions which would increase retirement annuities by 10% and unemployment benefits from 8% to 25%, with a general advance of 20%.

"The railroad system is already far more generous than even the recently amended Social Security Act which covers workers in other industries, including the railroads' competitors," Mr. Loomis declared.

Competition as well as inflation is "adversely affecting the railroads," he added in urging that H. R. 1012 be amended to limit the increase in retirement benefits to five per cent.

Mr. Loomis also urged that the evenly shared railroad-employee retirement tax rate be pegged at 13.5% on wages up to $400 a month per employee.

Latest Promotions

<table>
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<tr>
<th>Name</th>
<th>Location</th>
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<tr>
<td>Robert T. Phillips</td>
<td>Cleveland</td>
<td>Coal Traffic Manager</td>
<td>11-23-30</td>
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<td>Robert J. Randall</td>
<td>Chicago</td>
<td>Commercial Agent</td>
<td>8-15-54</td>
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<td>Guy M. Greenwood</td>
<td>San Francisco</td>
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<td>10-15-53</td>
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March, 1939
The Mahoning Division of the Erie Railroad has three branches striking southward from the main line, branches that serve industrial areas of long standing, so long, in fact, that some areas once were served by the canal network.

These three branches—the Oil City-Franklin branch, the Ferrona branch and the Lisbon branch—total some 89.9 miles, and serve three basic industries: oil, steel and glass.

In fact, the oil industry was born, just 100 years ago this year, in Erie territory, and the Erie's station at Corry became the jumping-off place for the hundreds of thousands of men who flocked to the new fields of liquid gold near Titusville.

The oil was brought to the Erie's tracks by teamsters who charged extortionate rates to haul the barrelled gold—oil then sold for $20 a barrel—to the railhead, or floated down Oil Creek to the point where that stream meets the Allegheny River, where Oil City now stands.

By 1865 the Atlantic & Great Western had reached Franklin, and by 1866, Oil City, giving the fledgling industry an outlet free of the demands of the teamsters. And the railroad was using the illuminants and lubricants furnished by the new industry.

Whales and Pigs

Formerly, all the sources of light and lubrication had been derived from animal fats—whale oil for the locomotive headights, tallow, and lard oils for the moving parts, including the locomotives' valves and pistons. Whale oil was very expensive, and, during and immediately after the Civil War, all but unobtainable, when Confederate raiders destroyed the whaling fleet.

The only other practical illuminant for signal lights was a kind of kerosene, properly called coal oil, made from a variety of shale coal. So high in price were these oils that many railroads did not use signal lights, and ran only by daylight.

The new kerosene distilled from crude rock oil was cheap—and once the Erie began hauling the oil all the way from well to refinery the price fell sharply. Soon American oil was not only making night operation possible for the smallest railroads, but, thanks to efficient rail transport, American oil was setting the price all over the world.

First Tank Cars

To handle the increasing volume of oil—once shipped in barrels—railroad men came up with invention after invention. First, flat cars with two huge wooden tanks, each capable of holding 40 barrels of oil. Next, a combination car, a box car with a steel tank slung below it, that avoided some of the evils of special cars; and lastly, the standard tank car still familiar today.

That last type of car, in a much larger size, helped win the second World War, when the railroads were called upon to move immense quantities of oil to the eastern seaboard, oil that had been moving by marine transport.

The railroads then, as always, were ready. Although water transport had cut their average deliveries to the point where they were handling but 12,000 barrels a day in 1941, the railroads quickly stepped up their performance to 1,000,000 barrels a day.

But that is another story.

As we move west from Mead-
ville yard we reach Buchanan Junction at the west end of that yard. Here the Franklin-Oil City branch and the main line part company. The main line turns and crosses French Creek; the branch continues along the east bank of the stream.

As it does so it first runs south, then southeast, and then east by the compass. For dispatching purposes it runs west from Buchanan Junction to Oil City.

As we travel railroad west, then, close beside the banks of French Creek, the milepost numbers increase from zero at Buchanan Junction, and the hills, which range up to 1500 feet, press close on either side of the river, so close that at Shaws, just west of milepost 3, the road reaches an elevation of 1,095 feet.

**Deer and Industry**

Here, and all along the branch, the banks are heavily forested, and game abounds. Deer break through the forest, cross the track, and swim the creek. Wild turkey stocked by the Pennsylvania game commission are a common sight.

Although this is one of the most scenic areas of the Erie, industry is not lacking.

Once the hill at Shaws is crossed the grades become gentle, running generally down through Cochran ton and Carlton; beyond milepost 14 the road rises sharply and then falls again through Utica.

All looks primeval here; but that is deceptive, for at milepost 17.28 is one of the finest beds of silica sand in this part of the United States, a sand suitable for molding steel, together with a grade used for making bottle glass.

**Town Took It Easy**

Soon the road passes through Takitezy, named a long time ago, and a town that has lived up to its name—for it is still small, thanks, perhaps, to the effect of that name upon its inhabitants.

The line continues beside the river, crosses Sugar Creek on a through truss bridge 125 feet long. Two and a quarter miles farther on the first of the sidings serving Franklin industries is reached.

Franklin, which became one of the boom towns of the oil industry (Please turn the page)
a century ago, is today a solid town, specializing in metal-working and oil. The town was led into its present industrial structure by the need of the early oil fields for equipment.

Mining Machinery

Today the town still produces oil well supplies—tools, pipe, and rigging of all sorts—but there are other iron and steel products as well. Among them are pneumatic tools, mining machinery, railway equipment and iron and steel products. Incidentally, the town is a big user of railway scrap.

Franklin is at the junction of French Creek and the Allegheny River, and here the Erie turns to follow the north bank of the Allegheny upstream into Oil City.

From this point to Oil City the Erie runs on a narrow shelf between the hills and the river, and the New York Central tracks are not far away. At MP 27.39 the two railroads begin to share a single track, built when a highway was relocated, and they share that track to MP 28.44, when they return to separate lines.

Through a Refinery

At Reno the Erie literally passes through an oil refinery, which, like the railroad, is cramped for room in this area of abrupt mountains and steep river banks.

Three miles further upstream the Erie enters Oil City, the end of the branch, crossing Oil Creek on a 140-foot through truss bridge to do so.

Oil City lies on two hills on either side of the Allegheny, and a third, industrial, portion of the town lies on the north bank of that river just west of Oil Creek.

Naturally, oil is the basic industry of Oil City; but its manufactures include glass bottles and steel pipe. As the commercial center of its region, the city has packing houses, commission houses, warehousing and wholesale activities as well.

The Erie's Oil City branch ends at MP 33.77, where there is an interchange with the Pennsylvania.

The Ferrona-New Castle branch, 23.32 miles long, serves a heavy
industrial region, a region so long skilled in the practice of manufacturing that its former means of transport was a canal.

