



**THE ERIE  
FLEET**

OUR 53RD YEAR OF PUBLICATION

**MAY 1957**



# The President's Page

**T**HERE are many definitions of safety. Webster says it is a "Condition or state of being safe, exemption from hurt, injury or loss.

Another definition might be "self-interest or selfishness." While all of us have been trained that selfishness is an undesirable trait, when safety is looked at selfishly from the viewpoint of our own good and the good of our families, that kind of selfishness can become most desirable.

In 1956 there was a noticeable increase in employee injuries. Apparently a little carelessness was allowed to creep into what has heretofore been a good safety record on the Erie.

Resolutions can be made any time—not just at New Year - so let's all resolve to be a little more "selfish" (in a safety way) in 1957.

*H. W. Van Weller*



*Oldest Employee Magazine in Railroad Industry . . . Our 53rd 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**.

**May, 1957** Volume 53, No. 3

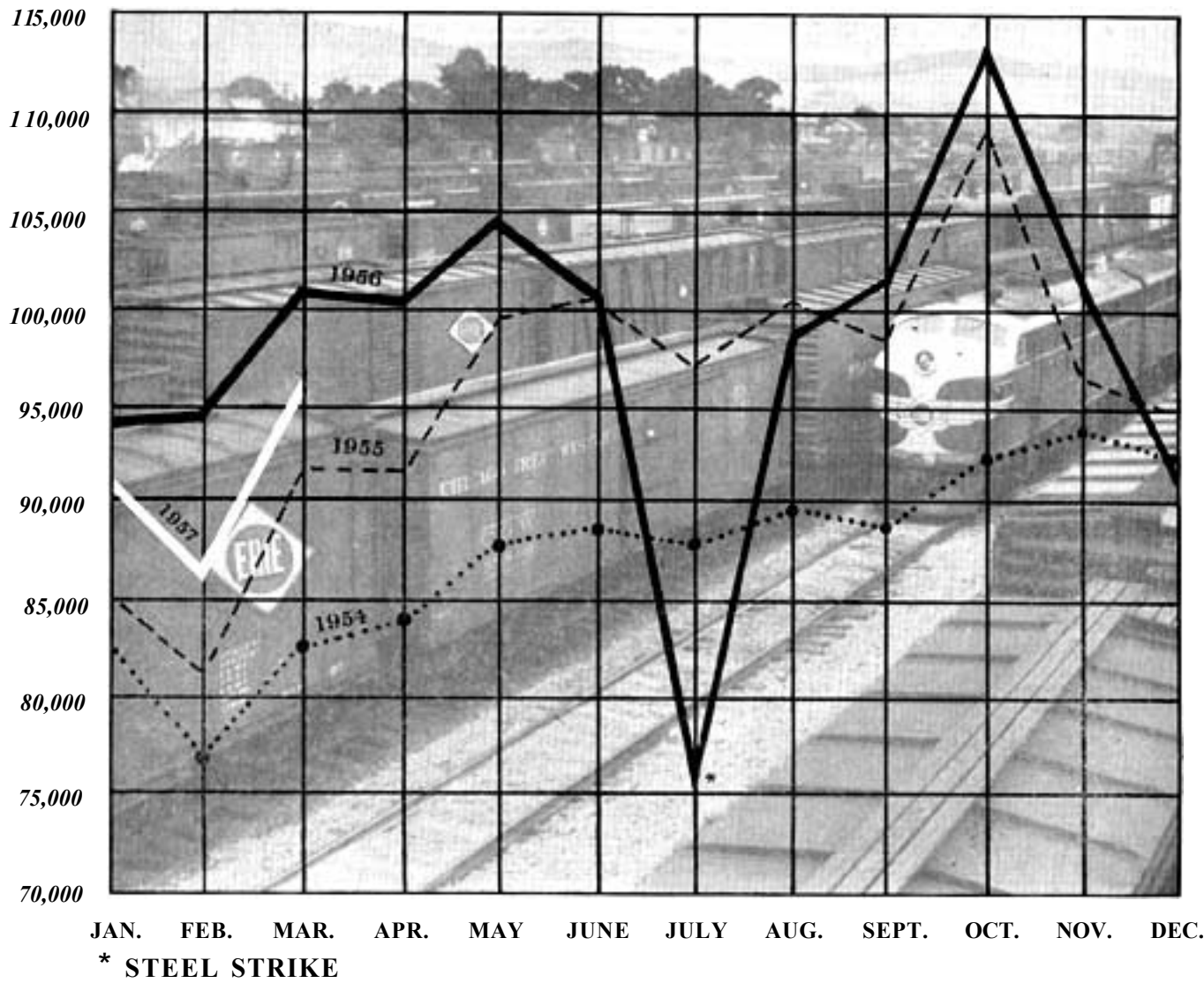
**THE COVER:**

An Erie tug crew removes a loaded steel scow from a berth at Weehawken. Prominent in the picture is the scow's cabin, a cabin that has everything, even lace curtains. Aboard the scow are American automobiles destined for foreign lands.

George C. Frank .... Asst. to President  
Tulbot Harding ..... Associate Editor  
Mabel I. Ross ..... Secretary  
John F. Long .... Photographer-Reporter

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

# Grade Crossing Problem

## Always a Warm Topic

### Facts Shed Light, Cool Subject of Discussion

**N**O SUBJECT having to do with railroads generates quite so much heat, and so little light, in public and private discussions today as that of highway-rail grade crossings.

It is a subject which the least-informed feel free to discuss, and the well-informed are slow to broach, for they find that the less-informed are all too frequently mis-informed.

Because of this attitude, railroad men frequently hear dogmatic statements about the responsibility of railroads to eliminate all crossings with grade separations—without regard to the economic questions involved, without regard to engineering practicability, without regard to justice, and without regard to need.

This month one week, May 19 to 25, has been designated Railroad Crossing Safety Week by the National Safety Council, and it is certain that you will hear more questions about railroad crossings.

There are several things you can tell friends who talk to you about such crossings, and the Erie's own record on safety.

#### Warnings Ignored

First, the Erie was the first railroad to emphasize safety—more than a century ago. And safety has been the paramount factor in the operation of the road ever since. That pays off, even when the growing number of highway vehicles, and the growing number of crossings, and the large number of new drivers is considered.

Last year there were 142 accidents involving trucks and autos at Erie crossings, a reduction from the 1955 figure of 159, despite millions of new drivers in the area through which the Erie passes.

In 34 of the accidents in 1956, the drivers drove into the side of trains; 20 of the accidents were due to cars stalled on the tracks: 14 ignored



**AUTOMATIC CROSSING GATES** offer safety at grade crossings where traffic density is great enough to require their installation. All that is required of the driver is that he stop, as he does for a traffic light where two streets cross.

watchmen's signals to stop; one ran through lowered gates, and 67 others ignored flashing lights, bells or wigwags.

The rest ignored standard crossing warning signals.

In the face of a record like that, it can probably be said that all the foregoing drivers were on the way to accidents anyway, and that it was no fault of the Erie, but rather its misfortune, that its records show the accidents on its property. It might even be a course of wonder that such drivers managed to reach the railway crossing before they had their accidents.

#### Equal Responsibility

As C. M. Kimball, assistant to vice president, safety, of the Southern Railway System said in a report:

... The problems of controlling conflicting traffic at the intersection of a railroad and highway at grade and the intersection of two highways alone are not at all unlike. . . Control signals and warning devices must be . . . fully understood by all parties. And the drivers of all vehicles must share to an equal extent the responsibility for safe movement."

But today's drive for grade crossing elimination is not always based on safety. The emphasis is changing, partly because of mental attitudes that lead drivers to drive past warning signals.

Much of the demand for crossing elimination arises from the constantly increasing use of highways, and from the constantly increasing number of roads, and is a demand not for safety, but for convenience.

And convenience has been at the root of many crossing problems. A century ago, when the railroads were expanding rapidly, as highways are today, there was a general demand that the railroads be conveniently located.

#### Main Street, Thinking

To too many civic leaders of the time, convenience meant just one thing—have the railroad run down the middle of the main street of town, at grade, just as a stage coach might do.

That type of thinking resulted in laws ordering the railroads to pass through the principal street, and created what amounted to one long

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# Erie Shareowners Meet, Hear President Von Willer

## Attendance Record Set at Annual Meeting

THE annual meeting of Erie shareowners, held in the New York general offices on April 9, was remarkable in many ways. It was the first to hear Harry W. Von Willer address it as president. It was the best attended meeting ever held by the railroad from the point of view of the number of shares represented, either by proxy or personally.

Of the possible 2,575,270 shares, 2,094,653 or 81.33% were represented—a new record.

Among the shareowners who thronged the meeting room were several women, who like the rest, expressed themselves pleased with the

conduct of the company's business during the year.

Also on hand to hear President Von Willer's report were Daniel F. Dailey, 72, a retired Erie engineer from Hornell, who owns 50 shares of stock and George S. Edgar, who owns one share that he bought in 1951 at the age of 9.

They sat together, and it was a great day for both of them.

### Great Day for Two

It was a great day for George for he wants to be an engineer, and since he was sitting next to Dailey, who retired from the Erie after more than 51 years of service, he was in a position to learn something about the calling he wants to follow.

And for Dailey it was interesting to watch the proceedings of the meeting, not as an employee, but as a part owner of the road. This time the brass was explaining to him why it had done certain things—a reversal of roles. But if he found it enjoyable, he did not betray his emotion,

and he asked no question during the question period.

President Von Willer used charts to illustrate his points in detailing the year's work and the trend of the Erie's business.

### Coal and Coke

He spoke of the "modest but encouraging increase in our railroad's net earnings" in 1956; of the need to earn more money from the operation of the railroad to offset the diminished benefits from the so called fast tax write-offs; of the steady improvement in the operating ratio; of the growth in industrial development and the outlook for the year ahead.

He also outlined the efforts that the Erie sales staff would make in 1957 to increase the road's traffic, and said, in part: "There are about seven or eight principal commodity groups which are of extreme importance in bringing net revenue to the railroad.

"Certainly, three of those are: coal and coke, iron and steel, and manufactured-miscellaneous, and it will be our intent in 1957 to do a better job in bringing to our railroad a greater volume of those commodities which have a higher net potentiality . . . Our effort in 1957 will be to increase our gross with particular emphasis on those commodities that return more net money."

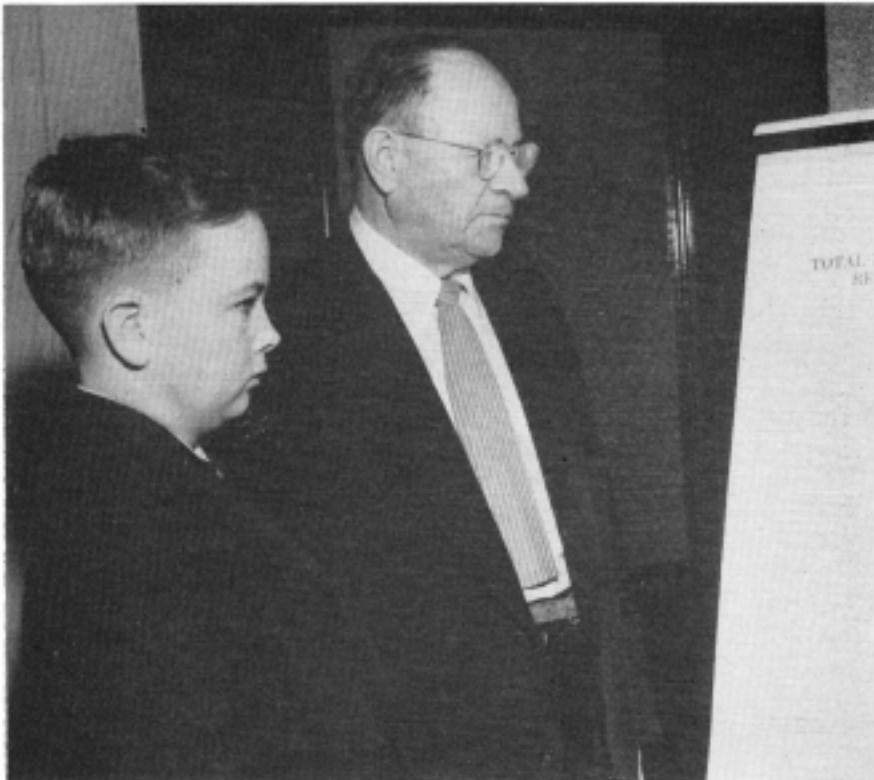
### Few Questions

He described industrial growth along the railroad, and the promise of additional traffic that that growth means. He pointed with pride to the 549 new plants that had located or expanded on the Erie in the last five years—an average of over 100 a year.

He told of some of the problems and prospects involved in piggy-back traffic, and predicted that Erie's piggy-back revenue in 1957 would reach \$1,200,000, up more than 100% over 1956.

Of the merger studies he said: "Another matter I am sure you are all interested in is the study of the proposed Erie - Lackawanna - D&H merger. The only thing I can tell you about it at this time is that the study is progressing with no preconceived ideas on the part of the

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TWO SHAREOWNERS, George S. Edgar and Daniel F. Dailey, the first a would-be engineer for the Erie, and the second a retired engineer for the Erie, study a chart at the annual meeting.



**PRESIDENT HARRY W. VON WILLER** speaks to a filled room at the shareowners' meeting.

representatives of any of the three railroads as to what the results of the exploratory study might be."

Questions following the meeting were few and friendly in tone. When he was asked what future dividends might be like, Mr. Von Willer quoted the policy of the board as expressed by his predecessor, Mr. Paul W. Johnston, and said that the company would follow the dictates of "prudent liberality."

He called particular attention to the Erie's record of 15 years of consecutive common stock dividends and said the board and officers of the company would do everything possible to extend that record.

At the close of the meeting, the tellers announced the results of the voting for directors.

Charles H. Diefendorf, chief executive officer of the Marine Trust Co. of Western New York, Buffalo, N. Y.; Harry C. Hagerty, financial vice-president of Metropolitan Life Insurance Co., New York, N. Y.; Henry S. Sturgis, financial consult-

ant of Sanderson & Porter, New York, N. Y.; John K. Thompson, chairman of the board of the Union Commerce Bank, Cleveland, O., and Robert E. Woodruff, retired president of the Erie, Cleveland, O.; were re-elected for three-year terms.



