

**BUFFALO
DIVISION**

OUR 54TH YEAR OF PUBLICATION

MAY 1958

The President's Page

NOWADAYS it seems to be popular to refer to things by initials. One that appeals to me most right now is known as "R.M.A." Perhaps you have heard of it; it stands for "Right Mental Attitude."

So much is being said and so much is being written about the current recession that there is a tendency to overlook the positive factors in our economy that point to better days ahead.

Times might look tough in comparison with recent boom years, but there are many reasons for confidence in the future—such things as our increased population with its increased needs to be filled, individual incomes at a higher level than ever before, more personal savings, greater production know-how, more research and a basically sound economic system.

But to make the most of these assets we need to have the "Right Mental Attitude." It's important how we look at things and what we do about them. Certainly conditions will never improve if we merely sit back and wring our hands in despair. We have a much better chance of licking the recession if we recognize our strengths, roll up our sleeves, work a little harder and do our jobs a little better than we have ever done them before. And, of course, that includes railroading as well.

Don't sell the future short! We can come out of this slump much quicker and continue to share in a growing America that much sooner by using the "R.M.A."

H. W. Van Weller



Erie Railroad

Magazine

Oldest Employee Magazine in Railroad Industry . . . Our 54th Year of Publication

Contents

President's Page	Page 2
Business Indicator	Page 4
Annual Meeting	Page 5
Shareowners' Votes Make Big Job	Page 6
New Car for Steel	Page 8
Buffalo Division	Page 12
Erie Veterans News	Page 16
Erie Family News	Page 17
Retirements	Page 17
Latest Promotions	Page 23

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, 1958

Vol. 54, No. 3

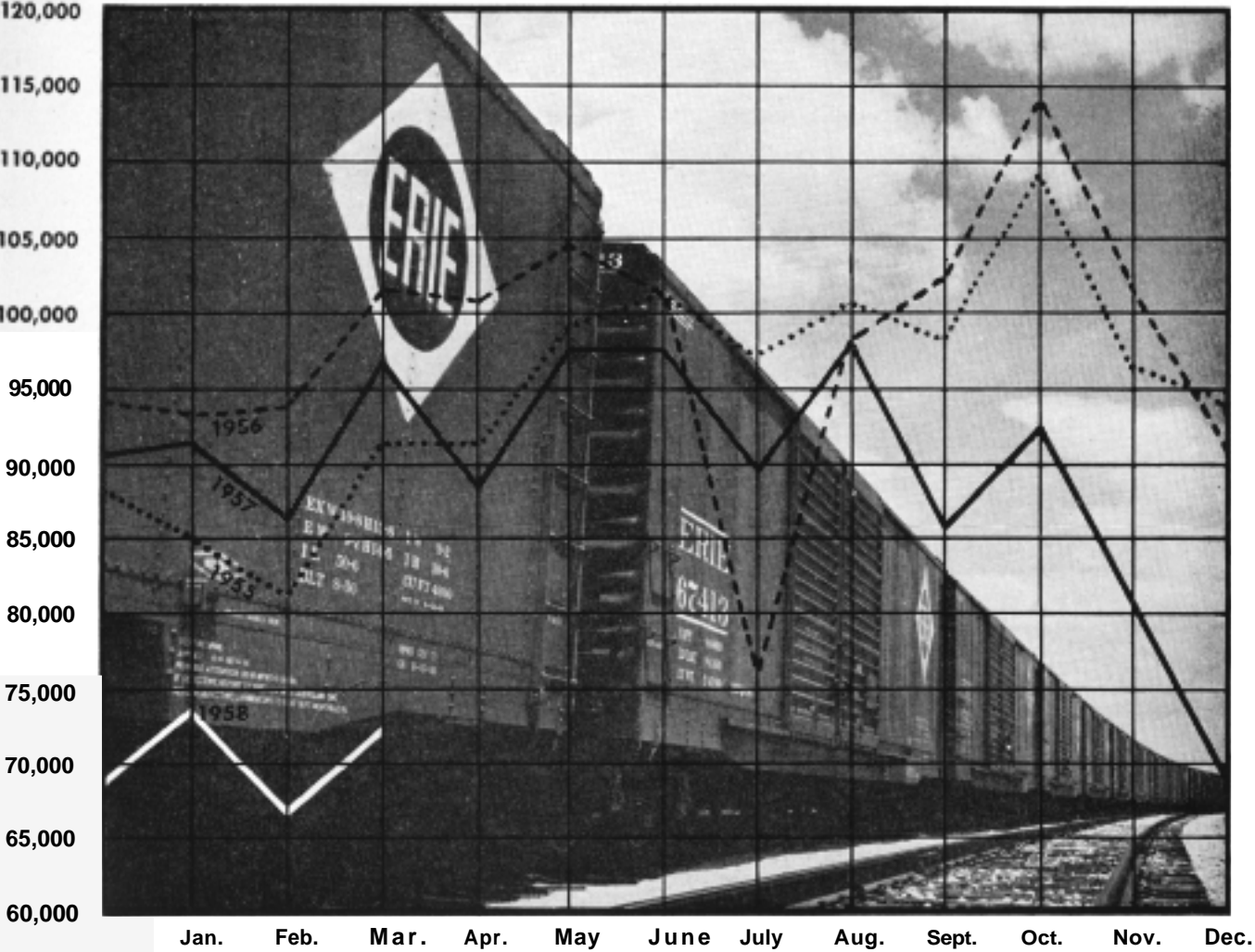
THE COVER:

An eastbound Erie freight on the Buffalo division roars down from Castile and emerges from the woods along the line to cross the Portage Viaduct over the Genesee River in Letchworth State Park. Strung out behind the Diesel are loads from Buffalo and from a baker's dozen of connections in the Niagara Frontier region. See page 12.

George C. FrankAsst. to President
 Talbot HardingAssociate Editor
 William S. GambleSecretary
 John F. LongPhotographer-Reporter

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

Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Erie's Shareowners Hear Praise of Management



78% of Ownership Is Represented; Learns of Railroad Problems

THE ANNUAL MEETING OF SHAREOWNERS of the Erie Railroad, held in the New York general offices on April 9, was remarkable for the interest those attending took in the general state of the railroad industry as a whole, as well as situation of the Erie.

Of the Erie's 2,575,270 shares, 2,010,182, or 78%, were represented at the meeting, either by shareowners who attended in person, or who submitted proxies.

One shareowner's questions, directed to Mr. Harry W. Von Willer, who gave the company report, concerned the method of appointment of the members of the Interstate Commerce Commission; others discussed means of encouraging legislative relief from unfair legislation and crippling taxes affecting railroads.

Before he proceeded to the formal part of his report, Mr. Von Willer read a letter from the awards committee of the United Shareholders of America, which honored the Erie for its efforts in promoting and maintaining good relations between management and shareowners.

After calling attention to the fact that 1958 marks the 126th year of the granting of the charter for the building of the road, he turned to the current critical situation of the railroads in general.

"Today," he said, "the entire railroad industry is facing a challenge that stems primarily from the outmoded and unrealistic transportation policies and practices of our federal, state and local governments. These policies have kept railroad earnings low even when other industries were enjoying prosperous times. Any index of business activity shows that in the past several years our na-

(Please turn to page 24)

C. W. GETTY, of Sharon Hill, Pa., an owner of 800 shares, rose to commend the management of the Erie, and to urge all present to write their congressmen to ask for a fair deal for the railroads.



SMALL SHAREOWNER. One of the Erie's small shareowners is so small he brought his mother along to the meeting. He is Joseph Jackson of 417 W. 165th Street, New York. His mother is Mrs. Baxter F. Jackson.

Every Erie Shareowner Has Voice In Company's Affairs



ROBERT H. HANN, corporate secretary, took full responsibility for mailing the annual reports, notices of meeting and proxy statements. But he did not do it all by proxy. He stuffed many of the envelopes himself.

THOSE AREN'T PLAYING cards that Charles E. Post, assistant corporate secretary holds. His 'hand' consists of a proxy, a return envelope and a combined notice of meeting and proxy statement, all of which he is about to put in the envelope.



Annual Meeting Is Big Job for Secretary

NEARLY EVERYONE knows what a proxy is, but no one knows quite so well as the members of the staff of the Erie's corporate secretary, Robert H. Hann.

Once every year he must give notice of the annual meeting to the shareowners. That meeting is held for the purpose of electing directors who are charged with directing the affairs of the Erie Railroad, and for the transaction of any other business which may be brought before it.

Those shareowners—and there are about **22,124** of them—scattered all over the 48 states, the District of Columbia, and five outlying territories and possessions of the United States as well as **20** foreign countries, obviously couldn't attend the meeting in person.

A Vote a Share

But every one of them is entitled to as many votes in the election of directors and for any other business of the company presented at the meeting as he holds shares. So that he may be properly informed he is furnished with a copy of the 'company's annual statement, the proxy statement that indicates who are nominated for directors and how to vote for those nominees, and his proxy, or, if he holds both preferred and common stock, his proxies, which are to be executed and returned in a self-addressed envelope requiring no postage.