And the Erie follows that canal—but we are getting ahead of the story.

The branch leaves the main line at Ferrona yard, in South Sharon, beneath a hill on which stands a huge factory devoted to the manufacture of electrical transformers.

On the ground New Castle is south and east of Ferrona, and trains bound for New Castle are considered east-bound, even though they are leaving the main line and the milepost numbering begins and Ferrona and rises.

Old Canal Route

And as soon as they leave Ferrona yard they follow the old canal route; in fact, for much of the way to Pulaski, 11.5 miles from Ferrona, the tracks are obviously along the old tow-path, and the ruins of the old canal are plain all along the line.

The canal was built in the days before the railroad came to provide all-weather service to provide a more reliable route between Sharon and New Castle than the Shenango River afforded, and that stream can be seen too, from time to time, along the right of way.

However, the view is likely to be blocked in Sharon and Farrell, for here heavy industry—steel mills, malleable iron plants, car shops and railway equipment factories, pipe works and steel mill equipment concerns stand side by side along the right of way.

Slag Mines

The countryside itself shows the signs of long industrial activity—for there are huge slag heaps, now being quarried for that once worthless, now valuable, by-product of the iron and steel industry; there are pits, too, where core and molding sands are extracted for use in foundries along the Erie.

Grades all the way are gentle, save for short inertia grades for west-bound traffic of less than 7/10ths of 1% that represent points where the canal once had locks.

New Castle, long a synonym for (Please turn to page 27)

March, 1959
PEOPLE YOU KNOW

All Working for the Erie in and around Hornell

FRED L. MORRIS
Track Supervisor

MRS. JAMES G. GARDNER
Stenographer-Clerk

JACK R. TORSNEY
Claim Agent

MATTHEW L. DeLANY
Ticket Agent

ELMER J. SMITH
Baggageman

JOHN F. CREGAN
Acting Communications Supervisor

ROBERT SNOWDEN
Clerk

Erie Railroad Magazine
A HALF CENTURY of service to the Erie Railroad by George A. Lamb ended with his retirement at age 65. He started with the Erie Despatch, a freight solicitation organization of the Erie Railroad in 1908. Here he and David R. Thompson, vice president, traffic, share smiles. Since 1946 Lamb had been coal traffic manager. (Lamb is on the right.)

Erie Family Album

ROBERT T. PHILLIPS became coal traffic manager on Feb. 1. He has been an Erie employee since 1920, and has served the Erie in New York, Cleveland, Jamestown and Akron. He and Mrs. Phillips live at 3075 Lincoln Blvd., Cleveland Heights.

WHEN CLAUDE N. SWARTWOOD retired as car shop superintendent at Meadville, his friends gave him an outboard motor. Left to right: Arthur M. Kroger, shop superintendent; John F. McMullen, superintendent car department; Lawrence E. Schuette, assistant superintendent, car department; Swartwood; Chester M. James, superintendent, motive power.

Erie Veterans News

Fellow Veterans:

Last month when I sent my initial offering to the magazine I had not been officially installed as your president. On January 17th that happy event took place, and at this time I sincerely wish to thank the various committees in Huntington and also all who attended from the various chapters for making this such a noteworthy occasion. Also the management of the railroad deserves a great big thanks for the wonderful co-operation shown in getting those members from off-line locations such as Dunmore and Buffalo to the main line and thence to Huntington.

As you probably know by now, I have dedicated this year to the memory of my father, the late Hubert A. Kelly, sr., former general chairman of the Brotherhood of Locomotive Engineers and trainmaster at Port Jervis. I was also given the honor of bestowing upon him posthumously an honorary membership in the Association, for which I am deeply grateful.

During this dedicated year I am very eager to see the membership grow, especially among the operating personnel.

The contest that closes May 8th offers a wonderful opportunity for all chapters to not only swell their membership but their treasury as well.

Fraternally yours,

H. A. Kelly
President

Huntington

By A. C. Smith

Jan. 17th, 1959, was a big day for the Huntington Chapter, when the system officers of the Erie Railroad Veterans Association were installed for the year 1959 at the meeting in the Hotel LaFontaine. Several of the Erie officials present formerly worked in Huntington, and the Huntington people enjoyed seeing them again.

When the dinner was served it
The local chapter is proud of the recognition given it for having gained the greatest number of new members during 1958.

Our secretary, Arnold McIntosh, was a visitor in Hornell recently.

William O'Malley and his wife celebrated their wedding anniversary Jan. 25 at a reception given for the occasion by his friends in the Moose Lodge at the Moose Home on Main St.

Marion

By Lucile Osmun

Officers for the new year in Marion chapters of the Erie Railroad Veterans and Ladies' Auxiliary were installed at the joint meeting of these groups Thursday night, Jan. 15, in Grotto Hall.

Sixty members attended the meeting, which was preceded by a covered-dish supper.

Superintendent E. J. Robisch installed the officers for the Veterans. Taking office were: Stewart D. Richardson, chairman; F. F. Yost, vice chairman; Lucile Osmun, secretary; Arthur H. Specker, treasurer, and John L. Myers, corresponding secretary.

Guest at the meeting was Mrs. N. T. Emrick of Hammond, Ind., who acted as installing officer for the Ladies' Auxiliary. Mrs. Emrick was first president of the local chapter when it was organized in 1944.

Ladies taking office were: Mrs. John Myers, president; Mrs. R. D. Sellers, first vice president; Mrs. Edward J. Robisch, second vice president; Mrs. Forrest Hayman, secretary; Mrs. Paul Herrington, assistant secretary; Mrs. George Sheeche, treasurer; Mrs. Elston Blair, assistant treasurer; Mrs. Jacob Bolinger, chairman of sunshine committee; Mrs. Walter G. Lyon, chaplain; Mrs. Harold C. Thomas, guard, and Mrs. Dorothy Gafney, historian.

As entertainment following the meeting, colored movies were shown by Harold C. Thomas.

Special prizes were awarded
Mrs. Henry C. Smith, Mrs. Paul Harrington, Leo Keller and Mrs. Jacob Bolinger.

Mrs. Paul Harrington and Mrs. F. P. Yost served as social committee for the dinner.

Eighteen members of our local groups attended the installation of system officers at Huntington, Jan. 17. Representing Marion were: Mr. and Mrs. Edward J. Robisch, Mr. and Mrs. Clarence A. Haywood, Mr. and Mrs. Forrest R. Hayman, Mr. and Mrs. Stewart D. Richardson, Mr. and Mrs. Leo Berry, Mr. and Mrs. F. P. Yost, Mr. and Mrs. Paul W. Harrington, Mr. and Mrs. Leo Keller, Lucile Osmond and Roger Harlow.