## Latest Promotions

Name	Location	Promotion	Date Started With Erie
Morross Winters	Hornell, N. Y.	Dist. Accountant	2- 2-15
Donald F. DeWitt	Cleveland, Ohio	Transmission Line Engr.	9-21-43
Herbert C. Well	Chicago, Ill.	Fght. Traffic Mgr.	9-10-26
Leonard M. Schukei	Chicago, Ill.	Asst. Fght. Traf. Mgr.	12- 1-28
Charles P. Bell	Chicago, Ill.	General Fght. Agent	7- 2-23
Charles L. Smith	New York, N. Y.	Asst. Gen. Fght. Agt.	6-16-41
G. J. Bertrand, Jr.	Kansas City, Mo.	Commercial	11- 1-46
D. L. Reynolds	Detroit, Mich.	Commercial Agt.	8-18-47



# Special Trains Cater to All Tastes, Purposes and Ages



**OFF TO NEW YORK** and a week of theater-going, a happy group waves from the beavertail of the observation-lounge car.



**DREAMS OF YOUTH** are long, and this young visitor to the Brier Hill shops learns how to look from a caboose from Frank Cervone, car foreman.

## Milk, Maple Sirup, Theater Keep Erie Busy

**T**HIRTEEN hundred children to Brier Hill and return; 402 theater-loving adults vacation-bound for New York; a special train for rail-fans and maple sirup lovers of all ages to Chardon and back again.

That is a very mixed bag indeed. But it is the sort of thing the Erie's passenger and operating departments are geared to take in their stride. All three trains ran on one weekend recently, from just one point on the railroad, Cleveland.

It was up to the operating department to furnish the equipment, fit the trains into the schedule, and see that they ran as scheduled. It was up to the passenger department to furnish the passengers, and see to the thousand and one details of passenger comfort. For instance—

What Youngstown dairy can meet the children's train with at least 1,350 half pint cartons, no bottles—one might break and cut a child—and sell them at a proper price?

Can the Pullman Co. furnish a late model beavertail observation lounge car for the theater-goers? Can two diners be supplied for that train by the Erie? Special menus and extra waiters will be needed. Like the children, the vacationers will need liquid refreshment—but of a different sort.

### Sirup Not Sticky

The sirup train is not quite such a sticky job. It is being sponsored by a railfan group. Who will explain to the program chairman of the National Railway Historical Society chapter, made up of steam-engine lovers, that the Erie cannot furnish a steam engine to pull the train?

The theater train is sponsored by the Cleveland Press, an afternoon newspaper, and many of the details are being handled by a travel agency.

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*Erie Railroad Magazine*



This calls for planning to make certain that things run smoothly at all four corners of the quadrangle—newspaper, passengers, agency and railroad. Any misunderstanding anywhere can cause the sort of situation that is unfortunate, to put it mildly.

Will there be ample porters Saturday night when the show train is ready to depart? A den mother has just called about the children's train. She wants to bring her pack aboard at a different station.

#### Four New Pullmans

What will that do to seating arrangement in the children's train? The weather is suddenly turning cold, and snow is predicted. Will that stop the maple sirup flow, or spoil the trip for those who are going to the sugaring-off just to take pictures of the train?

The Pullman Co. has just notified the passenger department that it will have four of the newest cars in the country for the show train from its car pool—two from an eastern road, and two from two different southern roads.

Will the heating capacity on the Pullmans from the South be adequate? Adequate, that is, for the sort of weather that can strike between Salamanca and Hornell in the first week of April?

#### Heating Expert

Another teacher has just called about the children's train. She's bringing 60 children instead of six. Will there be room? Can the operating department add still another car at a way station? For most of the children and some adults it will be their first train ride. They should take away good impressions. It must be a good, modern car.

Is the drum sign ready for the show train? Just which members of the passenger department will be asked to give up Saturday and Sunday to go on that train to see that all goes smoothly? They must help some passengers with their bags, too.

The Pullman Co. has promised that an expert on heating and air-conditioning will ride the show train, the maple sap is beginning to flow again, and the assistant master mechanic will be on hand to supervise the trip of the children through the Brier Hill Diesel shops.

Too, the children will see a diner, two Pullmans—with porters to demonstrate the berths—and a radio-equipped caboose at Brier Hill. So no teacher or mother will catch a

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May, 1957



**CAREFREE VACATIONERS** mark the start of their trip to New York aboard an Erie-Cleveland Press special. Left to right: Stan Anderson, Mrs. Anderson, and Mrs. Louis Clifford. Pouring is William F. Gales.



**FEW LITTLE GIRLS** know as much as these about railroads, for many a grown woman has never been inside a caboose—and they have.

# McInnes Is Named to Erie Board

**M**ILTON G. McInnes, executive vice-president of the Erie Railroad, and an Erie employe since he was graduated from Dartmouth in 1930, was elected a director of the railroad on April 9.

His election brings the number of Erie officers on the 15-man board to four. Mr. McInnes fills a vacancy left by Amory Houghton, board chairman of the Corning Glass Works at Corning, who resigned in order to accept appointment as United States Ambassador to France.

Mr. McInnes brings a wide range of railroad experience to the board. His first job was that of seasonal dock clerk at Duane Street Station in New York, where it was his job to segregate and sell broken boxes of fruit.

He rose steadily through various clerical positions, and in 1937 was appointed trainmaster at Youngstown. Further service as trainmaster in Marion and Youngstown followed, and in 1939 he was made assistant superintendent at Chicago, and superintendent of the Buffalo and Rochester divisions in 1940.

He was named assistant general manager of the Western District in 1941 and transferred to the same position in the Eastern District in 1942.

He was promoted to assistant vice-president for operations and maintenance on Dec. 1, 1949, and became vice-president of the department in 1951. He was named executive vice-president on Nov. 1, 1956.

## Carlson is Tapped for Reserve Unit

William G. Carlson, assistant superintendent of motive power for the Erie Railroad, has been appointed to the National Defense Executive Reserve unit of the Interstate Commerce Commission.

The unit is composed of carefully selected officials from various transportation and storage agencies. Carlson is the only motive power expert chosen for the group, which is charged with a special study of transport and defense.



Milton G. McInnes

## Western States Request End to Transport Taxes

Legislatures of three Western States, Nevada, California and Idaho, have adopted resolutions urging Congress to repeal the excise taxes on transportation on both freight and passenger traffic.

Legislation to repeal the tax of ten percent on passenger and three percent on freight traffic has been introduced in the present Congress.

The Nevada resolution stated: "It should be a principle of federal taxation to levy taxes in such a manner as to prevent them from falling as an unequal burden on citizens residing in different areas of the country."

The resolution pointedly stated that the transportation tax discriminates against Western States.

### THE WAY TO VACATIONLAND



## Rover Boys Win Erie Pin Tourney

The Rover Boys have had many adventures, as all their fans know—but few have heard of them in recent years until the Erie's own Rover Boys won the Erie Railroad System Bowling Tournament team event at Youngstown with a score of 2,988.

Captained by Lewis K. Derr, purchases and stores, the Rover Boys team comes from Cleveland. Its members, besides Derr, are: Kenneth T. Dolphin, land and tax; Nelson R. Case, auditor of disbursements; Charles E. Dunaway, passenger department; and Herbert F. Leonard, coal traffic.

Doubles champions are James P. Scullion, research, Cleveland, and Charles P. Vecchio, tower operator, Salamanca, 1,263. Wilbur W. Thoms, traffic, Cleveland, won the single event with a score of 677, and says he is giving up bowling hereafter.

The all-events prize went to Paul R. Rice, trainmaster, Youngstown, 1,865.

Vernon F. Green, assistant general passenger agent, Youngstown, was in charge of the tournament.

## Spooky Shows Up in Consist Again

Elsewhere in this month's magazine is a second story about Spooky, the world's worst trainman—or perhaps the world's best. If you ever worked in a crew with him, let the associate editor of the magazine know when you see him.

There are rumors that Spooky, who seems to have worked on every railroad in the country, did not confine his booming to train service, but managed to get into office work, and served aboard tugs and lighters in his time.

## Only One Face This Month; More Next

This month there was room for only one picture in the series on men and women who make the Erie. You will find it on page 20. Look for more pictures of people you know next month.

The total freight car movement on the railroads of the United States in 1956 was 64.1% loaded and 35.9% empty.

# Spooky's Ways Made Rail Official Tremble for Years After

## Trainman Had Own Solution When Pole Slipped

**I** HAD better not tell where or when it was," the railroad official said, "because now my name is in the Railway Guide every month, and the thing has hung around my neck a long time."

"Not that anyone ever hung it on me—it doesn't show in the record—but it was years before I outgrew the fear that, having been in the same train crew with Spooky, my career might have been blasted."

"But if McNulty can still hold his job after being Spooky's conductor, maybe I can hold mine. But don't tell what my job in the crew was, or what division it was on, and I'll tell you of Spooky when I knew him."

"Ever since the Erie Magazine told about Spooky, I'm sure it was he that we had in our crew, but we didn't call him that. He certainly was the world's worst railroader, and we were well shut of him the night he left us—but what happened that night had me in a sweat for years, as I said," the official continued.

But let him tell the story:

It was right after World War I, and I'd come back from overseas, and was bucking the extra list. If you'll remember, the government was still running the railroads, running them into the ground, you might say, and everything was in a mess, judged by proper railroading standards.

### After Payday

Maybe it was the mess that kept us from being blamed for what happened, so maybe I shouldn't complain. But then, maybe it was the mess that allowed men like Spooky to be on train crews.

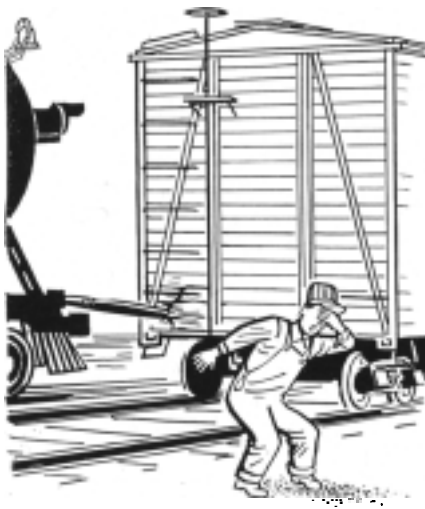
Anyway, it was the night after payday, and we had this extra run east, and we came to an interchange track where we were to pick up six cars of grain.

Not that I think payday had anything to do with it—our conductor was a Prohibitionist, and carried an old coupling pin in his grip. He said the pin was there merely as a souvenir of his early days on the

road, when the Lincoln pin was the only coupling, and he kept it, he said, to show extra members of the crew what the bad old days before Janney couplers and air brakes on freight cars were like.

We knew better. For all he was an usher in his church, and a man of peace, he used to show it and tell about the bad old days, and then switch to the evils of drink, and when he'd switched to the evils of drink, he'd swing the pin, just a little, and nobody ever contradicted him, or even interrupted him then, except maybe to say "Amen."

But he was a fine conductor, the best I ever served with, and I imagine he got Spooky because the trainmaster knew he was the best



conductor on the division, and would more or less balance out the worst man ever seen in train service—Spooky—and might even reform him with that pin.

Well, as I was saying, we were coming along the division and we came to this interchange where we were to pick up the grain.

We always poled the cars at that interchange, and since I heard the other day that someone in our own office didn't know what a bug was, I suppose I better explain poling, which has all but gone out now.

In those days we poled a lot. You could move cars on the next track to a locomotive that way, and plenty of tracks, like this interchange I'm telling about, could bear cars, but not locomotives. You'll still see

poles today swinging at the sides of some Diesel but you won't see them used much.

Then every switcher and every engine in freight service carried a pole swung on the tender. The pole was just what its name says it was—a hardwood pole about six inches thick at the center, and tapered to the ends, where it had steel or wrought iron ferrules.

When you wanted to pole a car, you unhooked the pole, held it in the poling pocket of the car, and, as the engine came along slowly, placed it in a poling pocket of the engine.

You can still see those poling pockets on the ends of nearly any piece of rolling stock today, though since that piece in the magazine got me thinking about Spooky—and poling—I've noticed a lot of new box cars without any, and I don't think the Clejan cars have 'em either.

### Poling Cars

Anyway, once you have the pole firmly in both pockets, you signal the engineer and he comes ahead slow, and soon the car, or cut of cars—but you shouldn't try to pole too many at once, it isn't safe—is moving along. At least that's the way it works when you do it right.

But that night Spooky was holding the pole. Because of my job at the time, you'll know why I didn't see it happen, but I heard it. It sounded like a pumpkin being stepped on, or, since I was fresh from France, a gas shell breaking open.

I nearly yelled "Gas," until I remembered where I was, and a minute later, when we were all looking at what 'had happened, it looked worse than a gas attack.

Nearly all cars were wood end then, and Spooky had lived up to his reputation. And the wood of the car end must have been rotten.

### Embarrassing Situation

He'd either not seated the pole in the pocket in the first place, or had let it slip as the engine came up, and as soon as the engine began pushing, blop, and the pole was through the end of the car.

If it hadn't been grain, it wouldn't have been so bad. But there we were, with the train on the main, the locomotive on the siding, and our pole stuck in the car.

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# Hill Family Keeps Navy in Shape to Raise 'Hill'



Burnice B. Hill

## Erie Agent's Five Sons All See Sea Services

**J**UST what the Navy, and its Marine Corps, would do without the Hill family of North Lewisburg, O., it is hard to say. But this much is sure: the Navy would have been short five men.

Head of the Hill family is Burnice B. Hill, agent-operator for the Erie at North Lewisburg. Since 1944 he and Mrs. Hill have seen one after another of their five sons, Hobart, Norman, Clayton, Loring and Kenneth enlist.

First of the Hills to enlist was Hobart, and Kenneth, the youngest son and last to join, has been in the Navy since October. Loring was an Erie operator before his enlistment, and he and Kenneth are the only Hills serving at the time of the last morning report.

Although he was the first to join, Hobart had the briefest service of all the Hills—19 months. Norman, who enlisted in 1945, served four years and one month.

Clayton, now a post office employe at Bellefontaine, O., entered the Marine Corps in February of 1951, served a five year hitch, and rose to staff sergeant.

Today Hobart is an employe of the Ohio Bell Telephone Co. at Columbus, and Norman works for the American Blower Co. there.

All five of the boys are graduates of North Lewisburg high school.

Only one of the Hill children has not joined either the Navy or the Marines so far—and that one is Shirley Lee Ann, the only girl of the family.

She is a telephone operator and works for the United Telephone Co. at Marysville, O.



Norman Hill



Kenneth Hill



Loring Hill



Hobart Hill



Clayton Hill  
*Erie Railroad*



# 18,000 Erie Commuters Take Step Two Lightly

**F**ully prepared by an information campaign waged to furnish them with complete news and to overcome the natural human emotional objection to any sort of change, the Erie's 18,000 commuters in the New York area took Step Two of the change from Jersey City to Hoboken in their stride.