And, if the job wasn't complicated enough to begin with, that notice of meeting makes it really complicated, for it introduces the time element in a job already complicated enough.

Naturally, the list of stockholders changes a good bit faster than the membership in most other

(Next page, please)

Erie Railroad Magazine



MUCH OF THE STUFFING OF ENVELOPES was done on an assembly-line basis. Left to right around the table: Maureen O'Boyle, Milton Kohler, Stanley E. Baker, Mrs. Ned Simonson, William Pampush and Suzanne Chervenak.

bodies, such as a club, lodge, parish or union. And that notice of the meeting has to be given not more than **40** days and not less than 10 days before the date of the meeting.

Proxies from Everywhere

Too, such a mailing costs money and every effort is made to keep the cost as low as possible. The secretary wants to get all the material in the hands of the stockholders quickly, so as to give every shareowner an opportunity to vote. Signed proxies are returned from all over the world for use at the meeting.

Once returned, the proxies must be counted, one vote for each share the owner holds.

The first step in preparing for the meeting is the fixing of the date by the board of directors as the day and the close of business on that day as the time as of which stockholders of record shall be entitled to notice of and to vote at the meeting.

The board of directors tries to fix this date as far in advance of the meeting as possible; the by-laws of the company set the second Tuesday in April, and if that is a legal holiday, the next Tuesday in April for the annual meeting. This year the day **40** days before the stated meeting date was February 27.

Who Owns the Erie?

The stock transfer books of the company were not closed, but only those whose stock was registered at the close of business on February 27 were eligible to vote at the meeting held April 8th.

Who were these people? Well, there were 868 men and 1,053 women and 215 men and women who held preferred stock jointly; 8,675 men and **6,944** women and 3,558 men and women who held common stock jointly.

Some shares were held by churches, lodges and unions; others by charitable or educational institutions; some by insurance companies and banks, and some by investment bankers and brokers.

The Erie's stock is widely held. By far the greatest number of shares, common or preferred, are

(Please turn to page 30)

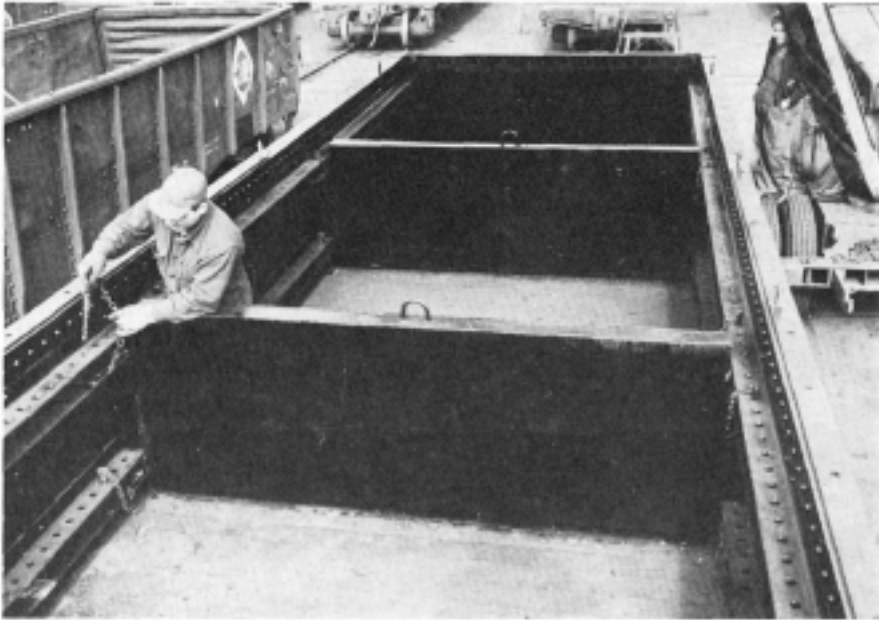


THE MAILINGS ARE PACKAGED by post offices and placed in bags. Here Stanley E. Baker, secretary to the corporate secretary, and Joseph J. Londregan, managing clerk, (right) fill a mail sack.



FINAL TABULATION OF PROXIES is carried out during the annual meeting by the inspectors of elections. Here Jasper Van Hook, treasurer; Frank A. MacEwen, assistant comptroller and Charles E. Post run the totals.

New Erie Gondolas Tailored to Needs of Steel Shippers



LOCKING THE BULKHEADS IN PLACE in the new car is a simple operation.



END ROOF SECTIONS ARE LOWERED into place before the center section.