Dunmore-Avoca

By Michael A. Leshanski

The Erie Pensioners Club honored three retiring Erie Railroad officers at Domini's Restaurant on Jan. 11. Eighty persons attended the affair honoring Clarence H. Weber, engineer; Percy D. Singer, engineer, and James A. Dooner, conductor.

Toastmaster was M. Joseph Flannery, trainmaster and road foreman of engineers, Wyoming and Jefferson divisions. He presented each of the retirees with a wall clock which duplicates a roadmaster's standard pocket watch.

1958 officers of the local Veterans chapter were all re-elected for 1959 at the January meeting. They are: Michael A. Leshanski, chairman; Joseph S. Hobbs, vice chairman; Daniel Sabatelle, secretary and treasurer, and Salvatore Sabia, Frank Laughney and Ray Kerber, trustees.

Ladies Auxiliary officers for 1959 were elected at the same meeting. Those taking office were: Mrs. Santo Mecelle, president; Mrs. S. C. Gato, social secretary; Mrs. Andrew Malla, recording secretary; Mrs. William Marchuk, marshall; Mrs. Joseph Roche, chaplain, and Mrs. Michael Nole, director of publicity.

A joint installation dinner was held at the Deitrick in Scranton on Feb. 28.

Attending the system installation dinner at Huntington, Jan. 17, were these representatives of our local chapters: Mr. and Mrs. Michael Leshanski, Mr. and Mrs. Daniel Sabatelle, Mr. and Mrs. William Marchuk, Mr. and Mrs. Harold Schmidt, Mr. and Mrs. John Clement, Mr. and Mrs. Santo Mecelle and Mr. and Mrs. Joseph Longo.

We wish to welcome C. S. Bray, track supervisor, and Fred Williams, general foreman, to the Wyoming division.

Our regular monthly meetings are held on the first Tuesday of each month at 8:00 p.m. at the VFW Building, Chestnut St., Dunmore. Full attendance at these meetings means a better time for all.

1959 membership cards are available from your secretary and chairman. Please ask for your cards and make a prompt remittance of fees.

RETIEMENTS

By Michael A. Leshanski

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Erie Railroad Magazine
Buffalo-Rochester
By Jan Bender

Seventeen of our folks were happy to leave the bitter Buffalo weather behind and attend the annual system installation and dinner in Huntington, Indiana.

Among the travelers were: Mr. and Mrs. George Adams, the Michael Reddings, the Henry Schultzzes, the H. Heintzes, the Joseph Duanes, the Fred Kerns, the Herbert Moyers, Mr. William Binkert, Mr. Paul Wertman, and Mr. F. Switalski.

February birthday-cake eaters include: Mrs. Henry Schultz, Mrs. George Cunion, Mrs. Ernest Jimenez, and Mrs. George Adams.
Our treasurer, Herb Moyer, says the 1959 dues cards are ready and waiting...and waiting.

Jersey City
By E. Mastroiali

Members of Jersey City Chapter who attended the annual meeting and installation at Huntington reported having had a wonderful time. They wish to extend their sincere thanks to all concerned for making their trip a most pleasant and memorable occasion.

The nomination of our Past Chairman John F. Hazzard as candidate for the position of second vice president was accepted and his name will appear on the ballots you will receive within the next few months.

Congratulations are extended to A. J. Pierce, who has been promoted to assistant superintendent of police and fire protection, and to Richard J. Haydinger, who has been promoted to captain of police, New York division.

A number of Veterans and their wives are planning a trip to Dunmore Chapter, February 28th, to attend the installation and dinner of that chapter.

Your secretary can report a splendid response to the collection of 1959 dues and wishes to thank all concerned for their cooperation. Your continued efforts towards 100% paid-up membership is earnestly solicited.

If you have received your card by mail, won’t you please make your remittance promptly.

March, 1959

Latest Chatter
About All the Erie Family

Mahoning Division
ROAD FOREMAN OF ENGINES

By Catherine E. Campbell

Corry R. DeChance, road conductor, has announced his candidacy for nomination in the City of Girard’s Third Ward Councilman contest. His name will appear on the ballot in the coming primary election, May 5.

Back at work after sojourns in the hospital are Sidney Croasmun, engineer, and Thad H. Fay, engineer.

Raymond F. Heckmer, retired engineer, and wife are now permanent residents in New Orleans, La. Their cheerful notes keep tantalizing us folks back north with that lovely weather they’re enjoying.

The sunny South has caught the eye of many of our people, it seems. Mrs. Alfred M. Reilly, wife of Al Reilly, engineer, is spending the winter months in Miami. J. J. Barkey, engineer, is spending his vacation with his family in their Florida home.

Mr. Harry L. Strong, engineer, and his wife are occupying their new trailer at Bradenton, Fla. They report the fishing to be good and social life in the trailer camp just like a merry-go-round.

Mr. J. P. Mlyott, engineer, and his wife are enjoying the scenes out West. They’re in Los Angeles, Cal.

R. H. Powell, engineer, and his family are back from an enjoyable Florida vacation.

Congratulations to D. R. Fitzpatrick, engineer, and his wife on the birth of a daughter, Kathleen.

Congratulations also to George C. Minze, engineer, and his wife. They are the proud grandparents of a boy born to Mr. and Mrs. G. C. Minze, Jr.

The office has enjoyed several visits recently from retired employees. George P. Bryan, retired engineer, told us he and his dog keep busy shoveling snow. Raymond J. Biggins, retired engineer, reported to us on his old buddies, whom he visits regularly.

Roy Ellis, retired engineer, stopped in to tell us he is making preparations for an extended visit to Mexico.

POLICE DEPARTMENT
By J. O. Sheets

Patrolman A. Herrick and wife recently celebrated their 13th wedding anniversary.

Patrolman W. L. Dutton visited friends in Marion, Ohio recently.

Lieut. D. Downie and wife are planning a trip to Canada.

Captain J. O. Sheets and wife recently celebrated their 19th wedding anniversary.

Patrolman G. D. Schirmer, retired, wishes to extend best wishes to his many friends and former associates.

Lieut. F. D. White recently joined the Meadville Elks Club.

M. of W. YOUNGSTOWN
By Catherine Holzbach

B. L. Dicasall, track supervisor at Meadville, and his wife enjoyed their December vacation at Florida.

E. T. Mulhall, recently retired time and material clerk, was honored guest at a luncheon given by his office associates and friends on Feb. 4. He was presented with a gift at the affair, which was held in the Crystal Room of the Pick-O-Hio Hotel.

Accounting
CENTRALIZED MACHINE BUREAU
By Bernice Batcha and Dennis Kish

Congratulations to Chester Haughn on his promotion to assistant manager of the centralized machine bureau.

Art Ryder might not be another Rembrandt, but he sure gave the interior of his home a new look with a few strokes from the old paint brush.

Joe Nicholson won’t trade his home in Willoughby for one in the city, though he wonders at times why not, especially when it takes him almost two hours to get to work.