Many found, once they had tried the new system, that it was pleasanter and just as convenient and quick as the old. Those that had feared that they would not be able to find their trains in the Lackawanna station found colored lights at the gates steered them unerringly to their trains. And the emotional break was made easier when they saw familiar faces.

Hardly had the railroad's customers begun to be familiar with their new routines than the plans made by the Erie and the Lackawanna were given the acid test. The Hudson & Manhattan Tube ceased operations because of a strike.

It was then that the more frequent ferry service possible from Hoboken came into its own, moving the cross-river traffic without help from the tube trains.

## Old Friends Meet

For a day or two after the strike began some travelers made things difficult for themselves by leaving their offices early for home, but by the first of the second week of the strike most travelers had found that they could work normal hours and still get home on time by ferry and train.

Those commuters who never deserted the ferries had a pleasant surprise when they walked through the gates of the Barclay Street ferry house on the first day of the change, for there they saw an old friend.

There, seated at the fare box, was Paul Herzig, who has been greeting homeward-bound Erie commuters since 1917, first at W. 23rd Street, and then at Chambers Street.

Paul's cheeriness, and the fact that he speaks to everyone who passes his box, are bywords among all those who use the Erie commutation service.

As his friends pass through his



**FOR FORTY YEARS** Paul Herzig, right, has presided over a fare box and greeted Erie commuters as they passed homeward through the ferry house. His friends did not miss him after March 25, for he moved to the same job in the Erie-Lackawanna ferry house at Barclay Street.

gate—and anyone who is an Erie customer he regards as his friend—he greets every one of them, no matter how fast the flow of the throng. Until you have seen Paul the feat seems unbelievable.

And every one of his customers has time for him. Most, like him, speak, and more than 90% of them call him by his first name. Part of the experience of watching Paul is the effect that he produces on men and women tired from a day's work.

They enter the ferry house looking tired and wan, and many of them obviously reviewing the things that have gone wrong during the day or might go wrong tomorrow.

But then they hear, and see Paul, with his wide grin. Every man he speaks to rates a military or naval title, beginning with colonel and captain and working up; middle-aged women are addressed as "young lady" or "little girl" and girls under 20 are called "madam."

He avoids mentioning the day to them, lest he remind them of unpleasant things, but wishes them a pleasant trip home and a good eve-

ning.

It sounds like a simple, even a banal, procedure.

Rut the faces of the passengers change. They seem to leave their cares behind at the ferry gate. The men carry themselves a little straighter, the women check the set of their hats, and they all smile and acknowledge his greeting.

And many ask after his family. That, over the years, has grown, and Paul has four children and three grandchildren.

Once, he too, commuted from Jersey to Manhattan, but today he lives on Charles Street on the Lower East Side.

Paul still feels a little unnatural drawing a Lackawanna pay check—after all he went to work for the Erie in 1915—but he counts it one of the blessings of working for a railroad that his living was more secure than that of many a factory worker faced by operating changes. For he was able to use his Erie seniority in bidding for the Lackawanna job.

• • •

# Spanish Armada Looks Small Beside Erie Fleet

## Marine Department Office Resembles Quarters of an Admiral



CARMEN E. DeJOIA, superintendent of the marine department, has 207 vessels under his command.

**A** BRASS MARINE CLOCK hangs against one bulkhead; beneath it is an aneroid barometer. Behind the desk are beautifully detailed models of a tug and a barge, finished down to the marlinspike work of the tug's rope fenders. Outside the windows seagulls wheel and dip, and wheeling, drop to the water with raucous cries to pick up food scraps from the water.

The room seems to be the quarters of some admiral, and not an office of the Erie Railroad. Actually it is both. For here, set on stilts above, but very little above, the Hudson River is the office of Carmen E. DeJoia, marine superintendent of the Erie. And the Erie fleet comprises more vessels than sailed in the Spanish Armada.

The Spanish admiral had about 132 ships, many of which did not leave port; the Erie's admiral has 207 vessels, all of which he keeps busy fighting an endless battle to see that New Yorkers get plenty of fruits and vegetables, that the export freight-47,000 carloads annually — handled through the port of New York by the Erie reaches the sides of ocean-going ships when it should, and that a large flow of import traffic moves smoothly.

Like any other admiral in any other navy, the Erie's admiral also has a base for the repair and maintenance of his fleet—but that is another story.

(Next page, please)

PAUL H. RUTT, tug dispatcher, uses radio telephone to give tug captains their tow orders and receive their reports.



CHIEF CLERK of the marine department is James R. Findlay.

CHIEF ENGINEER of the Erie fleet is Justus A. Buesing.



HENRY P. FLOOD, inspector, assigns barge captains to their lighters.



JESSE BAKER is port captain of the Erie fleet.



Among the Erie's vessels are 11 Diesel tugs of 1,000 to 1,200 shaft horsepower, 105 feet overall. These all-steel tugs are kept in immaculate condition. Every day they look as if they are ready for Saturday inspection in any navy.

They are designed to do their job with as little fuss and as efficiently as possible.

At the same time they are pleasant places to work, for their crews were remembered when they were designed. Every one of the tugs has a spacious locker room, and hot and cold water showers for the crew—an unheard of luxury just a few years ago.

Centralized controls in the pilot house put full control of the speed and direction of the propeller under the helmsman's hand, without the need for signaling the engine room—a matter not only contributing to the efficiency of the craft, but to their safety and ease of operation.

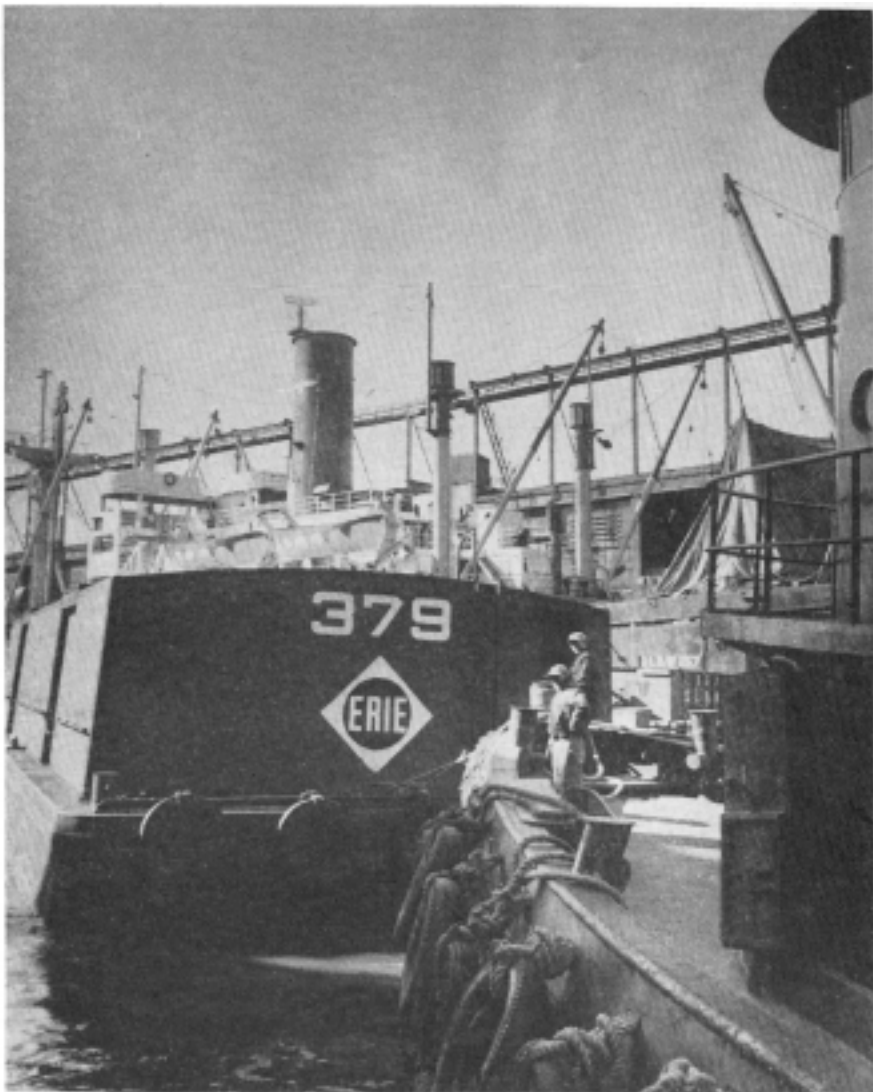
Their beam of 26 feet makes them easy in a seaway, and their draft of 13 feet serves as a centerboard when they are handling light scows, car-floats and barges in a wind.

#### Crew of Six

At work, every tug carries a crew of six—captain, mate, two deckhands, an engineer and an oiler. There are 23 such crews for the 11 tugs, plus three relief crews, so that the tugs may be kept busy without overworking the men.

Watching tug crews work has a fascination comparable to that of watching switching moves in a rail-

(Turn the page, please)



**WORKING IN CLOSE QUARTERS**, a tug crew gets ready to spot a barge alongside a ship.



**AN ERIE TUG MOVES IN** to pick up her tow from a group of rafted lighters.

# Erie Fleet

(Story begins on page 14)

way yard. The operation is similar, but complicated by wind, waves and weather.

For among the 207 vessels of the Erie navy are 11 gas hoists, 52 scows, 86 barges, two steam hoists, 15 refrigerator barges and 26 car-floats—and none of them can move without a tug. Moreover any of the gas hoists, scows, barges and car-floats may be found, when the tug goes to pick them up, in awkward positions, due to the activities of other companies engaged in lighterage work, and to weather conditions.

## Teamwork Pays

It is at such moments that the knowledge, skill and teamwork of the tug crews, from captain to sternlineman pays off. Watching a crew move an Erie barge from behind a group of other barges, using intermediate lighters in the tow as a switch crew uses an idler car is fascinating. For there are no tracks to guide the barges, and the wind, if gusty, can play many tricks.

Around the neck of every mate a whistle dangles on a lanyard—the same sort of whistle that the corner policeman uses. One of the two deckhands normally takes his position at the bow of the tug when working barges in the slips between piers, and is called the sternlineman because at that position he can handle the stern line of the barge nearest the tug; the other deck-hand, called a floatman, takes his position on one of the lighters between the tug and the barge that must be pulled out of the slip, like an olive from the bottom of the bottle.

But the mate goes farthest from the tug of all, up to the head of the tow, where he reaches the point where the lighter to be towed is made fast to pier, ship or dock.

There he is out of sight of the tug captain, and the whistle tied round his neck is his means of communication with the captain.

One short blast of his whistle, if the tug is moving, means stop; if the tug is stopped, the one short blast means go ahead. If the crew is delivering a lighter, it means to hold it in the position it is in. Two short blasts mean back up. With that simple set of signals, the captain, one hand on the wheel, and the other on the engine controls, maneuvers the tug while the men cast off, make fast, pay out, or take in the lines.

Meanwhile the great awkward lighters—90 feet long 30 feet wide, 11 feet from deck to bottom of hold—are moved in and out among others as carefully as a farmer's wife handles eggs.

## Types of Lighters

But not all lighters are that size—and they come in several varieties. First there are the scows, the gondolas and flat cars of the fleet. Their decks are clear, save for the cabin at one end; barges, too, have flat decks, but they are covered with big houses entered through doors even wider than those of box cars.

Both scows and barges can carry eight freight car loads of merchandise, and the scows are assigned to those things usually carried in gondolas and on flat cars, while barges carry box car merchandise. Refrigerator barges look like ordinary barges, but, like their brothers on the railroad, they are insulated, and furnished with ice racks and with

stoves to maintain any temperature needed to prevent perishables from overheating or freezing.

Stick boats, more formally known as gas hoists, get their slang name from the fact that every one of them is equipped with a mast and boom to help handle their cargoes. Like the scows, they are open, with flat decks, but are larger than the ordinary run of lighters. Those used by the Erie are 105 feet long and about 35 feet beam, and their winches and drums are powered by gasoline engines.

## Steel and Wood

Steam hoists, of which the Erie has two, can be large indeed. One, Erie No. 5, is a floating whirly crane that can lift a 50-ton load. No other railroad in the harbor owns a floating crane of larger capacity.

The Erie's smaller steam hoist, No. 3, has a ten-ton boom, and a wide deck for handling bulky cargo.

Many of the lighters are of steel, and the wooden ones are scheduled for replacement. But whether they be scows, barges or reefers, all lighters have one thing in common—the captain's cabin.

## Caboose Comforts

That cabin, at one end of the barge, is to the captain what the caboose on a train is to the home from home, and office. It has all the comforts of a caboose, plus a mailbox, and is likely to have lace curtains hanging in the window as well.

It is in the cabin that the barge captain lives and works while he is aboard—and the Erie has about 151 barge captains on its roster. When in one of her own well-policed slips, or when light, the barge is likely to have no captain aboard. But once she is loaded and off on her journeys someone will be with her and her cargo until it is safely delivered:

Like the conductor on the train, the barge captain has far more to deal with than the mere safety of his cargo, although that is paramount. He takes aboard with him the dock receipt prepared in quadruplicate by the lighterage department (Erie Magazine for March) and a manifest that shows the markings on every shipment aboard his craft.

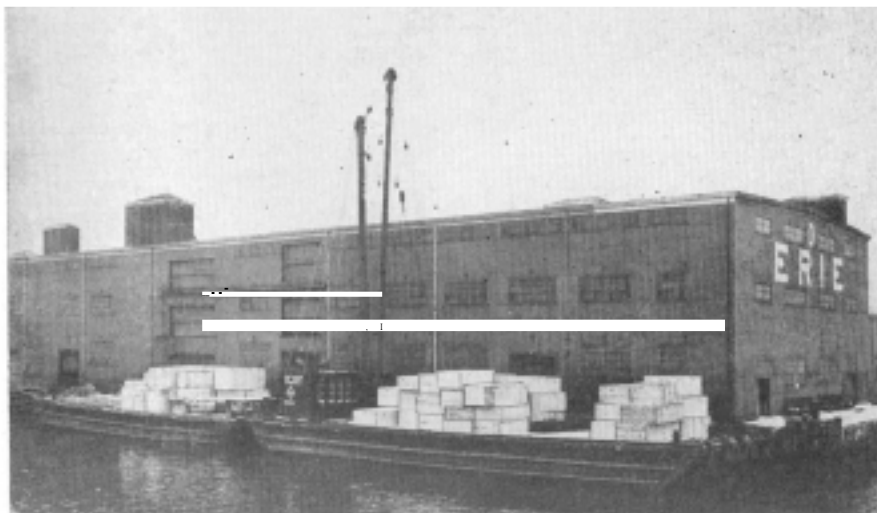
## Radio Dispatcher

After a lighter is loaded, the tug dispatcher on Pier 8 assigns a tug, by radio, to tow it. More often than not, the tug takes several lighters going in the same general direction along with it, and the barge captain will find his lighter one of several in the tow.