Special Use Cars Designed for Flat Sheet

THE FIRST of ten new cars specially adapted to the shipment of tin plate, flat sheet steel and other high class steel products, has been put into service by the Erie, and took aboard its first load at the Oil City plant of Jones & Laughlin.

The cars are gondolas, 52 feet 6 inches long, fitted with steel roofs and movable bulkheads, also of steel, and wood floors.

Every car has four heavy steel transverse bulkheads that move on sled-shaped runners supported between angle irons at the side of the car. The runners are long enough to prevent the bulkhead to which they are attached from becoming jammed as drawers sometimes jam in desks.

Bulkheads Adjustable

On every runner two heavy blocks of steel hold the bulkhead in position. Through each block a hole for a steel pin is drilled, so positioned that it will fall between holes of similar size drilled in the angle irons.

Holes in the angle irons are drilled on four-inch centers, so that the bulkheads may be placed at any four-inch point necessary for the lading. Eight heavy steel pins for each bulkhead guard against any movement in transit.

The roofs, which are nearly flat, are of steel, and have several features which make them easy to handle, yet completely weather-proof.

Roof Handling Easy

Every roof is in three sections. The end sections have deep lips to cover the ends of the car, and the center section is arranged to seal the two end sections tightly, and overlaps them slightly.

(Next page, please)

Erie Railroad Magazine

Besides lifting lugs the roofs are equipped with stacking brackets, so that the sections can be lifted off the car and stacked in a small pile. Guide pins welded to the sides of the car position the roof sections as they are lowered, the pins passing into sealed tubes welded to the roof. There are four such pins for the roof section.

Once the roof sections are lowered they are bound in place with load binders permanently attached to the car sides, four to each roof section.

The cars are expected to win more business from the steel mills for the Erie, and their design meets the requirements of the mills for protection of the lading, ease of handling within the plant, and simple mechanical answers to the problems involved—an important consideration because of conditions under which the cars are loaded and unloaded.

• • •

RRB Takes Census of 111,000 on List

The Railroad Retirement Board has started mailing its annual “policing” questionnaires to some 110,000 persons on the Board’s rolls who may be subject to deductions if they have been employed. This program is undertaken to make sure that the beneficiaries are actually entitled to the benefits they are receiving.

The questionnaires will be sent to the following beneficiaries: survivor annuitants who were under 72 for at least one month in 1957, and retired employees and their wives who were also under 72 for at least one month in 1957 and in addition are drawing benefits under the social security minimum provision.

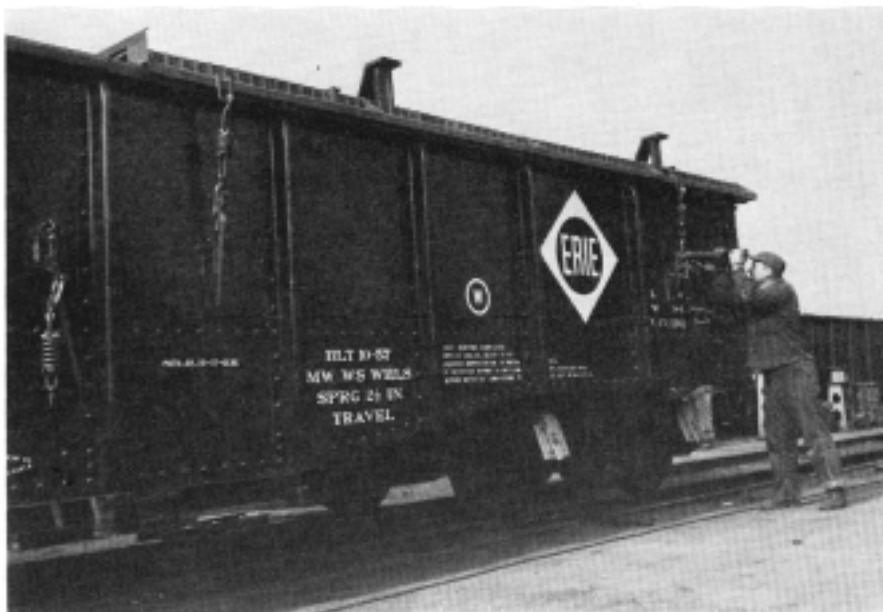
These questionnaires will enable the Board to determine whether adjustments or deductions are necessary in annuity payments or if there has been a change in the status of beneficiaries which would affect their entitlement to benefits.

The Board stresses the importance of giving full answers to all questions. Beneficiaries are urged to return the questionnaire form together with the attached mailer card. Only one questionnaire will be sent to a husband and wife even if both are receiving benefits, but both signatures are required on the form.