It is not often a person hears someone say, “Let it snow,” but R. C. Clark will as he starts his motor-driven snow plow.

Christine Lesniak is the proud owner of a new sedan. Competing (Please turn the page)
with Chris is Joanne Zrimsek who now drives a white convertible.

Another exemption is added—Sally Chesenes, born January 15, 1859, daughter of Jane Chesenes, former key punch operator.

Elsie Scribbens now resides in her new home in Garfield Heights.

Snow is beautiful and winter is nice, but ask Mollie Gaines about falling ice. Unfortunately, Mollie suffered severe head injuries. We are glad to report that she has recovered and is back at work again.

Dutch door gets Vivian Ploe in dutch with her dachsie who doesn’t think it’s so dutch.

We have suffered a temporary, few weeks loss of smiling Dick Brady. He entered Charity Hospital January 27th for surgery on his right eye. We hope he returns with sharper vision to match his sharp wit.

We are glad to report that Nina Hart has completely recovered from a serious operation and is well and back to work again.

The lure of the leisurely life of staying home has finally overcome Gari Santora. Her resignation date was officially Friday, February 13th. An especially lucky day for her.

Ruth Senytko has resigned to take up permanent housekeeping duties.

Al Okeson left the cold, wet North for sunny Florida.

Not all good drivers are appreciated, claims Nelson Potter. It seems one cold, snowy morning on his way to work, with his mind on his driving only, Nelson passed a half-frozen Ann Craney waiting for a bus that was tied up in traffic somewhere. When Annie finally did arrive at work, it wasn’t a complaint on his driving that she gave Nelson. All is forgiven now, though.

The welcome mat is out for newcomers to the centralized machine bureau: Sophie Ambrozi, Kay McNamara, and Percy Treible as machine operators and Mary Reising as secretary.

**AUDITOR OF REVENUES**

By Ray Stevens

Chris Strauss, assistant chief clerk in the outbound interline bureau, retired from active service on Feb. 28, after 47 years of loyal and faithful service. An extended vacation in St. Petersburg, Florida was first in order and then back to Cleveland for a long and happy retirement.

Audrey Darroch and husband John purchased a new home on the west side.

Joann Yeager of the agency bureau and Gerald Meinhardt were united in marriage on January 10th at the West Side Evangelical and Reformed Church. Following the reception at St. Rocco’s Hall the couple left for their honeymoon in the Poconos and New England.

Charlie Von Duhn, sr.’s wife, Jo, took a mean tumble down the stairs and required 20 stitches in her hand.

The collection that was taken up over the holidays for needy families was very much appreciated by the recipients.

Wally Immke made his theatrical debut at the annual M. I. T. Christmas party. He did a turn on the stage with the Maracas, and for his performance was rewarded with a buss by the female headline attraction.

This news may be a little late, but a trip to Hawaii deserves mentioning. Harry Martin and his wife spent two weeks there.

Comparing gas bills got to be quite a job in the interline department after a few of them reached meteoric heights. Sharing the crying towel were Joe Bangert, the champ, and Frank Tracy, first runner-up. Sympathizing with them were Mel Merritt, Bill Donahue, Frank Buck and Jim Murphy.

Pat Saunders, ex-kp and sister of Erlnae of this office, has embarked on a new career. She has joined the order of the Sisters of Charity of St. Augustine.

Marge Pharis has taken over the duties of presiding officer of the Birthday Club.

Theresa and Roger Williams announced the arrival of Roger, jr. on January 17th. Master Williams weighed in at 8 pounds, 6 ounces.

Spring training for the softball enthusiasts is just around the corner and already we have three candidates for the manager’s job. Steve Miko, who did a great job with a young team last year, is one. The other two are Paul Jurecisin and Jim Petonic.

As for the team itself, the same boys are back with the exception of one or two; so the prospects for a winning, championship team are excellent indeed.

The roller skating party held in January didn’t enjoy its hoped-for success, but everyone who attended reported a good time. Marty Marcellino, Bill Lash and Pat Prentice, who handled the affair, are given a big hand for their efforts.

Florence Cregan proved to be the hit of the party with her antics on skates, as it was only her second trip on the rollers.

The Railway Women’s Business Association meeting in February attracted such Erieites as Alberta Lawler, Anne Marie Mark, Helen McCarthy, Julie Mikar and Helene Toth. The get-together was held at the Greenbrier Hotel in White Sulphur Springs, West Virginia.

The occasion of Mr. and Mrs. John King’s visit to Jersey City was his mother’s 80th birthday.

The bowlers are viewing with increasing excitement the impending Youngstown tournament in March and the St. Louis affair in April.

When the cold weather got colder the Sun Valley caps made their appearance on the Erie scene. Al Cerny, Al Krause, John Latkovich, Bill Malone, Rip Ripepi and Len Wichert were among those wearing them.

January 22nd found the interline team—comprised of the Von Duhns, jr. and sr., and the three Bangerts—in first place in the men’s bowling league. The lead, however, wasn’t too substantial as the agency team was only six points behind in second place.

The leaders also held the top team average at this time, with an 861. Oddly enough, the second highest team average, 802, was held by the treasury group, and they were in last place.

Some of the leading individual averages at this time were: Jim Petonic, 176; Frank Buck, 172; the Von Duhns, sr. and Jr., and Bill Lash, deadlocked at 171, and Marty Marellino, 170.

Two former Erieites were also among the top pintopplers: John

Erie Railroad Magazine
Bingert, 172, and Scott White, 167.
Fred Beckett, sr., assistant chief clerk in the agency bureau, bowls a mean game, but can't compete with his son, Fred, jr., who is currently leading the pack for individual honors with a 185. Al Fitch, however, is sporting a 165 average, while his father, Virgil, is some 14 pins better.

After a spell in first place in December, the Frame Ups of one of the Erie teams entered in the Storer Recreation girls' league, dropped back to second place. Here are the Erie girls who deserve congratulations for their efforts in getting the Frame Ups among the first-rankers (names are followed by averages as of Jan. 20):

Irene Haborak, 133; Shirley Walker, 125; Gloria Lash, 125; Connie Hagedorn, 124; Betty Krych, 122; Janet Locher, 121; Juanita Smith, 119; Mary Lou Kaynak, 118; Shirley Ranft, 117; Mary Lou Hnatt, 116; Joan Stelbasky, 108; Marge Pharis, 94; Audrey Stettin, 93; Deanne Carlson, 77, and Florence Cregan, 64.

George Bushwell, Ted Laskey and Al Vorrath, three of our retired co-workers, dropped in to say hello during January.

Talented Frank Tracy is spending his weekend playing the accordion with his quartet, "The Stardusters," at a local lounge. Two of our local enterprising young men conducted a bowling tournament at Mahall's Lanes in January. Ben Cosenza bowled the highest score of his career with a 602. His partner, Jim Laggan, rolled a 567 series, and together they swept to the first prize money.