Then the tug crew, like the crew of a way freight, makes many calls, dropping off lighters at this point,

(Next page, please)

*Erie Railroad Magazine*



**A SCOW AND A STICK-BOAT** pose for their picture beside an Erie dock in Weehawken. That is the scow at the left, and the stick-boat at the right.

and picking others up, as tow orders are sent to them over the radio by the dispatcher.

Once his cargo is discharged either to an outbound steamer or to the dock from which the steamer will sail, the barge captain has the dock receipt signed by the person who received the freight.

Floating Trains

One copy of the receipt is returned to the Erie lighterage department; another is kept by the steamship company, another by the stevedore company, and one copy, the copy for the shipper, becomes a negotiable instrument as soon as it is signed, and the shipper deposits it in his bank along with a draft on the consignee.

But the lighters, important as they are, are not the only part of the Erie fleet.

Just as important are the great steel car-floats. The Erie's fleet of floats is capable of carrying 352 cars at once.

Long and Narrow

Every one of the floats has tracks for the cars, and a roofed, car-floor height platform between the tracks. Long and narrow, the floats are quite unlike any of the other Erie floating equipment, which tends to be on the beamy side. Too, there are no living quarters, for, save when cars are being loaded or unloaded, on lines being made fast or cast off, no one rides aboard them.

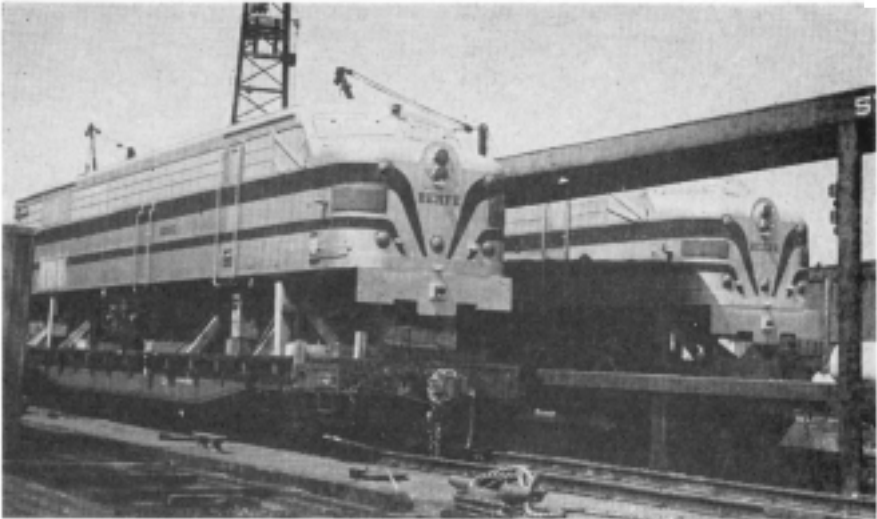
For the sake of flexibility, their capacities vary. There is one 8-car float; there are ten 10-car floats, two 12-car floats, ten 16-car floats and three 20-car floats.

As explained in last month's magazine, the cars are pushed aboard the floats at one of the Erie's float bridges, at Jersey City, 28th Street or Harlem Station, and may be delivered to another Erie station, or to float bridges serving eight other Class I railroads, numerous switching lines serving industry in the harbor, or laid alongside ships or docks.

Or the platforms on the floats may be used to unload the cars when they are made fast to piers, as is done at Duane Street. Perhaps the trickiest job the tug crews get is handling an empty string of cars on a car-float in a high wind, for the long floats—some are over 350 feet long—and the great windage they present makes life difficult.

And all this activity is railroad-ing—but railroading of a nautical sort, which is why the marine superintendent's office looks like that of an admiral.

(Nest Installment—The Marine Yard)



**BUILT IN AMERICA** for Spain, these two broad-gauge (5' 6") locomotives rode from factory to waterfront on the high and wide Erie, and then were moved to shipside aboard an Erie car float.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Frank W. Anderson	Watchman	Susquehanna	2-25-57	38
Augustus H. Austin	Engineer	Akron	2-23-57	48
Harlow D. Austin	Chief Clerk	Suspension Bridge	12-31-56	44
Peter W. Balmos	Painter	Port Jervis	3-24-57	45
James A. Bell	Red Cap	Youngstown	3-20-57	28
George F. Bogert	Conductor	Hoboken	2-15-57	44
Antonio Bongiovanni	Track Foreman	Jersey City	3- 8-57	33
Rudolph Brandt	Carman	East Buffalo	3-14-57	42
George J. Bushwell	Local & Interline Clerk	Cleveland	3-29-57	36
Thomas E. Cahill	Yard Brakeman	Waverly	3- 7-57	41
Charles H. Coffman	Icing Inspector	Marion	3-18-57	35
Wallace W. Crizer	Machinist	Marion	3- 8-57	35
William H. Downes	Clerk	Jersey City	3-31-57	34
Lloyd K. Downing	Road Freight Conductor	Hornell	3- 7-57	41
Herbert H. Feltell	Conductor	Buffalo	2- 8-57	34
Norman S. Foose	Yard Brakeman	Cleveland	3-20-57	22
Henry C. Geiger	Shop Hostler	Secaucus	3-31-57	41
Ross S. Graeber	Signal Maintainer	Crown Point	4-26-57	40
Charles T. Gustafson	Commercial Agent	Jamestown	3-31-57	51
Fay E. Hooker	Conductor	Hornell	3-12-57	40
Joseph J. Janoski	Mail Foreman	Ringhamton	3- 7-57	46
Isaac A. Kauffman	Layer Out	Dunmore	1-31-57	34
George R. Kell	Captain of Police	Jersey City	4-16-57	26
Angela Kerzos	Trackman	Leetonia	2-21-57	38
Paul L. Kniskern	Conductor	Hornell	3-26-57	42
Ernest H. Landon	Track Supervisor's Clerk	Salamanca	2-15-57	50
Rav A. Mattern	Conductor	Meadville	3-12-57	46
Jodn B. McCaffery	Engineer	Youngstown	3- 7-57	24
Orrie M. Meyne	Freight Traffic Manager	New York	3-31-57	47
Harry F. Mitchell	Engineer	Meadville	2-28-57	46
Daniel P. Mosgrove	Boilermaker	Hornell	3-20-57	50
John Nakanezne	Car Repairer	Kent	3-31-57	41
Claude C. Nelson	Commercial Agent	Milwaukee	4-30-57	45
Edith A. Petrone	Asst. Chf. Ltge. Clerk	New York	1-18-57	30
Paul Pirk	Engineer	Jersey City	3-19-57	48
Herman C. Ramph	Electrician	Cleveland	3-17-57	34
William M. Ray	Conductor	Salamanca	3- 5-57	46
Larnnie Reddish	Trucker	Jersey City	2-27-57	27
Stephen A. Sadowski	Carman	East Buffalo	2-21-57	33
Charles H. Scaggs	Passenger Conductor	Cleveland	3-20-57	40
Peter A. Scullion	Dist. Fght. Claim Agt.	Jersey City	4-30-57	40
Herman F. L. Steiner	Machinist	Buffalo	2-26-57	39
Albert H. Wagner	Engineer	Meadville	3-21-57	47
Fraser D. Wright	General Foreman	Hammond	3-31-57	38





LOUIS ZITO, carman, Jersey City: "I'm pulling for the Boston Red Sox, they're tops this year."

# Kamera Kwiz



The Question: Who will win the World Series?  
The Place: All along the Erie Railroad.

Everybody had an answer to this question, and was willing to go on the record. Whether the opinions will be the same in September is anyone's guess.



HARRY B. ZIMMERMAN, assistant foreman, Kent division: "The Indians, this is their lucky year."

WILLIAM L. BLAKENEY, foreman, mechanical department, Leavittsburg: "I'm an Indian rooter, but the Yankees will be on top."

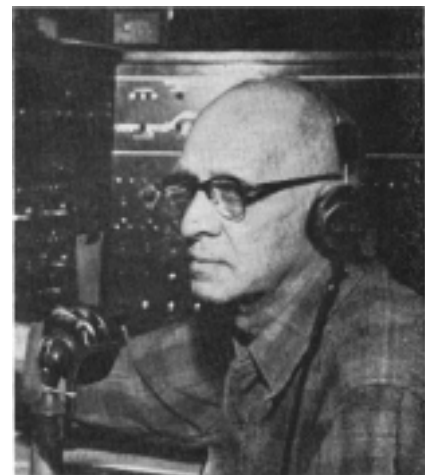


RICHARD J. PATTERSON, trackman, Kent division: "The Yankees will win, they have that important long ball."



JAMES J. MITCHELL, trainman, New York division: "The Giants will take them all the way."

JOSEPH S. COUGHLIN, trainman, New York division: "It's early to predict, but the Giants can't miss."



FREDERICK P. BAUDISCH, operator-leverman, Leavittsburg: "The Indians will win. I believe what I read in the papers."



AMATO ZACCONE, truck operator, Brier Hill: "Boston will win. They have young blood, plus Ted Williams."



DONALD LONG, trackman, Kent division: "I always was a Chicago White Sox fan, and this will be their year."



ANTONIO BLANDINO, crossing watchman, Barberton: "I like the Indians, but the Yanks will win."



WILLIAM KERSTETTER, trackman, Kent division: "There's no question, the Yanks will do it again."



DONALD PATTERSON, dock laborer, Weehawken: "The Brooklyn Dodgers are by far the best team."



HERBERT R. HUGHES, engineer, Mahoning division: "I'm betting on a sure thing, the New York Yankees."



GLENN L. WEBSTER, fireman, Mahoning division: "The Yanks are hard to beat, but I'm picking Cleveland."



JOHN A. COOK, car repairman, Girard: "The Indians will take them this year, they can't miss."



GEORGE HAYWOOD, carman's helper, Jersey City: Mrs. \_\_\_\_\_ is the ball fan in our family, and the Dodgers are her choice."



*Harold Hoptry . . .*

*. . . painter, Marion*



# Government May Ask Airlines to Help Themselves

The government plans to spend *so* much money for the benefit of commercial airlines that it may have to ask them to help themselves a little more, according to recent reports.

The airlines have a rich uncle all their own, the Civil Aeronautics Authority, which plans to spend a record **\$385** million next fiscal year on the nation's airways system. The airlines' own spokesmen admit they account for **30%** of flyers' use of CAA-maintained facilities.

At that rate, reports the Wall Street Journal, airlines should pay **\$115** million next year toward support of facilities they use. Last year they paid just **\$20** million, all of it in fuel taxes.

The situation is serious enough to have drawn the serious concern of President Eisenhower, the Journal states. It quotes L. W. Burton of the Department of Commerce as expressing the President's policy this way: "Where the government renders a special service, there should be a tax on the users."

Even *so*, the Journal says, "it seems highly unlikely" that airlines will be required to pay their fair share of costs. What's more likely, says the Journal, is an increase in the fuel tax. Or, there might be a tax based on revenues (currently **\$1.2** billion a year from domestic operations alone).

Still another possible way of coaxing the airlines to cough up a bigger share of costs would be a set-up the Journal describes as:

"A special trust fund, separate from the Federal Budget, like the one set up for Federal highway construction last year. That way airlines and others would have a guarantee their tax payments were going directly into traffic control gear and not, say, into slum clearance."

All of which suggests that maybe the railroads' taxes, instead of going to support schools, courts, slum clearance, airports, highways and the like, should also go into a special trust fund on which the railroads could draw for the maintenance and improvement of their tracks, bridges, signal systems, etc!

In the Korean War 98% of all American troops and supplies landed at the seaport of Pusan moved to their destinations *by* railroad.

May, 1957

# Erie Veterans

**F**ELLOW VETERANS:

With the return of spring and our veterans who spent the winter in the South, it is time for all of *us* to do a little missionary work.

That is to see that former members as well as all the eligibles are brought into our great organization. I believe it is possible to practically double our membership.

Let's get at least **1,000** new and reinstated members before our annual outing on July 20. I know it will make Hubert Kelly, chairman of the membership drive, very happy.

Sincerely,  
W. W. Turner  
President

## Buffalo-Rochester

By Ruth Nise Munger

Our March business meeting was held in the conference room at **1221** Clinton St., Buffalo. Plans were discussed for our spring meeting, the annual outing at Conneaut Lake and the annual fall meeting of the United Veterans at Portland, Me.

Our southern travelers are returning north. The Leuches visited many of our retired members in Florida, including Bob Jamieson. R. A Bork returned from the Pacific coast, then traveled by auto to Florida to visit old acquaintances. George and *Es*-ther Adams returned home in time for our April party.

Glad to report that Bill Streaten and Bob Symington are back at work after illnesses, and that our convalescents, Mrs. Moran, Al Peters and *E.* Sheppard, are improving.

Birthday greetings to Mrs. C. J. O'Leary.

C. L. Smith, chief clerk at North Tonawanda, and wife visited in Orlando, Fla., with his parents (retired road conductor).

The auxiliary has completed arrangements for their spring luncheon, to be May **23** at McDoel's. Arrangements also were discussed for those who plan to attend the Salamanca chapter's May party.

## Meadville

By L. C. Kebort

At the March **28** meeting, the tureen supper was in charge of Mrs. *Eva* Cutshall, chairman, assisted by Mrs. James Gorley, Mrs. Albert Hagen and Mrs. *Lewis* Kebort.

The meeting was called to order at **7** with Karl Smallenberger presiding.

Frank Vatter was reported on the sick list.

Jesse Collier was presented with a life membership card.

The **1957** veteran cards can be picked up at the ticket office.

Mrs. Lyle Houghtling presided at the ladies meeting.

Mrs. A. J. Werley, Mrs. Bessie Dykes and Mrs. Susie Stallsmith were absent due to sickness.

(Please turn the page)



He's the most alert person you ever saw-on a locomotive.



"I'll have a front pair of wheels for the rear truck on that car at the north end of the car shed, and **NOTHING** else?"

## Youngstown

By Jack Ilas

We welcome new members, J. L. Chapman, R. J. Lyons, S. K. Larson, J. H. McKee, **W. F.** Workman and **F. L.** Never.