Help in completing the questionnaire is available at any Railroad Retirement Board field office.



THE CENTER SECTION GOES ON LAST, and seals the car against the weather. Note the piling brackets welded to the sections.



LOAD BINDERS ARE USED to lock the roof sections in place. Everything possible was done to make the design and use of the car simple.

Big Flat Car, Only Week Old, Gets First Load

FIRST CAR built at the new Meadville car shop, a 200-ton depressed center flat car, was turned out on April 22, and less than a week later was being loaded in the Youngstown plant of the United Engineering & Foundry Co.

The load, a mill housing built for a Japanese steel company, weighed 283,000 pounds, and car, housing, and bracing material brought the total weight of the 16 wheels of the car to 575,000 pounds.

Typical of the bulky loads that the Erie handles as no other road can, the shipment stood more than 17 feet 6 inches above the railhead.

A Navy Lift

Together with a similar load on another depressed center car, the shipment was moved over the Erie

ERIEGRAM

A man's judgment is no better than his information.

to Weehawken, where it was delivered to the NYC for movement to the Brooklyn Navy Yard, where the Navy's giant crane lifted the mill housing aboard a vessel bound for Japan.

Meanwhile work continued at Meadville on a group of six 140-ton depressed center flat cars (Erie Magazine for January), the first of which was to be ready for service on May 2.

(Please turn to page 28)

TIMELY SUGGESTION



Track and Ferry Plans Suffer Law's Delays

In an attempt to speed action on the co-ordination of Erie Railroad and Delaware, Lackawanna & Western trackage between Binghamton and Gibson, the railroads have filed a petition with the Interstate Commerce Commission asking for a ruling by the full commission, and the omission of the usual intermediate ruling by the ICC's Division Four.

Ordinarily the division gives an intermediate ruling, and the commission may later give a final ruling.

No shippers have objected to the plan.

Meanwhile the Erie's appeal from a court ruling that has had the effect of keeping the Chambers Street ferry in business despite ICC permission to abandon the service is before the United States Supreme Court.

AAR Film Shown at Brussels Fair

"Big Trains Rolling," a color film produced by the Association of American Railroads, has been selected by the National Broadcasting Company for closed circuit telecasting as a part of the American Pavilion program at the Brussels World Fair, which began April 17 and will run until October 19.

The film "Big Trains Rolling" will be seen by many audiences during the fair. It takes two young people on their first over-night train trip and features services performed by the American railroads in meeting the needs of agriculture, industry, commerce and the general public. It runs about 25 minutes.

The American Pavilion, where the film will be shown, was built and sponsored by the United States Department of State. It will be one of the outstanding attractions of the fair.



ERIE MEN AND WOMEN are using the black, blue and white "By Train" stickers on their correspondence, checks and bills. So far the magazine office has distributed 376,000 of them. Do you have your supply? They are yours for the asking.

119 Take Exams for Scholarships

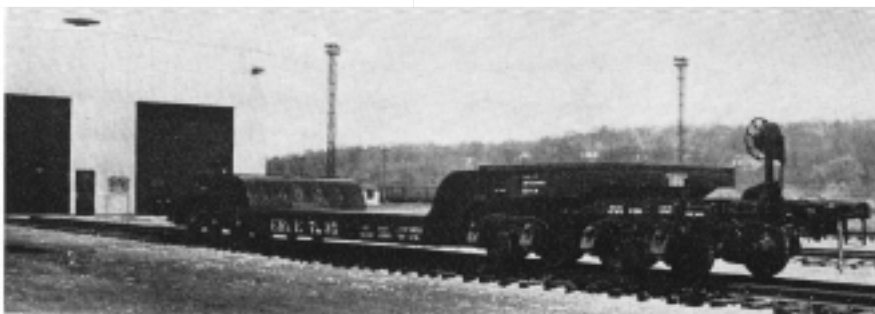
One hundred nineteen sons and daughters of Erie Railroad employes took the competitive examinations for the five Erie Railroad Scholarship Awards on April 12.

The papers have been forwarded to an outside agency for grading, and the results will be announced in May.

As in the other years, five candidates will be chosen for the awards, worth \$4,000 apiece, since they pay \$1,000 a year toward college expenses for four years to every successful applicant.



Erie Railroad Magazine



GLEAMING IN FRESH PAINT, the first product of the Meadville car shop poses for its picture. Car 7295 is a 200-ton depressed center flat.

McInnes Tells What Rails Mean to United States

MILTON G. McINNES, executive vice president of the Erie Railroad, emphasized the railroad's part in the nation's economy when he addressed the Wellsville (N. Y.) Chamber of Commerce last month, and told something of the struggle of the railroads to survive in an atmosphere in which the railroads come to bat with two strikes called on them, while their competitors come to bat with a walk to first assured.