Charlie Von Duhn, sr., and son, Mike finished second, and Paul Jurcisin and Andy Bacenko finished third.

Nellie Nagle, the well-liked typist from the interline bureau, called it quits in January after a long career as a railroad agent. Nellie will be missed by one and all, and we wish her a long and happy retirement.

March 17th, St. Patrick's Day, will bring out the best in some of us. Such wearers of the green as the Nolans, Kay and brother Chris; the Feeneys, Jim, sr. and Jim, jr.; Joe Dolan; Jim Murphy; Tom Crowley; John Graham; Charlie Healy; Terry O'Malley; Jo Farrell and the others from the Emerald Isle will parade in their finest, I'm sure.

**HORNELL ACCOUNTING BUREAU**

By Dick Crowley

Congratulations to John Watt on his engagement to Ann Lisi.

Alta Jeffery and Russ White were back in the office for a few days mailing forms W-2.

Several of the fellows from the office were on the job for the American Legion picking up the old Christmas trees.

Marlene Neu is sporting a shorter haircut.

Ed Leferink has been spending quite a bit of time ice skating and sledding with his children.

We are sorry to hear that Dorothy Marks has broken her arm. Hope to see her back at the office soon.

Francy Crook and his wife are happy over the arrival of their new daughter, Jeannine.

Irene Lyke and husband visited her sister in Sodus recently. Bob Gregory visited New York City. Harvey Miller and Mrs. Miller plan to spend two weeks in Florida.

Ann Kubiak and Dick Miller are driving different cars. Mary Kinnerney is amazed at the size of the hood on her new car.

Lyle Marvin claims he is losing weight despite those coffee-break snacks.

Harold Stevens has been keeping close watch on the Canisteo Central School basketball team; his son is on the team.

Plans are being made by the recently appointed committees for the union party which is to be held at the Moose Club. More news of the party will follow in the next issue.

A party was given at the Hornell Country Club for Joyce Smith who was recently married. About twenty of the ladies from the office were present. They were served baked ham, after which Joyce received several nice gifts.

Lorraine Spowart, Helen Huff, Barbara Sheridan and Mary Rita Halloran served on the planning committee.

The annual meeting of the Erie Railroad Employees Federal Credit Union, Hornell, was held January 21st at the American Legion home with Walter B. Coston as master of ceremonies. About 120 members were present.

The officers reported another good year and declared a high dividend on shares as well as a patronage refund on interest paid on loans. The same officers were re-elected to serve another term.

We would all like to take this opportunity to again express our appreciation to the officers and, in particular, Walter B. Coston for the excellent job they are doing.

Bill Leonard, Dick Halloran, Don Clark and Dick (Bud) Wheeler attended a double-header basketball game in Buffalo recently with several friends.


The Hornell Erie Railroad Trowel Club held their annual ladies night Jan. 21st. A beef supper was served to 36 couples at the club's hall.

Dancing and cards were enjoyed after the meal. Door prizes were received by Mrs. Clarence Green and Mrs. Wood, according to Howard W. Pascoe, secretary and treasurer.

(Please turn the page)

**THE SAFEST PLACE IN NORTH JERSEY. . .**

for your money is the outstanding bank in the Erie area of New Jersey.

Open a checking or savings account at one of our handy offices.

\[Illustration\]
Dorothy Hanley recently came into the office sporting a big, beautiful diamond. We are told the lucky man is Mr. Robert Keelan and the big day is to be May 9th at St. Rose’s Catholic Church.

Welcome back to Frank Kelly who has rejoined our department from the machine room.

Nelson Case has left us to become a member of the methods & procedures committee. Good luck, Nelsy!

The a. of d. bowling team is still floundering around in sixth place. Well, there’s always next year.

Dorothy Buday is going to Denver, Colo. in August.

Mary and Maynard Grieves have returned from a happy honeymoon in the Pocono Mountains.

Dave Murg has grown a terrific mustache. Rumor had it he is commemorating Abe Lincoln instead.

Don Keister is once again assisting in the writing of this column. Our thanks to Rita Mazur for her help during his temporary retirement from journalism.

Allegany-Meadville
GENERAL FOREMAN & WRECKMASTER. SALAMANCA

Our last remaining bachelor, Jim Paoletto, carman apprentice, was married on January 9.

Paul Polasik, machinist, has a new addition in the family.

We wish many long years of happy retirement for Floyd Fisher, car inspector, who retired on February 1.

After an absence of several months due to sickness, we are glad to see George Goodford back to work.

Adam Ambuske, retired car inspector leader, is making plans to spend the remaining winter months with his daughter in Lakeland, Fla.

Marion Division
TRANSPORTATION DEPT.
AND
M. OF W. DEPT.

Mr. and Mrs. Harvey Cone celebrated their 50th wedding anniversary with an open house for friends and relatives on Sunday, January 18th. Mr. Cone, born August 4, 1891 at Holgate, Ohio, and Mrs. Cone, born at South Whitley, Ind., April 9, 1891, were married by Rev. Elmer Ward Cole in the Central Christian parsonage in Huntington on January 16, 1909.

They are the parents of 3 sons, Gerald, Howard and Harvey Cone, jr. The latter is a freight conductor on the Marion division.

Mr. Cone retired as a passenger engineer on the Marion division on December 8th, 1958 after 50 years of continuous service.

Freight Conductor C. B. Swank and wife are spending their vacation in Miami, Fla. visiting friends and relatives.

Mr. and Mrs. Frank M. Berry celebrated their 50th wedding anniversary with an open house for friends and relatives on Sunday, January 11th. Mr. and Mrs. Berry were married on January 14, 1909 by Rev. M. F. Lauffer at the Lutheran parsonage in Huntington.

They are the parents of a daughter, Mrs. Lester West, and two grandchildren, Thomas and Julia Ann West.

Mr. Berry retired as a passenger conductor on the Marion division on December 30, 1954 after 51 years continuous service.

14TH STREET, CHICAGO
By Chris Hardt
Chicago-Hammond Chapter, Erie Veterans, is busy planning their spring 1959 annual dinner party.
The annual banquet of the Erie Railroad Employees Federal Credit Union, Marion division, was held at Sam Remo's Restaurant, Highland, Ind., January 29th. After the dinner the business meeting was held, officers were elected and a dividend of 4% was declared. Members present for the occasion included folks from Chicago, Hammond and Huntington.

Congratulations to C. F. Kiemmans, chief yard clerk, and his family, who just before Christmas moved into their new stone ranch-style home on Hirsh Ave. in Calumet City, III.

Mr. and Mrs. E. M. Stryzinski of Hammond recently announced the betrothal of their daughter, Judith Ann, to Richard C. Shawver, relief clerk. Plans are being made for a September wedding. Both young people are graduates of Morton High School. Judith Ann is employed as a receptionist for the Dimes campaign.