We are glad to report that Henry M. Darling is back at work after being absent for some time due to an accident.

The chapter's annual family picnic will be Sunday, June 30, at Slippery Rock Pavilion in Mill Creek Park. Plan to attend and meet old friends.

Our next regular meeting will be June 5, in the **K.** of C. Building, Youngstown, 8:30 p.m. DST. This will be the last one until September.

## Salamanca

The dinner-meeting for members and their ladies, held March 22 at the Myers Hotel, featured a fine program of entertainment. Members were present from Wellsville, Cuba, Olean, Salamanca, Collins, Gowanda, Jamestown, Lakewood and Niobe.

William Ostarch and Robert Taylor of the Van Der Horst Corp., Olean, presented a colored film, "The Right to Compete," and spoke on the need for equal rights and privileges for all modes of transportation, for fair competition and the necessary legislation to make this possible.

A series of piano selections was presented by Rosemary Risch of Jamestown. The Dolecki sisters, Barbara and **Carol**, of Salamanca, entertained with novelty dancing and singing, with Danny Barnes at the piano.

Our ailing members, **W. D. Rail** of Salamanca and **E. A. Stillman**, Wellsville, we are happy to report, are much improved.

## Jersey City

By G. C. Kalle

The annual chapter installation and dinner was held at the Brownstone House, Paterson, March 9, and a good time was had by 100 members and guests. Past Chairman **J. F. Hazzard** and his hard working committee are due a vote of thanks for the splendid meal and program presented. We were pleased to welcome brother Harry Travis, candidate for second vice president, who made the trip from Hornell.

Attendance was very gratifying and it is the consensus among our officers that the move was a good one. As previously reported, meetings are the first Wednesday of each month at 320 Market Street, Paterson (Odd Fellows Hall), 8:30 p.m. Why not make it a point to pay us a visit?

This will be our last appeal for new and reinstated members in the membership drive being conducted between Jan. 1 and May 31, 1957. Letters have been sent to old members who have dropped out for some reason or another, as well as to employees who have never held membership, and others just becoming eligible for membership. Why not speak to fellow employees and sell them on veteranism? Personal contact is much more effective than a letter.

We have had very good response to our dues collection. There are

still a few members who have not seen their collectors. We urge **them** to take care of this obligation promptly so they will receive 1957 cards and also ballots for the annual election. Of members who receive cards by mail, there are still a few open accounts. If you have laid your letter aside intending to take care of it later, won't **you** please take care of it now?

We were pleased to welcome at our last meeting brothers Frank Lupino and Charles J. Schwartz after recent illnesses. To other members now on the sick list we extend best wishes for speedy recovery.

Past President **E. H. Stocker** and Trustee William A. Brazel, together with their wives, are enjoying the sunshine in Florida.

Dave Clancy has returned from a vacation trip to Florida, New Orleans, the West Coast and back through Canada. Reports have it that Dave has some wonderful movie films of his splendid trip.

We were pleased to have as our guest at the last meeting Harry J. Smith, secretary of both the Lackawanna Veterans and the United Veterans Association. He spoke of the splendid progress being made in veteranism on the Lackawanna and thanked our association for many helpful hints imparted to him and Lackawanna President Walter **Valery** which have aided them to achieve the success they have.

Ey the time you read this column your ballot will be at hand or in the mail. Please do not put it aside. It takes but a few seconds to vote and drop your ballot in the mail. We **ask** your assistance in making the returns for this election the best yet.



# Latest Chatter About All the Erie Family

## Marine

By Jesse E. Baker

Announcement has been made of the betrothal of Eileen A. Spreen, daughter of Mr. and Mrs. Walter Spreen of Brooklyn, to Gerard Mullins, mate on the tug Akron. Gerard is a graduate of St. Leonard's Academy.

By the time this column appears, the correspondent will have been on vacation to the Jamestown Festival, Richmond, Williamsburg and Norfolk, Va.

## Lighterage

NEW YORK, N. Y.

By Regina F. Frey

We welcome Maria D. Jacobs, typist-comptometer operator, and Messengers Gerald Clume and Morgan Banetn.

Bertha Trefry spent a weekend in Washington viewing the cherry blossoms.

We all wish much happiness to Kathy Lynch who will marry Henry Derzinski on May 4.

Congratulations to those with service anniversaries in May, Charles McGowan, 33 years; Dot Shea, 29 years, and Charles Messineo, cashier at Pier 19, N. R., 41 years.

## Employment

By V. T. Bustard

Congratulations to Nancy Brennan and husband, Frank, on the birth of their daughter, Gloria Jean, March 12.

Jack Hazzard and family have moved to their new home in Wyckoff.

## New York Division

SUPERINTENDENT'S OFFICE  
JERSEY CITY, N. J.

By Mary A. D. Meyer

Jim Farrell, third trick side lines dispatcher, vacationed in Mexico City. Anne Volski spent one week at home.

Alice Shama, Peggy Straut and Anne Volski saw The Ten Commandments at the Criterion Theater in New York.

Glad to see Teddy Teehan back after jury service.

Alfred Saunders is a patient at the Passaic County Valley View Hospital in Paterson.

Mr. and Mrs. Harry Close were guests at a St. Patrick's Day dinner at the home of her sister and brother-in-law in Bayonne. Dan Crowley watched the parade on Fifth Avenue via TV, and Dan and Mrs. Crowley had a dinner of corned beef and cabbage.

Mr. and Mrs. Harry Coleman visited Mr. and Mrs. Bill Sutherland at Ocean Grove recently.

Nice to see Herths Karpinski back after an illness.

Bob Collins now is relief operator and extra train dispatcher. Joe Nolan has transferred to BJ and Hackensack towers.

Esther DelGhiaccio, ediphone operator-steno, now is steno-clerk in place of Gladys Paparella, who is on leave.

Best wishes to S. C. Lund, general foreman, car department, and Ray Farber, agent, Port Jervis, who retired recently.

## WEEHAWKEN LOCAL & DOCKS

By Violet Schmitt

The Irish here were well represented on St. Patrick's Day. John (Please turn thepage)



**ORRIE M. MEYNE**, freight traffic manager, rates, New York, has retired after nearly 47 years with the Erie Railroad. Meyne, born in Argentina, grew up in Paterson, N. J. and never worked for any organization but the Erie.



**GEORGE S. SMITH, Jr.**, son of George S. Smith of the Meadville scrap and reclamation plant, and Miss Shirley Hull of North Kingsville, O., were married at North Kingsville Presbyterian Church.



**WILBUR GREATHOUSE**, a burner at the Meadville scrap and reclamation plant, is now serving his country as a private first class at Fort Knox, Ky.



"Miss Hoskins, where did you send our order for ties?"

O'Brien, foreman, who is president of the Union City Ancient Order of Hibernians, led that group in the Newark parade. Harry O'Donnell, dock laborer, and Vincent Horan, crane shop, did their bit in the same parade.

John McGowan, tally clerk, was on the sidelines wearing a green carnation. John Ricciardi, foreman, attended a corned beef and cabbage dinner and H. Gaherin, chief clerk, was resplendent the following day in his green shirt.

Our bowling team is still on a winning streak. We understand they even took three out of three games one night.

Best wishes for speedy recovery are extended to Mrs. L. Horvath, wife of the checker, presently in the Hackensack Hospital. P. DeCandia, trucker, is ill at home with pneumonia.

Mrs. M. Fincken, wife of the checker, is recuperating after a recent operation. A. Tumminia is at St. Francis Hospital due to an injury, and J. Addesso, checker, at St. Mary's Hospital for surgery.

J. Rudd, dock laborer, is intending to pull up stakes hereabouts and go north. The Rudds recently bought a home at White Meadow Lake near Denville, where their four children can enjoy the country air. They expect to be settled there by September.

Bertlan Horvath, son of Mr. and Mrs. L. Horvath, checker, returned from Europe, spent two days at home and now is back aboard the USS Munson in Florida waters.

We are adding Leo Hudson's, dock clerk, name to our list of grandfathers at Weehawken. A girl, Janet Ann West, was born to Mr. and Mrs. Harry West, Leo's daughter and son-in-law, on March 23 and weighed 6 pounds 12 ounces. The Hudsons now have a grandson and a granddaughter.

It's the second boy for the John Bishops, trucker. John Michael was born March 20 and tipped the scales at 7 pounds 13 ounces. Their other son, Robert, is 8.

The car gracing our bulkhead belongs to none other than Frank Hans, watchman. Seems like he'd better keep one eye on the car in the process of his duties.

Although A. V. Stanley, demurrage clerk, will be quite at home at Jersey City Local, we at Weehawken will miss her and we take this opportunity to tell her so.

Mrs. H. H. Brown, wife of our agent, is now at home after a second operation within a short time. We hope she will continue to improve in health.

# PASSAIC, N. J.

Brakeman George Tiederman is again a proud father of a baby boy whose name is Edward.

Helen Haycook is still at home recuperating. We hope she can resume work soon.

Mario Verrico was married in Lyndhurst on March 2.

Bill Dobson is counting the days until his marriage and has 37 more to go.

Congratulations to Mary Molinaro on her birthday.

# FREIGHT CAR DEPARTMENT JERSEY CITY, N. J

By Bill Domes

Roman Wicharski, air brake man, became a proud father March 28 with the arrival of a girl weighing seven pounds, four ounces. Roman was busy handing out cigars.

Frank Ardito, car repairer, was married Feb. 16 and toured in Canada on the honeymoon.

Fred Beyl, chief inspector, sees that all open top loads originating at Jersey City and other points on the division are properly loaded and inspected, and rates a glad hand for his achievements in that work.

When this column appears, the correspondent will be in Miami Shores, Fla., where he is recuperating from a recent illness. He has been retired since March 31.

• • •

# SusquehannaDivision HORNELL DIESEL SHOP

By R. L. Hammond

Ed and Helen Schwarz are proud owners of a 1957 car.

Daniel P. Mosgrove, boilermaker, back shop, retired March 20 after 50 years with the Erie.

Ralph L. Hammond and family were recent visitors at the George Eastman House in Rochester.

Bob McCarthy, machinist, is going to Corning to pick up his 1957 auto.

Good neighbor Eddie Sullivan, pipefitter, is building a new porch for the people next door.

Glen Flansburg, machinist, led the Izaak Waltons on the first day of the trout season.

Polio vaccine shots and chest x-rays are keeping our shop nurse, Bea Casey, jumping, and she takes it all in stride.

We welcomed a new apprentice, Dominick Radoccia, recently. We also have Apprentice Carl Perry, from Jersey City, at Hornell for some extra experience.

Bon voyage to Fritz Faisst, pipefitter, who is leaving for Germany in May to visit his sister and other relatives.

Yolanda Weidman is discontinuing her dog kennels on the old Arkport road, but will continue to board dogs.

Spring is officially here, according to Bones Hogan, electrician foreman, as Leon Cleveland, general foreman, has switched to a bow tie.

Louie Oakes' new motel is booking solid. Leo Stone, machinist, will assist Louie and Floyd Newell in the operation.

Slim Wescott, machinist, and John blacksmith foreman, were

(Next page, please)

Erie Railroad Magazine

# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Adamo, Harry	Yard Brakeman	New York Division	1-15-57
*Bahren, William Henry	Section Foreman	Mahoning Division	2-26-57
Billey, DeForest	Trackman	Allegany Division	3-20-57
Borowicz, Leo Theodore	Acetylene Welder-Burner	Buffalo Machine Shop	3- 1-57
*Bossard, Andrew John	Conductor	Meadville Division	1- 7-57
*Daniels, Eli	Shop Hostler	Kent Locomotive Shop	1-10-57
*Delaney, William Delbert	Trackman	Buffalo Division	1-23-57
*Di Marco, Domenico	Trackman	New York Division	12-25-56
*Gervolino, Angelo	Trucker	Weehawken	12-21-56
Gibson, Raymond Edwin	Machinist	Hornell Diesel Shop	3- 1-57
Gibson, Russell Germaine	Conductor	Marion Division	3-10-57
Harding, Peter Giles	Passenger Carpenter	Susquehanna Coach Shop	3-16-57
Hartman, Fred Riley	Carpenter Foreman	Susquehanna Division	3-12-57
Hovey, Benjamin Franklin	Carpenter	Susquehanna Division	3-13-57
*Ingalls, Edward Francis	Yard Conductor	Susquehanna Division	2-15-57
*Katins, William John	Stower	Jersey City Docks	12-20-56
*Kent, Clifford	Crossing Watchman	New York Division	12-18-56
*Kidder, Harry Fremont	Yardmaster	Akron	2- 9-57
*Madden, Daniel Lawrence	Yard Conductor	Youngstown	12-19-56
*McGinnis, Homer Harrison	Conductor	Bradford Division	3- 7-57
McMahon, John James	Yardmaster	Elmira	3-18-57
O'Connell, Charles Thomas	Track Foreman	New York Division	3- 4-57
*Rau, Chauncey Valentine	Conductor	Wyoming Division	1- 7-57
*Resler, Elmer Brooks	Crossing Watchman	Kent Division	2-26-57
*Sheller, Joseph Henry F.	Chief Clerk (Treasury)	Cleveland	3- 7-57
*Simmons, Henry Richard	Crossing Watchman	Buffalo Division	1- 4-57
Stocking, Earl Lester	Car Inspector	Hornell Car Shop	3-12-57
*Stumpff, John Clinton	Car Repairer Helper	Ferrona Car Shop	1-20-57
*Vest, Ben	Crossing Watchman	Kent Division	12-20-56
*Watt, William Francis	Yard Brakeman	Hornell	12-12-56
*Webster, Raymond Bogart	Interline Clerk (Revenues)	Cleveland	12-22-56
Wilkins, George Frederick	Dock Laborer	Weehawken Docks	2-25-57
*Retired Employees			



sorry to see the ice go out of the lakes and close their ice fishing.

There are several new additions to Johnnie Whalen's art gallery.

Jack Mahoney reports a good turnout at the state armory to see the civil defense mobile medical unit display.

Paul Grimes, pipefitter, is caring for Jimmie Watt's pear orchard and pruning program during Watty's illness.

Earl Branning, general master mechanic, is going into horticulture and landscaping in a big way this season.

With Hornell losing the Pony League baseball franchise, Carl Maahs, master mechanic, and his Little League will have a big gap to fill this season.

Mas Brunskill is completely overhauling and modernizing his home.

Jack McInerney is having trouble keeping his new car from being damaged by the weather and other sources. Mac better put a door on it.

Charley Turnbull is turning out really high-class paintings in oil and water color. Erie should have a showing each year for amateur artists.