He declared that the railroads, who have spent \$14 billion on capital improvements in the last 13 years, have modernized for peak efficiency but are shackled by excessive government regulations, regulations that force them to operate under wraps.

"While the American economy was experiencing one of the most profitable periods in history, the railroad industry was having a period of 'profitless prosperity,'" he said. "Huge capital investment, increased efficiency, improved plant and technological advances could not overcome the handicap of antiquated government regulations or the burden of excessive taxation when coupled with spiraling increases in wage and material costs and inadequate rate increases."

Improvements Cited

Among the improvements railroads have made, McInnes cited the heavier rail laid on better new cross ties, supported by heavier ballasted roadway for smoother and faster riding, the heavy grades and sharp curves reduced, the longer trains, the faster and more dependable schedules, the conversion to diesel power, the modern passenger cars which combine every facility for comfort, safety and convenience.

He told how railroads have installed the most modern communications and signaling systems including the use of radio, teletype and up-to-the-minute electronic equipment, the push-button freight yards and shops equipped with the

(Please turn to page 29)

May, 1958

Parsons Succeeds Blowers As Erie's Chief Engineer

BLAIR BLOWERS, during whose term as chief engineer the engineering and maintenance of way departments were combined, retired as chief engineer on April 30, and was succeeded by John S. Parsons, formerly assistant chief engineer, maintenance of way. Lawrence H. Jentoft, who was engineer, maintenance of way, Eastern district, has succeeded Parsons.



Blair Blowers



John S. Parsons

Blair Blowers grew up within hearing distance of the whistles of Erie Railroad trains at Canisteo, just east of Hornell. He attended Canisteo public schools and Columbia University, and entered the employ of the Erie in 1912 as a rodman.

By 1917 he had risen to head of corps, and when the United States entered World War I he took a leave of absence to enter the Army Air Service.

Because of his experience in surveying, he was sent to an aerial mapping and aerial photographic school held at the Eastman Kodak Plant in Rochester, N. Y., and, upon his graduation from that school, sent to Cornell, where the 100 highest ranking students from the Rochester school were given further training.

At Cornell the instructors were French and English officers.

"I didn't know anything about photography," Blowers says today with a grin. "So I was the ideal student, and took what I was told as correct. There were a lot of photographers in the school, who had their own ideas, and felt the instructors were wrong. So I ended with a high score."

(Please turn to page 29)

John S. Parsons was born at Mount Jewett, Pa., on March 5, 1902, and was educated in the public schools of Warren, Pa., and at Cornell University, from which he was graduated with a degree in civil engineering in 1925.

In 1926 he joined the Erie Railroad at Meadville as a transitman, and by the outbreak of World War II had risen to the post of division engineer, Marion division.

In 1941 he took a leave of absence to do war work at the Ravena Ordnance Plant, where he was superintendent of transportation and materials handling, and later director of transportation. At the end of the war he returned to the Erie.

Five Grandchildren

Further promotions followed, and by 1950 he was assistant chief engineer, maintenance of way, a title he retained, but with added responsibilities, when the engineering and maintenance of way departments were unified in 1953.

He is married to the former Bernice A. Belden of Fredonia, N. Y., whom he met when both of them were students at Cornell.

The couple have two children, (Please turn to page 29)

Busy Buffalo Division Shows Early Erie Men Could Err

Important Part of Road, Like Topsy, Just Grew; Bridge Line, Too



JAMES D. McFADDEN is superintendent, Buffalo and Rochester divisions.



WALTON E. SMITH is division engineer, Buffalo and Rochester divisions.



FRANK K. CORLETT is assistant general freight agent, Buffalo.

WHEN, in 1836, the directors of the New York & Erie asked Captain Andrew Talcott to pick a Lake Erie terminus for the railroad, the assignment was, in many respects, an unfair one.

Captain Talcott was an engineer, not a prophet. The Erie was to be the first railroad to reach the Lakes region. The towns along the lakes were not cities, but tiny villages. How was he to predict the vast industrial growth of Buffalo? How could he foresee the development of a great railroad net? He probably had some misgivings about railroads just as railroads. He was enthusiastic about them, but in 1836 railroads were a novelty, and who could say that they would last?

The railroad was seeking a way to the west by water. The whole point was to reach a good port on Lake Erie that would **form** a gateway to the west. It was necessary to build the road, too, with connections to the Allegheny-Ohio-Mississippi river system.