Jeanne Thomas, 1956 North Judson (Indiana) High School graduate and daughter of Michael Thomas, section foreman at North Judson, has been awarded a scholarship for the next semester at Evangel College, Springfield, Mo. She and her brother, Richard, are students there. Congratulations and best wishes for a successful future, Jeanne and Richard.

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

Congratulations to Mr. and Mrs. Bryce Brown on the birth of a son. Mr. Brown is special apprentice at Hornell Diesel shop.

Jack Mahoney is again busy helping his wife in the March of Dimes campaign.

Stanley Hall, pipettter at Hornell Diesel shop, and wife are now vacationing in Mexico.

Francis Donnelly, special inspector, is a proud grandad again.

Paul Dodge, electrician, had a motor boat display at the Auto Show.

J. L. Perry, test engineer, was seen at the Auto Show looking over the new big 4-doors. Helen Schwarz, report clerk, was more interested in the small economy cars.

Lightercage
NEW YORK CITY
By Regina F. Frey

Two retired members of the traffic department visited this office recently, Arthur Stuewe and Henry Wilson. Both looked very well and are enjoying the life of leisure.

Congratulations to Harry Mendoza who celebrates his wedding anniversary on St. Patrick's Day and to Emil Skupin who has a birthday on March 15.

We are receiving cards from Bertha Trefry who is spending her vacation in Lake Worth, Fla. The temperature is in the eighties and she has been swimming—lucky girl!

We are happy to welcome back Kathy Derzinski as typist. Welcome also to a new stenographer, John Regan.

Jack Lewis and wife are spending their winter vacation at Lake Worth, Fla., and are visiting Bertha Trefry. Jack is enjoying his retirement, spending his winter vacations in Florida and summers in Connecticut.

New York Division
JERSEY CITY CAR DEPT.
By Ruth Trent

Emil Sullivan, chief clerk in the Jersey City passenger car department, is recuperating at Beth Israel Hospital in Passaic after being injured in an automobile accident last month.

WEEHAWKEN LOCAL AND DOCKS
By Violet Schmitt

Birthday greetings go out to Rose Marotta, telephone operator-clerk; John Chrzanowski, branch clerk, and Gil Forte, manifest clerk. They celebrated in January.

Rose's friend, Matty, threw a surprise party for her birthday. And what a surprise—37 guests! Gil and his wife marked the occasion by attending the Ice Follies at Madison Square Garden.

John spent his birthday with his wife, Sue, and son, John, Jr., down near Colonia, N. J.

The stork has some pull with Uncle Sam—or so it must seem to Lucille Pizzuta Mahon, daughter of Mr. and Mrs. F. Pizzuta, westbound clerk.

Lucille's husband arrived home unexpectedly on Jan. 22 from Hawaii, where he was stationed with the Armed Forces. Their baby girl, Colleen Edwina, weighed in at 8 lb., 6 oz. the following morning at Christ Hospital.

Colleen Edwina is the third granddaughter of the Pizzutas.

John O'Malley, barge captain, was one of the proud fathers presenting their daughters at the Cotillion Ball sponsored by St. Mary's Hospital at Hotel Commodoire, New York City. John was escort to his eighteen-year-old daughter, Terry.

The son of E. Ross, barge captain, also attended the affair. He was the escort of Eileen Grogan of Hoboken.

Meyer Miller, formerly at this station, writes from Miami, Fla. that he misses his Erie friends and would like to hear from some of them. Meyer is now a waiter at the Fontainbleu in Miami Beach.

Our bowling team must not be doing too well—we don't hear much from them. We do hear, though, that J. Schmidt, trucker,

Let practical railroad men move you up!

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INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 42624C, SCRANTON 15, PENNA.

Let practical railroad men move you up!

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is taking bowling lessons so he can beat Joe Welsh, general foreman.

Arthur Viaud, claim clerk, has just finished adding a dining room onto his home, probably to accommodate his summer guests.

SUPERINTENDENT'S OFFICE.

HOBOKEN

By Mary A. D. Meyer

Welcome to Terry Mahoney from m. of w. dept. as clerk-stenographer; and good luck to Barbara Meisten, transferred to Pier 28, New York, as clerk-stenographer in place of Naomi Dicker who resigned to accept a position with a firm in New York.

Congratulations to Mr. and Mrs. Joseph Nalewaiski who celebrated their 24th wedding anniversary on January 8th.

Visitors to the office recently have been: Dan Crowley, Bill McLeod, Joe McGirr, Cliff Ward, Harry Coleman and Earl Corbett.

The New York Division Welfare Association spring dinner-dance will be held Saturday evening, April 25 at Old Plantation Restaurant, 544 Teaneck Road, Teaneck, N. J.

Rosemary Van Riper, her sister Margaret and Barbara Coan took in the Ice Follies at Madison Square Garden recently.

Happy Birthday to Harry Close. Nice to see Fred Dana, Carl Hansen, Alice Shama and Al Whalen back after illnesses.

Best wishes to Nick De Vito who is now agent at Paterson. Nick's co-workers surprised him with a huge cake and coffee before he left us in Hoboken.

Welcome to Joe Nolan from Carlton Hill as operator at Hoboken telegraph office in place of Bill Baggar who is relief operator at Grove Street.

Best wishes also to Benny Leah as station supervisor.

PASSAIC, N. J.

By Myra Glinski

We all wish Charlie Dalzell good luck in his new home at Glen Rock, N. J.

Gifts were presented to Charlie Eyth and Al Stoebbe on their recent departure from the baggage room at Passaic.

Mary M. Molinaro visited Scranton, Pa. over the holidays and had an enjoyable time.

Congratulations to A. Piazza on his recent engagement to Miss Sheila Guinan.

Conductor Leo McCauley is planning a Florida vacation.

Brakeman Simms is doing some winter hunting and has been very successful.

Cards were received from Engineer Hall who is away enjoying his vacation.

We welcome Lt. Hoppler of the police department in place of Frank O'Dea.

A good time was had by all at a luncheon for retired Lt. Frank O'Dea. We wish him a lot of luck.

Al Stoebbe, former baggageman, has now retired. We wish him a long and happy retirement.

C. Eyth, former baggageman, has enjoyed his vacation in the Poconos.

John Sees is driving a new car and is as proud as a new papa.

Fred Keesler can't wait for spring fishing season. He goes to sleep nights counting the ones that are getting away every day.

Arthur Katz is preparing for his Adirondack vacation. He's making his reservations now.

Kent Division

MARION

By Lucile Osmun

We welcome Lawrence E. Owens, patrolman, to the Kent division.

We offer congratulations to Mr. and Mrs. Owens on the birth of a son, Steven Monroe.