**Allegany-Meadville**  
**SALAMANCA, N. Y.**  
By S. Minneci

Retired Storekeeper Art J. Haecker and wife arrived in Salamanca March 21 from their home in California for a visit with friends.

A post card from Crane Operator (Ret.) Norman Grant says that he drove as far as the road would take him in Key West.

We all wish Charles T. Gustafson, commercial agent at Jamestown, a long and happy retirement (April 1, 51 years' service).

We also wish happy retirement days to E. H. Landon, track supervisor clerk; Sam Veno, trackman; and Conductors William Ray and R. A. (Shongo) Mattern.

Conductor William Brundage and wife spent three weeks' vacation in Florida in March. It was his first trip. He is looking for a place to live when he retires.

**Freight Claim**  
**CLEVELAND, OHIO**

Johnny Mitchell is convalescing rapidly after surgery. He missed his first opening baseball game in 22 years.

Al Haynosch spent a week at Purdue University on company business.

Joanne Pease, Ruth Klietz and Marge Freda were recent New York visitors.

(Please turn the page)

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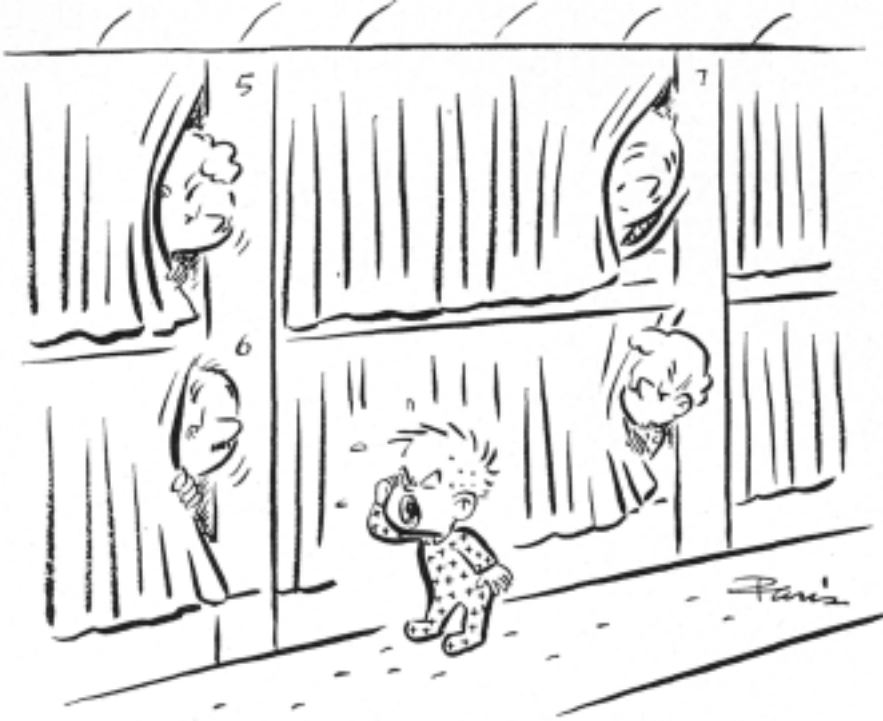
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| <input type="checkbox"/> Railroad Administration        | <input type="checkbox"/> Diesel Electric Locomotive              | <input type="checkbox"/> Radio                      |
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| <input type="checkbox"/> R. R. Air Brake                | <input type="checkbox"/> R. R. Diesel Machinist                  | <input type="checkbox"/> R.R. Apprentice Training   |
| <input type="checkbox"/> Blueprint Reading              | <input type="checkbox"/> Electrical Engineering                  | <input type="checkbox"/> R. R. Car Repairer         |
| <input type="checkbox"/> Bridge & Bldg. Foreman         | <input type="checkbox"/> Electronics                             | <input type="checkbox"/> R. R. Engineering          |
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|   |  | <input type="checkbox"/> High School                |

Name \_\_\_\_\_ Age \_\_\_\_\_

Hone Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

Occupation \_\_\_\_\_ Name of Railroad \_\_\_\_\_



"Somebody took all my frogs!"

That isn't a man with a dog house on his back, but our own Jimmy Brown in his new car.

The Cleveland-Jersey City baseball rivalry moves to Cleveland *this* season. The easterners have added two Westerners, Joe Bruscano and Mel Swarts, in a straight cash deal.

George Mizanin is noncommittal about managing one of the softball teams. He would be aided by former managers Gil **Bowman**, John Rock and Don Mangan.

We welcome aboard Marvin Buchwald and John Gaspar, our newest employees.

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## Stores

### MEADVILLE SCRAP & RECLAM.

By George Smith

Happy Birthday to Marvin Spencer, Robert Thomas, Joseph T. Brown, Joseph Frisina, W. E. Jone, Jr., John Vinasky, Geraldine Da Perry, Francis F. Forbes, George Zaker, Anthony Thomas, Walter McKim, Edward Savel, Thelma Pope; the following, now retired, **AL** Tartaglione, Steve Winn, Steve Zuccaro; and Wilbur Greathouse, in the armed forces.

Glad to report that Edgar Ruby has recovered from his recent operation and has returned to work.

The Robert Rumbaugh's had a visit from Sir Stork who left them an 8 lb. 1 oz. baby boy, who has been named George Francis Rumbaugh. The mother, Joan, is the daughter of Francis F. Forbes, supervisor scrap and reclamation, and **Lena** Forbes.

Sorry to report that Frank Rough is hospitalized because of an automobile accident.

Stenographer Marlene and Duane Braham also had a slight accident in their new car.

A daughter, Linda Elaine, was born to M./Sgt. and Mrs. Fred S. Engel, at the U. S. Army Hospital in Teheran, Iran. Mrs. Engel is the former Alexa Balizet, daughter of Mr. and Mrs. E. O. Balizet (machinist). M./Sgt. Engel is attached to the Air Force Section, ARMISH-MAAG.

Your correspondent apologizes to Frank Edwards, secy.-treasurer of the

Erie Railroad Bowling League. I wrote that our plant team was out in front by 25 points, but have been corrected. This should be only 21 points.

Frank also wrote that if our team continued to bowl as it had been doing, it might not even finish in first place. This had me a bit worried, but the team really got on the ball and clinched the league championship.

In addition, the team entered the Meadville City Association bowling tournament and won the Class A championship. They received a trophy for winning the actual pin fall (2803) and a sum of money for first place handicap (3079).

Twenty-one teams competed in the tournament. The team consists of Edward Zelasco, captain; Thomas Carr, Ralph Farzalo, Ralph Foster, Verlin Greathouse and Richard Maust. Thomas Carr of our team and Richard Ewing took third place in the doubles with 1130 actual and 1230 handicap. Tom also won second place in the all events with a score of 1924.

After clinching the Erie Railroad title, the team suffered a serious let-down and the test department team, of which Frank Edwards is a member, beat them two games and total score for three points. There always has been rivalry between the two teams, hence Frank's letter correcting me.

The work equipment team of the Erie league entered the tournament in Class B and tied for fifth place with a handicap score of 2928 and actual 2490.

• • •

## Car Accountant

By Ella Carpenter

A pretty bride was our Jean Baker who married Paul Bene of Hamilton, Ohio, at a quiet home wedding on March 15.

John **Sarli** has returned from a wonderful Florida vacation. He acquired enough tan to last him a long time.

Mabel Thomas enjoyed having her nephew, Capt. Henry Deck, and family visit Cleveland for two weeks before they left to spend the next two years in Ankara, Turkey.

Lula Featherston and her husband drove to Brantford, Ont., to attend a reception for his sister who is deputy grand matron of her district, Order of Eastern Star.

It was quite an exciting week end for Josephine Zingale who had her first plane trip to Detroit. Jo is wearing a gorgeous diamond on that cer-

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*Erie Railroad Magazine*

tain finger and the lucky fellow is Warren Sprosty.

Norma Simmons flew to New Orleans where she registered at the Monteleone. Her itinerary included ALL points of interest in the Vieux Carre. Later she toured the rest of the town while renewing an acquaintance made last year at Lake Louise.

Ella Carpenter attended the convention of the National Association of Railway Business Women at Sun Valley, Idaho.

Mr. and Mrs. Joseph Pearson are en route to California with a stop-over at the Grand Canyon. They will also visit Los Angeles, San Diego, Yosemite and San Francisco.

Word comes to us from Betty Sanner that she and her hubby are now proud parents (Laurie Ann, March 23).

Proud grandparents were Mr. and Mrs. Joseph Nicholson as they attended the wedding of their grandson, Robert Collins, and Phyllis Bakos at Faith Lutheran Church on March 23. Reception was at the Village Restaurant.

We are happy to have Ellen Cunningham back with us after her recent illness and hope she will continue to improve.

◆ ◆ ◆

## Accounting

### OFFICE OF COMPTROLLER

By Dorothy Symes

Effervescent youth! Newcomer George Frank now is in operating department. Latest addition is Chuck Percent.

Louis, son of L. G. S. Paul, who during the regular season is first clarinetist with the Pittsburgh Symphony under William Steinberg, and also on the teaching staff at Carnegie Tech, will be in the first chair with the Chautauqua Symphony for the coming summer season.

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### AUDITOR OF REVENUES

By Jimmy Murphy

Congratulations to T. W. Kirkpatrick who celebrated his 70th anniversary with the Erie on April 1. Mr. Kirkpatrick was showered with gifts and numerous congratulatory messages.

A well deserved tribute was paid to this grand old-timer whose loyalty, devotion and capabilities have made a substantial contribution to the successful operation of our railroad.

St. Patrick's Day is a great day for the Irish, but to Bob Shields it has a double significance. It was his birthday.

St. Pat's Day also brought the wearing of the green, and the tie



WHEN HENRY FLOYD MITCHELL made his last run, after 46 years with the Erie, he brought No. 7 into Meadville on time to receive the congratulations of Francis V. Huff, road foreman of engines. Mrs. Mitchell rode the cars behind the engine, and Henry Lloyd Mitchell, son of the couple (dark cap) fired for his father.

sported by Bruno O'Meyer certainly did justice to the occasion.

We were sorry to lose Jim Hagen, who resigned and joined the Cleveland fire department.

Congratulations to John Gillick on the excellent job he performed as president of Pickwick Lodge, B. of R. C. During his term of office our organization had a most successful year. He turned the gavel over to Bill Babb who can also be depended upon to do an outstanding job.

Mary Marrie, Margie Pharis, Judy Oldenberg and Helen Frankovitz celebrated Washington's Birthday and the weekend in fine style with a trip to New York.

Charlie Luttier still is reminiscing over his wonderful vacation at St. Petersburg, Fla. He has a nice sun-tan to show for it, too.

Anne Marie Mark and Alberta Lawler returned after a hectic weekend in new York elbowing their way through the Times Square mob.

There are more promotions around here than commencement day at No. 5 school house. As valedictorian, Charlie Wiley moved up to traveling accountant, replacing Fred Beckett. Dave Walsh is silently absorbing know-how in the accountant's position.

Pete Katulick is the new statistician in the agency bureau. John Gillick has seceded from the revision bureau and is now assistant chief clerk, passenger bureau.

Ann Marshall and Alice Holleran had a wonderful time visiting a girl friend at Ohio University.

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### HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Jim Hilton is taking up kite flying.

Nell Singleton spent March in Florida.

Dick Tyson and Milt Shinebarger had wrist trouble this past winter.

Harry Lemen has bought a house in Canistota.

Mary Recktenwald changed her name to Dahill, but she's still in the maple syrup business.

Walt Whitman says that Delores Lindeman brews a nice pot of coffee.

Fritz Singleton was off work due to a broken thumb.

Don Crowley made the local paper a couple of times.

Mozzie Piacenti sure swings a mean hip on the dance floor.

Abber Burdette was the luckiest one in the office on opening day of the trout season.

Tom Page and Jim Hogan went to New York for a St. Bonnie game at the Garden.

Robert Willey's wife, Betty, informed me that she looks forward each month to reading this column.

A retirement party was held for Charles Artman at the Moose Club. Leo Harkins was toastmaster and in-

(Please turn the page)

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**WHEN PVT. KARLIS B. LARSON, son of Mr. and Mrs. Carl A. Larson of Warren, joined the regular Marine Corps, he was congratulated by Lt. Col. W. E. Hunt. Karlis' father is foreman of signal maintainers at Warren.**

troduced G. W. Oakley, Ed Draney, C. S. Kinback and Ed Dressler. Mr. Dressler presented the gifts. After dinner, dancing was enjoyed by all, especially by Tom Piacenti and some of the shoeless jitterbuggers.

Mr. and Mrs. J. C. Heyberger spent three weeks in Florida.

Jack Burlingame still wonders if it is worth it to take off on the first day of fishing season.

Ed Kunicky of Elmira, former employe, stopped in for a visit. He had just returned from St. James Hospital where he was a recent surgical patient.

Stan Pidkowicz is visiting in California on a leave of absence.

John Young is very proud of his snowdrops.

Joyce Fuller and Lorraine Cornish went to Buffalo to see their idol, Elvis Presley.

The Bethesda Hospital drive was well supported by bureau members.

Jim Donavon went to New York for the NCAA basketball tournament.

It was a girl for the Watson Waldens, Neal Crandalls and Richard Sayles, and a boy for the Ernie Dungs.

Many bureau employes are taking advantage of the free polio shots.

Lorraine Cornish is sporting a new hard top automobile.

Angie Petrillo, Fred Petersen, Jack Meehan, Tom and Dick Halloran were rather tired after their trip to Youngstown for the Erie bowling tournament.

Roscoe Dressler visited in New York.

Carolyn Benson and Helen Huff were shopping in Rochester.

Dottie Rixford and her father visited her newly married brother and his wife in Rochester.

Walt Coston looks chic in his new cap and all he needs now is a sport car.

Morross Winters now heads the bureau, having been appointed district accountant in place of Mr. Artman.

#### **AUDITOR OF DISBURSEMENTS**

By Dorothy Buday & Denny Kish

Frank Kelly predicts as usual that the New York Yankees will win the pennant and world series this year.

Genevieve Omert's glowing report of her western tour has all of us planning vacation trips. Kathryn Gui-

ton started by spending Easter with her family in Jersey City.

Fred and Martha Talbot went to Morris Plains, N. J., for the wedding of a niece.

Rita Talbott and her husband tell us that the countryside seems more beautiful when riding in a brand new car.

Our men's bowling team, fighting to move up in the league standing, is finding the going a little rough.