Talcott's Problem

And the road had to be built at a reasonable cost, with grades that the little teapot locomotives of the day could climb. The route to Dunkirk passed a likely place on the Allegheny River. He chose Dunkirk. Only those who think they know what the shape of things will be in 2080, 122 years from now, have any right to criticize him.

Today the Buffalo division is a busy road, acting much as a bridge line in itself. North and east of Buffalo its branches spread out to meet and join with a baker's dozen of roads reaching the Niagara Frontier from east and west through Canada and the United States.

Genesee Canyon

At Hornell the Buffalo division pours eastbound freight from those connections, and from the stations along its line, into the main line of the Erie.

And the easternmost portion of the Buffalo division serves still another purpose. Together with

the River Line, which runs from Washington Hunt to Cuba, it forms a low level line for freight movement that by-passes the steep grades at Tip Top, so that the Buffalo division between Washington Hunt and Hornell is busy indeed.

Too, the Buffalo division has some of the grandest scenery on a railroad noted for its scenery. At Portage it crosses the gorge of the Genesee River, a gorge so beautiful that some call it the "Grand Canyon of the East" and others compare it to the lower reaches of the Niagara River.

Settlers' Hopes

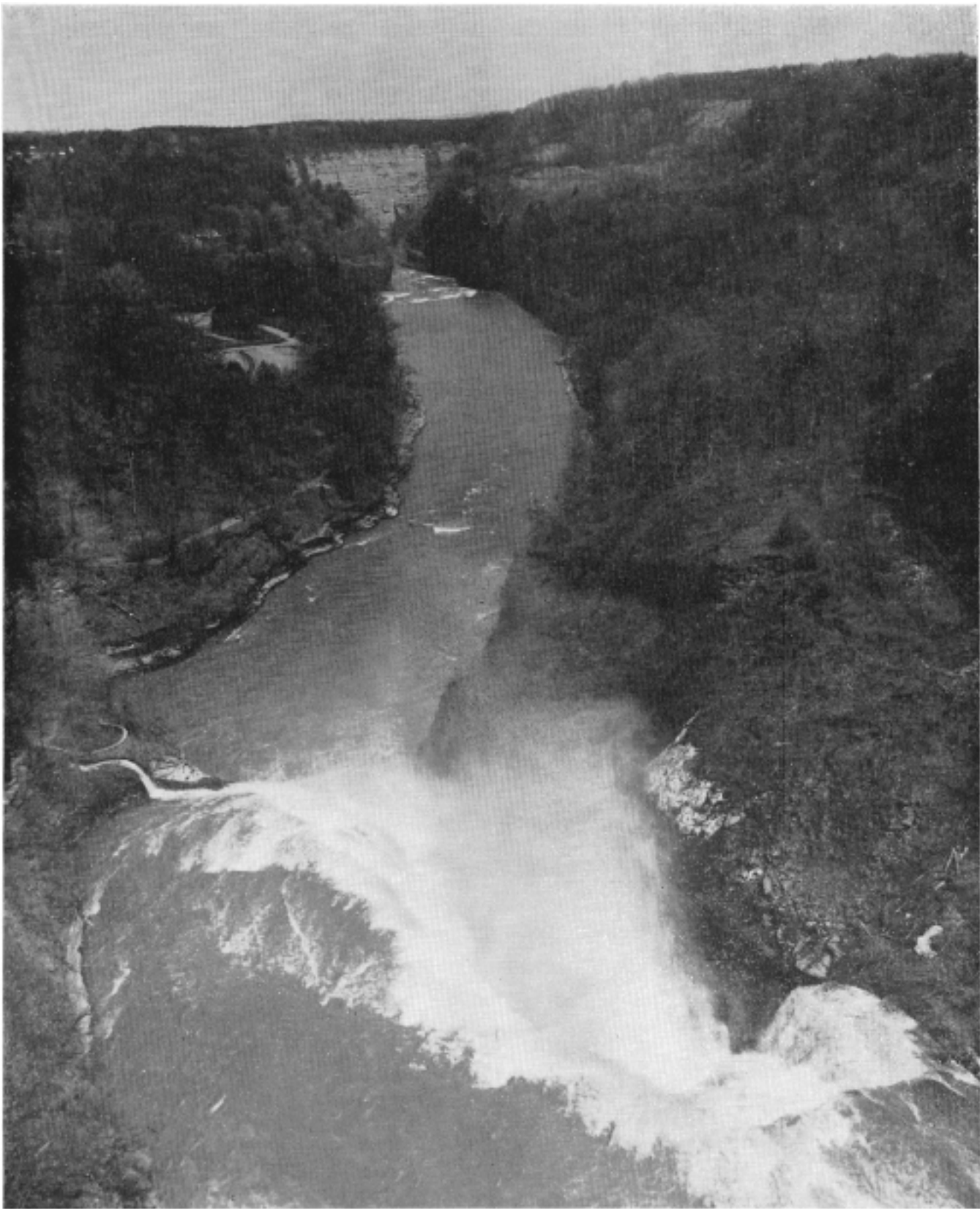
This part of the Erie, now so important, was built because of the desire of the early residents of the Genesee valley and of Buffalo for a connection with the Erie.