AKRON

By Besse Westbrook

Steve Toth, caller, and wife celebrated their 25th wedding anniversary with relatives at a dinner in their honor. They received many silver gifts.

Julia Williams, typist, is convalescing in Akron General Hospital with a broken hip.

Mrs. Carl Hawse, president of Manuscript Club, welcomed and served tea to members and guests at their January meeting. Mrs. Hawse is the wife of Carl J. Hawse, yard clerk at Barberton, Ohio.

Isidore Knight, trucker, and wife are announcing the arrival of a son, David Alton, on January 9th.

Edward H. Huffman, division freight agt., was a welcome caller in the Akron freight office and traffic dept. Mr. Huffman was a former commercial agent here.

Erie Railroad Magazine
Mahoning
(Story begins on page 12)

SCENERY LIKE THIS hints of the rugged job early railroad men faced in building the line to Lisbon.

Industrial activity, counts aluminum castings and bronze bearings among its products, as well as the iron and steel products, cast forged and rolled, which would seem natural to it. Too, there are plants here that make linings for blast furnaces and open hearth steel furnaces, and fire brick.

From Niles to Lisbon

Third of the branches is the Niles-Lisbon branch. The other two were content to follow the course nature mapped out, parallel to the river courses. But when the Niles and New Lisbon Railway was formed in 1869, the engineers found that they would have to cross the height of land between the Mahoning River and Little Beaver Creek valleys.

The result is a roller-coaster route that rises from an elevation of 887.4 feet at Niles to 1160.4 feet at MP 11.76, and then descends to 1007.67 feet at MP 23.92, rises again to 1105.60 at MP 26.61, and then sinks to less than 932 feet beyond Lisbon station.

From Niles to a point just north of Canfield the line rises along the hills-parallel Meander Creek, often with grades over 1%; and then descends to Leetonia, in the Little Beaver Valley, where the Pennsylvania is crossed at grade; and the middle fork of the Little Beaver is then followed downstream to Lisbon, but for the most part the railroad is high above the river, for this part of Ohio is hilly indeed.

Clay and Cannel Coal

For the most part the scenery is rural; but the industries along the line reflect the preoccupation of this general area with iron and steel. At Mineral Ridge welding machines, castings and auto batteries are made; at Marquis, just beyond Canfield, there is a new fire clay mine.

The mine's product is eventually used for lining the furnaces of steel mills; and it has two by-products. The first and obvious by-product is cannel coal, a fireplace fuel. The other, not so obviously from the mines, but a famous sight today, is a huge turkey farm.

The turkeys, thousands of them, are all pure white. They are owned by the man on whose land the fire clay was discovered, and are his hobby now that he can choose to do what he wants to do.

Senior Industrial City

Leetonia, close to the junction of Cherry Valley Run and the middle fork of Little Beaver, is a machinery manufacturing center of long standing, and as the Erie continues along the middle fork, it passes ruins of small bog-iron furnaces over a century old.

Lisbon, at the end of the 35-mile long branch, and for dispatching purposes the east end of the line, lies above a deposit of fire clay that provides raw material.
Mahoning
(Story begins on page 12)
for a fire-brick and refractory
plant that ships to all parts of the
country. Clay sewer pipe is also a
Lisbon product.

One of the oldest of Ohio towns,
Lisbon once lived from the coal
deposits under the town and the
small iron furnaces that were used
in the early years of the 19th cen-
tury. It has made the change to
the 20th century gracefully, and
the many fine old houses of the
town are in good repair, for fire
clay to line today's furnaces brings
as much prosperity as iron mak-
ing ever did.

(Golf Tourney
(Story begins on page 11)
Freight House, Youngstown

W. Bailak, Brier Hill Car Shop,
Youngstown; J. W. Mullaney, Gen-
eral Foreman, Sharon; Joseph
Lucas, Ferrona Yard, Ferrona;
Ralph Costa, c/o G. M. Byers, Di-
vision Storekeeper, Meadville; Walter
L. Loper, Test Department,
Meadville

Edward D. Moynihan, Division
Freight Office, Jamestown; Les
Rettberg, Yard Office, Salamanca;
C. Houser, Road Foreman of En-
gines Office, Buffalo; Donald
Brunswick, c/o Master Mechanic,
Hornell; S. Falzoli, Stores Depart-
ment, Hornell

James Dean, Erie RR Passenger
Station, Elmira; John J. Stoddart,
Erie Railroad, Binghamton; C.
Zimmerman, Trainmaster, Susque-
hanna; Jack L. Craft, Road Fore-
man of Engines, Hoboken; John
Long, 1327 Midland Bldg., Cleve-
land.

OUR COMPLIMENTS TO
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for Air Brake Equipment and repair
parts, we are proud to have partici-
pated in this performance.

The New York Air Brake Company
230 Park Avenue, New York 17, N. Y.

(Eating Tobacco
(Story begins on page 9)
When America entered the war
he was promoted to trainmaster.

Those were not easy days for
the railroads, or the men who
worked for them, especially the
eastern seaboard, where men and
materials poured into the port
cities over the railroads in an ever-
increasing stream.

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land.

Mrs. Fitzgerald and he have
many personal triumphs too. They
have two children, a son James, of
Oradel, and a daughter, Mrs. Eliza-
beth Baker, of Indianapolis, and
two grandchildren.

Fitzgerald
(Story begins on page 9)
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Because his days with the rail-
road covered such a long span,
Fitzgerald was able to watch the
strides made by the industry in in-
creasing efficiency. For when he
first came to the Erie both the con-
tinuous air brake and the auto-
matic coupler were still in the ex-
perimental stage.

Brakemen really braked trains,
routing along the tops of the
freight cars to do so at signals on
the engine whistle; and the link
and pin coupler was standard
equipment.

All these things, improved
brakes, dispatching, engines and
cars, together with modern track
construction, have multiplied the
potential of the railroads many
many times. And he had the joy
of knowing and participating in
that growth.

Mrs. Fitzgerald and he have
many personal triumphs too. They
have two children, a son James, of
Oradel, and a daughter, Mrs. Eliza-
beth Baker, of Indianapolis, and
two grandchildren.
Figures

(Story begins on page 8)

housekeeping in the seven-room house, anyway.

The whole house is spotless, and the figures are on a regular cycle program of dusting, a job carried out with a brush kept for that purpose.

The exhibit is arranged by types and places of origin of the work. On the first shelf stand more than 200 carved figures of people and dogs from England, Scotland, Canada, Germany, Mexico and Guatemala; on the next shelf are as many figures of Meissen ware, and wood carvings from Africa, among them some remarkable examples of charging rhinoceroses.

On the third shelf are herds of elephants and packs of dogs; on the fourth all manner of small carvings in ivory, including an elephant so small that it is kept in a hollowed-out seed. Under a magnifying glass the elephant, the product of an African artisan, proves to be complete in every detail.