Nelson Case, of the "Rover Boys" bowling team, was well pleased with his share of first prize the team won in the Erie tournament at Youngstown. The prize consisted of a new bowling bag, a trophy and part of \$100.

Sharpshooters Steve Gall and Denny Kish spent a weekend at Camp Perry with the Ohio National Guard.

A hearty welcome is extended to Barbara Waller, our new stenographer.

• • •

### **Mahoning Division BRIER HILL DIESEL SHOP**

By Josephine Ann Amato

The welcome mat is out for the latest additions to our force, Anthony Testa, Louis F. Green, Leonard Ritchie, Joe Smith, Robert E. Lee Snaveley, Sam Civerella, Antonia Dunaway, Moses Scott, and Joe Hollern. Joe replaces W. W. Greaves as foreman of heavy repairs. Formerly he was a machinist at Cleveland diesel shop. He is married and has four children.

Congratulations to W. W. Greaves (Bill) on his recent promotion to night general foreman. He will be missed during the day. We wish him continued success.

Still on the sick list are Harry Parker, Jack Dillon and William Crawford.

We have lost Machinists Earl Shaw and Danny O'Day who have returned to Meadville diesel shop.

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### **ROAD FOREMAN OF ENGINES BRIER HILL, OHIO**

By Catherine E. Campbell

We proudly congratulate our own Engineer James T. Maher who was presented with the Nick O'Time award of the Ohio State Safety Council and the Bulova Watch Co., for risking his life to save others.

Congratulations also to Locomotive Fireman Darrell M. Runyan, now on military leave, on his marriage to Earleen Schnelle in Fredericksburg, Texas, on March 23.

Mrs. Runyan is a popular pianist and organist and is with the telephone

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*Erie Railroad Magazine*



**RAILROAD**

**ACCESSORIES**

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company in San Antonio. Mr. Runyan, son of Mr. and Mrs. Bernard Runyan, Girard, attended Kent State University and was with the Erie Railroad in 1956 when he volunteered for the Air Corps. He was stationed at Lackland Air Force Base in Texas until April 23 when he was sent to Frankfurt, Germany.

Engineers E. S. Salmons and D. M. Smith and their families are enjoying the Florida luxuries.

Engineer G. W. McDonald and wife are in Hot Springs, Ark., where George will be sure of a nice hot swim, whether it be rains or winds.

Engineer George Burbick and wife traveled to Miami via the trains. From Miami, cruising in a new car, George will be pointing out scenic spots to his wife, aunt and uncle all the way to Los Angeles. Naturally, he will again travel by train from Los Angeles to Youngstown.

Engineer Joseph Dietl and wife are vacationing in Los Angeles.

Now that Locomotive Engineer John B. McCaffery has retired, we know he will not stay put. His energy and activity will always alert us as to what is coming next. Also, we say so long for a while to Locomotive Engineer John S. Olson in the Ferrona territory. Our wishes to them are for many happy retirement years.

A word of encouragement and cheer to our convalescents, Engineer Paul Leuschner, progressing nicely at home; Charles Stanyard and Millard E. Waugh, both in St. Elizabeth Hospital; Fireman William LaMarr, now improving at home. We sincerely hope that our boys will be back with us by the time this column appears.

Fireman J. H. Verner reveals that his mother, from Decatur, Ala., is spending her vacation with him, and is cooking some of those good southern dishes he has missed.

Engineers recently completing 20 years of service and receiving system passes for themselves and families are J. A. Mullen, E. R. Drummond, E. L. Reilly, J. C. Tobin and P. J. Carney, Jr.

We are always happy to welcome our boys back from military service. Our latest, Fireman Edward J. Pierson, completed four years with the Air Force overseas, the last two years in Chaumont, France.

Retired Engineer William Bickell visited in the office and chatted with old friends. In company with his daughter, Mrs. Drake, he will spend a vacation in Beaumont, Texas.

## YOUNGSTOWN FREIGHT

By Dorothy Gettig

Congratulations are extended to Carl Briggs, Anita Coughlin and

Paul Moldovan who celebrate birthdays this month.

Henry Darling is back with us and we are very happy to see him.

## CLEVELAND POLICE

By David Downie

Captain John O. Sheets has a new two-way radio in the company-owned police automobile.

Patrolman Andrew Herrick intends to get an early start at golf this season.

Patrolman Robert E. Hamilton's son, Robert L., took his first airplane ride, Ashland to Findlay and return, recently. He enjoyed it after recovering from a slight touch of air sickness.

Patrolman John M. Buda's daughter, Susan, 8, who caught the biggest fish in Chippewa Lake last season, is hoping her luck will hold again this year.

## CLEVELAND FREIGHT

By R. M. O'Connor

After ten years with the Erie, Casey Roszak, ticket and demurrage clerk at Lee Road Station, has decided to make the Cleveland police department his career. He is replaced by Don Glen, who recently returned from military service.

We welcome Larry Dister, a new typist.

Stenographer Jim Myers left recently and joined Ford Motor's traffic department.

## Marion Division

### CHICAGO GENERAL OFFICE

By Denise J. Vaikutis

Re our March item on Ed Larsen: He wants it known that he doesn't light the opposite end of his cigarette. He just puts the lighted end in his mouth.

For information about the Memorial Day picnic, see Art Hofer. He's in charge this year.

Grace Battagliano reports that her dog, Mopsie, is back on her paws again after a gallstone operation.

Marge Ellis is planning a fabulous vacation to the West Indies.

The army placed Bill Voltz in the tank corps and Bill Powell with the engineers.

Ronnie Bullard is sporting a new hair-do.

Don Reynolds bought a new hat. Ronnie Dykman is driving a new convertible.

Bill Deist is taking "cha-cha-cha" dance lessons.

Marilyn Minch and Alice Sikorsky, always with the latest in fashions, own new shoes with spindle heels.



"Check your bags, sir?"

Gerry Wilkin and wife, Marilyn, are awaiting the long-legged bird.

Ellsworth Breland repaired Marilyn Minch's radio free of charge.

Edna Anderson is planning a trip to Ireland.

Harold Heeler, Al Watkins and Bill Deist, whose birthdays are under the sign of Taurus, thereby are endowed with talents of a high nature.

It's a pleasure to welcome another link to the chain, James VanderVelde.

Jack Soll bravely escorts Bernie Klein, Helen Griffin, Marilyn Minch, Nedra Troll, Grace Battagliano, Alice Sikorsky and Blanche Lewan for their polio shots.

Bob Hnox and Gerry Wilkin enjoy daily basketball practice, while Ron Dykmen and Ron Bullard reserve their strength for practice on weekends.

Latest from former reconsigning clerk Ethel (Hillegondes) Roe is about her little Janice, who is now in the exciting crawling stage.

(Please turn the page)



Pittston Clinchfield  
Coal Sales Corp.

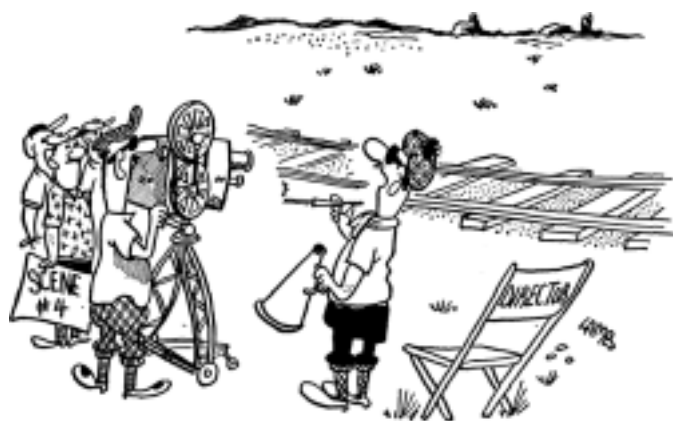
Subsidiary of The Pittston Company

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**GUY V. BOOKS** has retired at Rochester, Ind. Here he is shown receiving his retirement certificate from **Hal M. Hammel**, foreman of signal maintainers, Rochester, while **Dee C. Anderson**, signal maintainer, Rochester, stands by.



"NOW IN THIS NEXT SCENE WHEN THE TROOP TRAIN STOPS TO COOL A HOT BOX, THE INDIANS ATTACK-----OF COURSE THIS IS IN THE DAYS BEFORE TIMKEN ROLLER BEARINGS."

**John Chitwood**, former chief clerk, and now assistant to the president of another firm, sends his regards to the crew.

On March 15 a dinner party honored **Donna Henning** and was attended by the girls of the office. Sad farewells were exchanged with **Donna**, who has left our employ.

Former Erieite, **Vivian (Cetnar) Godbicki**, and husband, **Ralph**, welcomed a son, **Gregory**, March 12.

**John De Waal** spent eight weeks in New York helping the immigrants carry their baggage off the boats.

Easter weekend **Marilyn Minch** flew to Marine City, **Vernon Zipfel** drove his flivver to St. Louis, **Roger Kirtland** dieselied to Detroit, and **Bernie Klein** traveled via safari to Lake Village.

**Bob Johnson** didn't win a penny while representing Chicago in the Erie bowling tournament.

Birthday congratulations are extended to **Bernie Klein**, **Tom Keating**, **Morrie Rosenberg**, **Bill Voltz** and **Ronald Schaaf**.

**Herb Boumann**, known for his clever magic tricks, is called "Sven-gali."

**Curt Pinnell** moved his toothbrush to a plush apartment on Marine Drive.

**Evelyn Coakley's** seven inch screen T.V. set went up in smoke.

**Sophia Ciulla** was awestruck by the cinerama film, "The Seven Wonders of the World."

Our best wishes go with **Don Reynolds**, who is now a commercial agent in Detroit, and **F. M. Klitz**, freight traffic manager, transferred to New York.

The office welcomed **C. P. Bell**, general freight agent from New York, and **Vernon Zipfel**, secretary to F.T.M., from St. Louis.

Congratulations are extended to them and also to recently promoted **H. C. Well**, freight traffic manager; **L. M. Schukei**, assistant freight traffic manager; **Bob Randall**, chief clerk to F.T.M.; **Tom Carlton**, chief clerk to A.G.F.A.; **Louise LeVeille**, re-consigning and tracing clerk; **Ray Jongsma**, multilith operator; **Bernie Klein**, clerk-steno; and **Marilyn Minch**, steno-clerk.



#### **HAMMOND CONSOLIDATED**

By Grace Connole

Veteran passenger trainman **Frank Shaw** has returned to duty after vacationing in the South. He saw the rodeo in San Antonio, a bull fight

(Next page, please)

*Erie Railroad Magazine*

## **BUCKEYE CAST STEEL PRODUCTS**

<b>Truck Side Frames</b>	<b>Yokes and Draft Attachments</b>
<b>Truck Bolsters</b>	<b>Freight Car Castings</b>
<b>Couplers</b>	<b>6- and 8- Wheel Trucks</b>
<b>Buckeye C-R (Cushion-Ride) Trucks and Package Units</b>	

**THE BUCKEYE STEEL CASTINGS COMPANY**  
New York                      Columbus, Ohio                      Chicago

in Mexico City, and the Mardi Gras in New Orleans.

Another early vacationist is Wilbur Bobst, chief yard clerk, who spent two wonderful weeks in Fresno and San Francisco.

P. E. Sibert, operator, was "the father of the bride" at the marriage of his youngest daughter, Sarah, to R. C. Porkey on Feb. 16 at the First Baptist Church, Hammond. Approximately 250 guests attended the reception in the church hall and later at the bride's home. The couple traveled to Wisconsin on their honeymoon.

Sarah is a graduate of Hammond High School. Her husband is a graduate of Hammond Technical High School and attended Purdue University, Calumet Campus. He is with the Army at the Nike base in Utica, Mich., where the new Mr. and Mrs. Purkey will make their home temporarily.

A daughter was born to Mr. and Mrs. Arthur Jarvis, Jr., on March 19. Lana Sue weighed in at 7 pounds 4-1/2 ounces. She is their first child and the fourth grandchild of Arthur Jarvis, Sr., assistant chief yard clerk. His daughter already has presented him with three grandsons. With three boys already in the running, Lana Sue was a welcome addition to the family circle.

Emma Keen, typist-IBM operator, was proud and happy on the arrival of her second grandson March 19. The parents are Mr. and Mrs. Dean Davis. Michael Dale weighed 6 pounds 2 ounces. The Keens are well supplied with boys in their family and were rather hoping for a girl.

Passenger Trainman Frank W. Shaw became a great grandfather for the eighth time on March 3 when a daughter was born to Mr. and Mrs. C. E. Ashlock of Hammond. Mr. Shaw also has 12 grandchildren.

#### TRANSPORTATION

By C. R. Swank

J. C. McCauley, car distributor, and Mrs. McCauley spent several days recently with their daughter and family in Scotch Plains, N.J.

After several weeks' illness, S. W. Ash has resumed work as agent at Crown Point.

#### 14TH STREET, CHICAGO

By Chris Hardt

John Novotny, chief claim clerk, spent April 6 and 7 at Cincinnati with the Knights of Columbus national bowling tournament.

A new office associate is Anthony Serritella, messenger-clerk.

Dannie (Blake) Pacella of the rate desk, motored to Hot Springs, Ark., about 50 miles from Little Rock, where the Teletype Corp. has built a brand new plant.

Edward Briner, check clerk, was having so much fun on his vacation in Miami Beach, Fla., that he could not resist sending a post card to his fellow check clerk, Nicholas Christian. Nick could not resist the temptation and likewise spent his winter vacation in Miami.

A recent post card from Edward Fulcher, retired Erie police lieutenant, whose home is in Amherst, Va., read: "Back in my home in Virginia, where the weather is nice and warm after spending a cold winter at Chicago."

Marcella (Ronnie) Bradley, O. S. & D. clerk, Lifschultz Freight, proudly drives a late model automobile.

Frank Aldendorf, check clerk, received word that his son, Ronald, took second place with an accordion solo in a music festival held at Lowry Air Force Base in Colorado on Feb. 26.

Ron enlisted in the Air Force last October, took basic training at Amarillo, Texas, and was sent to the Colorado base where he is attending radar school.

Frank lives in Northlake, Ill., with his wife, Harriett, and daughter, Nancy. Frank serves on the city council as alderman.

#### MAINTENANCE OF WAY

By Maralene Trainer

R. A. McDonough of East Paterson, N.J., is welcomed as communication maintainer at Hammond.

Retired Crossing Watchman E. D. Young of Bippus has been returned to his home following surgery.

A card received from Retired Foreman of Maintainers Theodore Jacobson advises he is making his home in Miami, and that this winter he had no snow or derailments to contend with.

Congratulations to Eileen Holmes, daughter of Master Carpenter and Mrs. E. J. Holmes of Huntington, who has become secretary to the chief engineer of Radio Station WOWO in Fort Wayne. Eileen is a recent graduate of the Executive Secretary School of International Business College at Fort Wayne.

New grandparents are Leading Carpenter and Mrs. C. G. Glasson of Huntington. A son, born to their son and daughter-in-law, Mr. and Mrs. William Glasson, has been named William.

The only major catastrophe of the ice fishing season occurred when Signal Supervisor and Master Carpenter Clerk G. H. Robison broke through the ice. The only casualty was the camera.

## Everything about these Hamiltons is new

(except their  
reputation  
for accuracy:  
that's  
generations old!)



LONDON—Yellow case, stainless-steel back, \$59.50.



PETITE—10K yellow or white gold-filled case, \$79.50.



THINCRAFT II—10K yellow or white gold-filled case, \$89.50.  
All prices include federal tax.

Your Hamilton jeweler or time inspector will show you other models in every style and price range, from \$39.50. See him today! Hamilton Watch Company, Lancaster, Pennsylvania

**HAMILTON**

THE WATCH  
OF RAILROAD ACCURACY



## *You can eat your cake and have it, too*

The same Prudential life insurance that protects your family while they're growing up can make your own retirement years comfortable and carefree.

*See your Prudential Agent*



LIFE INSURANCE • ANNUITIES • SICKNESS AND ACCIDENT PROTECTION • GROUP INSURANCE • GROUP PENSIONS

**RAILWAY DEVICES  
SPECIALTIES  
FOR FREIGHT-PASSENGER  
AND REFRIGERATOR CARS  
ILLINOIS RAILWAY EQUIPMENT CO.  
80 EAST JACKSON BLVD. CHICAGO 4, ILL.**

## Spooky's Ways

(Story begins on page 11)

We had to clear the main, naturally. And we had other work to do. But if we pulled the pole out of the car the grain would run out.

And we couldn't do any more pushing—the pole would just slide through the grain. It was like the boy with his finger in the hole in the dike, so far as I could see.

### Spooky's Answer

Well, we were all staring, and just getting ready to tell Spooky what we thought of him, when off he ran. He was back in a minute with a saw from the caboose, a hammer and some nails.

"I'll fix it," he said. And fix it he did—in a way to scare the spots off a set of crooked dice.

He sawed off that pole flush with the car end, knocked a couple of nails through the car boarding into the pole, and that was that.

"Let's go," he said.

The rest of us were worried about what would happen when that car got to the end of the trip, but not Spooky. This time he set the pole right, and we poled out all right, and finished the run without any further incident, unless you count one of Spooky's disappearances.

### Spooky Vanishes

That disappearance happened just outside our home yard, where our tracks ran beside another road's yard. We got a board just there, and Spooky was gone on one of his mysterious errands. I don't know what it was about, but when I looked at the pole under our tender at the end of our run, I was somewhat surprised to see the pole had both ferrules on it, and hadn't as much as a sawmark on it, anywhere.

Well, I never saw Spooky again after that night, but just outside the yard office I did see our conductor talking to him. Maybe it was about Prohibition, because our conductor had that Lincoln pin in his hand.

And about two days later I saw quite a group gathered around a tender over in the neighbor railroad's yard. They were talking, obviously, about the pole—it had one end missing.

• • •

The railroads delivered 47% more coal to the seaports for export in 1956 than in 1955. Shipments of 51,054,000 tons in 1956 in an all time record for overseas movement and represents an increase of 16,310,000 tons over the previous year.

• • •

*Erie Railroad Magazine*



## Special Trains

(Story begins on page 8)

spike heel in the Blaw-Knox platform gratings on the caboose, car flooring has been bolted to the grating and the steps to form a smooth, but not slippery, surface.

Extra police have been assigned to protect the baggage of the show-bound vacationers before they board the train; railroad police will be on hand to help the children through the shops, where special safety precautions have been taken; and the maple sirup train will have its complement of police.

### Foresight Pays Off

And when the trains ran, all went like clockwork. The children got their ride, their milk, and their view of the Diesel shops; the show-train vacationers had a good time and praised the food and service; and the only complaint of the sirup lovers was that four inches of snow fell during their trip, cutting photographic opportunities to a minimum.

And all the precautions, all the worrisome details that had been attended to, proved necessary.

A baggage thief did appear as the theater-goers checked in at the station, and thanks to the work of the police, was led away without any loot; there were enough porters, but still some passengers on the show train needed help from other employees; no children were lost, no heels got caught on the children's trip, and the maple sirup lovers were thankful that they had taken the train to the sugar festival and not been caught in four inches of snow on the highway.

• • •



"For a trip around the world, I figured it best to start on the Erie."

May, 1957

## PROGRESS IN TRANSPORTATION- AND BRAKES

**Modern Trains, both freight and passenger, demand wider performance range in brakes.**

**Precision to the highest degree, in all parts of the braking systems, is vital. Such precision is embodied in the braking systems built in our Plant.**

**Use "AB" for today's freight trains.**

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

### The New York Air Brake Company

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

Plant: Watertown. N. Y.

## THE WALTON R. COLLINS CO.

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## THE ERIE DOCK COMPANY

CLEVELAND, OHIO .

### IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel.

Storage Capacity at Randall, O., of 1,000,000 Tons.

### STILL GREATER PROTECTION-For Cars and Lading

*Cardwell Friction Bolster Springs*  
to absorb vertical and lateral forces

*Curdwell and Westinghouse Friction Draft Gears*  
to absorb horizontal forces

**CARDWELL WESTINGHOUSE CO., Chicago, Ill.**



# THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,  
MISSOURI

Grade "A" Crushed  
Stone. properly pre-  
pared and screened  
clean for all purposes.

Quarry at Huntington,  
Ind.. on the Erie Railroad

*Ask Us For Prices*

THE ERIE STONE COMPANY  
TOLEDO 4, OHIO

## Grade Crossing

(Story begins on page 5)

grade crossing, with subsidiary ones at every cross street that existed then, and was built in later days, as the railroad's presence in the town contributed to its economic growth.

Such a situation is an extreme case; but there are many such in the country, and they illustrate better, by being extreme, some of the problems of grade crossing protection and elimination that are common to all crossings.

### Attitude Changes

Until about 1900 such arrangements were often a matter of pride to the citizens, although as rail and street traffic increased, they became more and more of a burden to the railroad, which, although it was not responsible for the condition that created the crossings, was required to protect them, either with crossing signs, manual gates or watchmen.

Between 1900 and 1920 many such arrangements became as unwelcome to the towns as they had been to the railroads concerned, and some relocations were carried out. But in many places the town, reluctant to lose tax revenues, kept the railroad where it was.

### Railroads Built Towns

Many thousands of other grade crossings, however, are more typical. The railroad was built through an area devoid of towns, roads, or even footpaths. Its presence so enhanced the value of the land, making it possible for farmers to sell their products, that land was taken up on either side of the tracks.

Towns next grew up around railroad sidings, where farmers came to ship their goods, and stores, elevators, stockyards, and finally cities grew up around the railroad.

And farm roads, city streets, and finally broad avenues—all built because of the railroad's presence—crossed the railroad at grade.

## LIVE IN BEAUTIFUL RIDGE MANOR OF FLORIDA

LARGE HOMESITES \$795 UP  
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NOTHING else like it in Florida for wooded high-  
land beauty, modern planning, location, value.  
Not a speculation, but a genuine community  
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However, the very presence of the railroad, where all could see and understand some of its operating problems, was a constant reminder of the need that all who had occasion to cross its tracks should exercise vigilance.

In the '20's the Supreme Court handed down a decision in a case about a highway crossing, in which it said:

"When a man goes upon a railroad track he knows that he goes to a place where he will be killed if a train comes upon him before he is clear of the track. He knows that he must stop for the train, not the train for him."

### Convenience, Not Safety

Since then, however, countless millions of cars have come off the assembly lines in Detroit; the inadequate network of dirt roads that once served the country has become a complicated system of superhighways. In the process, many new crossings have been created, and the public view has changed.

Today's drivers want many more places to cross the railroad, and they want to cross the railroad on a bridge, or run underneath it. They are opposed to closing roads to eliminate crossings completely.

The trouble is there is just not enough money, in either railroad or highway treasuries to carry out such a grandiose plan. Too, the attitude is one that reflects a demand for convenience, not safety, and should not be a charge on the railroads.

In such cases it is logical to ask: Why should the railroads be compelled to contribute toward the cost of grade separations, or even the cost of flashing lights, gates and other crossing protection?

Yet they are so compelled, and, ironically, the tax assessor includes the cost of the improvement on the tax rolls which adds to the railroads' already heavy tax burden.

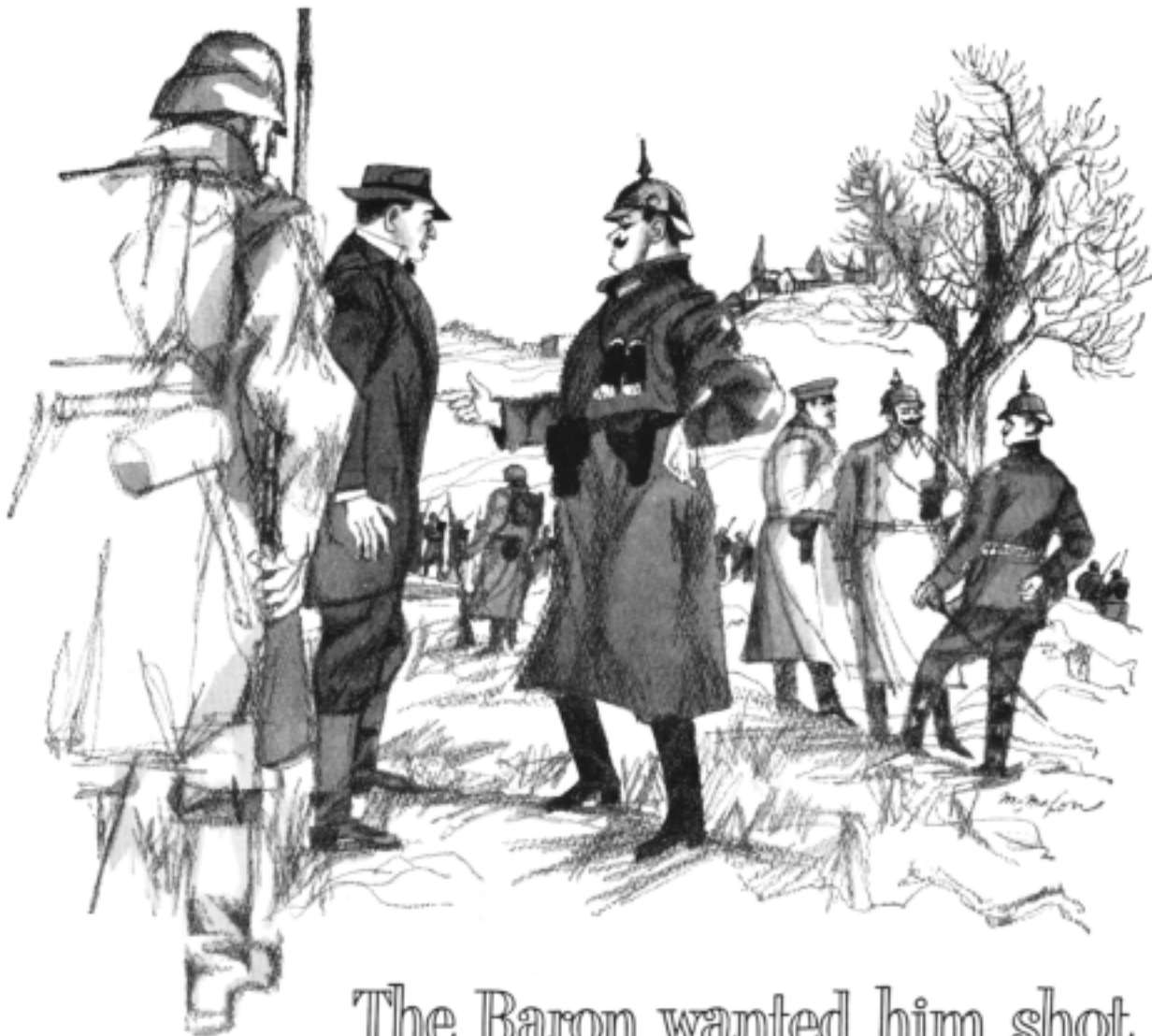
### New Demands

Thanks to educational campaigns, many of the public know this—but the sort of person who likes to talk with heat rather than light doesn't know it. And you can inform him.

And remember what A. Kenneth Beggs, senior economist of the Stanford Research Institute in California said on the matter:

"Public safety remains the publicized basis of demand for railway-highway grade crossing eliminations, although the principal basis is actually the demand of greater convenience in highway travel."

• • •



## The Baron wanted him shot



"You," said the suavely arrogant young baron in the blue and silver Generalstab uniform, "are a British spy. And," pointing his hand like a pistol, "you know what that means."

What it meant was that the most daring correspondent of his day, counting on America's 1914 neutrality, had wandered too far behind German lines. And made a new acquaintance who was now politely insisting on having him shot.

But 24 hours later, Richard Harding Davis nonchalantly rode back to Brussels in a German general's limousine.

By that time, Davis had become an experienced hand at getting out of tight spots. It was, after all, his sixth war. And as early as his third, he had been officially commended for cool courage and offered a commission. His admirer: Colonel Theodore

Roosevelt of the Rough Riders.

Novelist, playwright, reporter, world-traveller, Richard Harding Davis was the idol of his generation. And his clear-headed adventurousness, his love of fair play, would have made him one today. For America's strength as a nation is built on just such personal qualities.

And America's Savings Bonds are literally backed by them. It is the courage and character of 170 million Americans that make these Bonds the world's finest guarantee of security.

For in U.S. Savings Bonds your principal is guaranteed safe, to any amount—and your rate of interest guaranteed sure—by the greatest nation on earth. Buy U.S. Savings Bonds regularly where you bank or through the Payroll Savings Plan where you work. And hold on to them.

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from lists rapidly printed by electronic tabulating machines. Then, he flashes the customer's orders by teletype or telephone to the freight yard ahead of the moving train, so the car can be "cut-out" upon arrival and quickly re-routed. It's this prompt, efficient Erie service that gets goods to your community faster—lumber to supply your builder, oranges when your grocer needs them.

The Erie tracing and reconsigning clerk is just one 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."



## Erie Railroad

Dependable Service For The Heart Of Industrial America

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