Housekeeping, Too

The fifth shelf is devoted to Limoges ware and to novelties, among them some ivory eggs, which, when opened, turn out to have tiny chicks inside them.

Just caring for the collection is quite a project. But Bisko, a demon housekeeper, whose house might serve as a model of cleanliness and neatness even in Holland, has other activities as well.

His basement contains a complete wood-working shop. Suspended from the joists are scores of glass jars filled with screws, nails, nuts and bolts of all kinds; there is a wide selection of moldings in wood and metal, and a truly prodigious variety of washers.

And in his well-stocked pantry are many jars of tomatoes that he has put up himself. Add to this a home improvement program of his own that includes re-flooring with cork tile, and you have some idea of the amount of work he gets through in his leisure time.

But his reigning interest is in his carvings; and one of his projects is the construction of a yet larger case for them.

Work Rules

(Story begins on page 6)

The dual-pay system provides that for most train crews, eight hours or less, 100 miles or less—whichever comes first—constitutes a day's pay.

Outmoded System

Railroads point out that this system was standardized 40 years ago when train speeds were half what they are today. Yet the rule remains unchanged.

Rising train speeds, according to the AAR, have cut by one-third since the early 1920s the number of straight-time hours a passenger engineman works to earn a basic day's pay. This now stands at three hours.

Multiple crews on choice “red apple” runs are a result. For example, on a 1,034-mile 16 1/2-hour run between Chicago and Denver, a railroad must use eight different engine crews, paying each position 10-1/3 basic days' pay. This now stands at three hours.

Brakeless Brakemen

Jurisdictional work - separation rules run up costs and hit service. In one disputed case cited by the AAR, a yard employe was awarded an extra day’s pay for a few minutes’ work done outside yard limits, while a road employe got a day's pay for the same work which he did not do but claimed he should have done. That is three days' pay for one task.

In another typical case, a road freight engineer recently got an extra day’s pay as a yard engineer for moving his train a few car lengths in a yard.

The cost of useless crew positions on trains is put by the railroads at $300 million a year. Such positions, according to the railroads, include firemen who tend no fires on modern diesel locomotives and excess brakemen who handle no brakes on power-brake-equipped freight trains.

Excess Crew Laws

A year ago a royal commission in Canada, after lengthy study and testimony, ruled that firemen are unnecessary on diesel locomotives. It concluded that “their functions have either totally disappeared . . . or are a mere duplication of what is discharged by another or others.”

Requirements for unneeded workers are imposed on the railroads not only by working rules but also by “excess crew” laws and regulations in force in 23 states. To roadmen, this is “legalized featherbedding.”

Recession has magnified the burden of featherbedding on the industry. Railroads thus feel compelled to take drastic action on the old work rules which, AAR President Loomis declares, “hang like an economic albatross around the neck of American progress.”

Patent No. 1 issued by the United States Patent Office in 1836 was for a device to increase the power of a locomotive and to prevent its wheels from sliding.
Flood Cost

(Story begins on page 5)
mud and silt; foot switches under
the desks, too, had to be taken
down, cleaned and re-assembled.

This was in addition to the signal
department's troubles with purely
signal equipment. Instrument and
mechanism housings, and all they
contained had been subjected to
the triple assault of water, ice and
silt.

Relays and resistors had to be
cleaned, renewed or replaced, and
the cases themselves had to be
removed, cleaned, lubricated and
re-installed.

Perhaps hardest hit of all was
the maintenance of way depart-
ment's work equipment shop. Mat-
terial in or about it was badly dam-
aged, and the list is a long and
costly one, including both on and
off track devices.

Water in Air Lines

Among the items on it are: bal-
lasting, tamping, cribbing and bal-
last cleaning machines; ballast di-
strutors; motor cars of all sorts;
portable generators; weed mow-
ers; spike pullers; bolting ma-
chines; trucks, automobiles and
house trailers; and all kinds of
hand tools.

Meanwhile the car shop was re-
stored to service and immediately
went to a 24-hour work sched-
ule, and 616 water-damaged cars
were serviced there. Their air
brake equipment was given a thor-
ough servicing—for water had en-
tered the air lines, cylinders and
triple valves of many cars—and
the journal boxes were taken
down and cleaned, axles and journal
bearings inspected, and new pack-
ing installed.

Up and down the Erie some 45
616-carloads of slag and 100 tons of
gravel were used by maintenance
of way forces. This amount might
have been larger, save for the fact
that there was very little current
in the water anywhere, and hence
little washing action.

All told it was a big job, a chal-
enging task that was met by Erie
employees in a spirit of getting the
railroad back to normal no matter
what amount of effort might be
needed.

Erie Railroad Magazine
TO: Railroad People Everywhere

SUBJECT: The Future of America's Railroads

Certainly the transportation legislation enacted by Congress last year was a helpful step in the right direction.

But still further legislative action is needed if the railroads are to solve the problems that plague them.

Of the many vital objectives which should be considered, here are several which demand prompt attention:

1. Removal of obstacles to transport diversification

2. Repeal of the excise tax on passenger travel

3. Repeal of agricultural commodities exemption or extension of the exemption to include railroads and other non-motor carriers

4. Realistic revision of tax depreciation policies

5. Imposition of adequate charges for the use of transportation facilities provided at public expense

Legislative action in these and other areas is necessary if the railroads are to be given the equality of opportunity upon which their future health depends.

Financially sound, progressive, and strong railroads are essential to a dynamic American economy and to our national defense.

ASSOCIATION OF AMERICAN RAILROADS Washington, D. C.
MEN WITH AN EYE TO YOUR FUTURE

You probably think of Erie Railroad as primarily a carrier of passengers and freight—which it is. But the Erie serves your community in another important way, too. Our Industrial Development Department is constantly on the lookout for ways to attract new business to the communities along our line.

No matter where business grows in the Erie, it means new benefits for your community. Erie cooperates very closely with local businessmen and Chambers of Commerce in helping to develop suitable areas for industrial sites. Power, water supply, tax rates, soil conditions—all are investigated. Then Erie people, who are constantly in touch with industries looking for sites, help bring buyer and seller together. From this new industry comes new jobs, added payroll and increased prosperity for people of the area.

The Erie Industrial Development men are just a few of the more than 18,000 Erie men and women working together to bring you better service and contribute to the growth and prosperity of your community. Many of them are your neighbors and home town partners. You can depend on them...you can depend on the Erie. After all, "It's the men who make the Erie."

AS YOUR COMMUNITY GROWS, SO GROWS THE ERIE

Erie Railroad

Dependable Service For The Heart Of Industrial America

(REPRINTED AS AN EXAMPLE OF ON-LINE NEWSPAPER ADS RUN TO INFORM THE PUBLIC ABOUT THE ERIE'S CONTRIBUTIONS TO THE COMMUNITIES IT SERVES)