As the road built westward, settlers between Corning and Buffalo and Avon and Rochester prayed that the Erie would follow the Cohocton and Genesee valleys to Buffalo, and, until 1849, they had strong hopes that it might do so.

It did not, but those hopes were realized by the construction of a number of railroads that today form the Buffalo and Rochester divisions, both of which are operated from Buffalo, where James D. McFadden, superintendent of

(Next page, please)

Erie Railroad Magazine



THE VIEW FROM PORTAGE VIADUCT is at its best when the stream runs full.

both divisions, maintains his headquarters.

One of the early roads in the Buffalo division is the Attica & May, 1955

Buffalo, which was incorporated in 1836. Construction began in 1840, and operation began in 1850. That road promised such a great im-

provement in communications that the residents of the area were full of enthusiasm for railroads, and

(Please turn the page)

Buffalo Division

(Story begins on page 12)

formed the Attica & Hornellsville Railroad corporation in 1845.

Work was begun on the A & H in 1850, and on April 15, 1851, the A & H changed its name to the high-sounding title of Buffalo and New York City Railroad Company. By January 22, 1852, the road was opened for the 30-mile stretch between Hornell and Portage.

The company bought the Erie's historic locomotive "Orange" in October, 1851, and operated one train a day each way until March of the following year when a second locomotive was purchased.

In July of 1852 Attica was reached. In 1852, too, the Buffalo & New York City bought 23 miles of the former line of the Attica & Buffalo, which ran from Depew, on Buffalo's outskirts, to Attica.

Portage Viaduct

The great engineering work of this early line was the building of the viaduct across the chasm of the Genesee at Portage. It was begun on July 1, 1851 and completed on August 9, and an all-rail route to Buffalo from New York via Hornellsville was a reality.

The first train across the span consisted of four coaches and a locomotive. Among the passengers was the governor of New York, Washington Hunt, for whom the point where the River Line joins the Buffalo division was to be named. Other important passengers were President Loder of the Erie and President Heywood of the Buffalo & New York City.

In its day the bridge was a wonder of the world. Not only had it been built quickly, but it was to stand until 1875, when fire swept through the structure.

Wrought Iron Replaces Wood

It crossed the river 235 feet above its bed. It was more than 800 feet long. Over a million and a half board feet of pine, cut beside the tracks, had gone into it. Its masonry piers contained 9,200 cubic feet of material. More than 106,000 pounds of wrought iron had been used in its construction. It cost \$180,000.



A WESTBOUND MAIN LINE FREIGHT leaves the Buffalo division for the River Line at River Junction. The tower bears a plaque commemorating Washington Hunt, a governor of New York.



THE OLD STAGE HOUSE at Attica spans two eras. The coaching inn was remodeled for railroad use by the addition of a side porch and the railroad office wing (with bay window) at the rear of the old hotel.

But engineers were especially interested in one feature of the bridge. It had been designed so that any one piece of timber or any one bolt, could be removed and replaced without disturbing any other member, and without impairing the strength of the bridge.

The wood bridge burned on May 6, 1875, and was replaced with a wrought iron bridge in 1875. First shipment of material for the new bridge was made from Paterson, N. J., on June 8, and the bridge was opened to traffic 53 days later on July 31, 1875.

Strengthened Twice

So well built was the 1875 bridge that nothing other than routine care had to be given to it until 1903, when the spans were reconstructed, without interruption of traffic, to carry heavier locomotives. Forty years later the weight of locomotives had increased again to the point where further strengthening was needed.

This time some of the truss spans were removed and replaced with deck plate girders, and the tower bents were remodelled and reinforced with structural steel.

At the time of writing a field force is engaged in studying the fall of rock from the face of the cliff at the west end of the bridge, a form of spalling of the natural rock which seems to be increasing.

Today's Bridge

Today's bridge is 818 feet long, and consists of six towers carrying 10 deck plate girder spans 50 feet long and two deck truss spans, one 100 feet long, the other 118 feet long.

But most visitors to Letchworth State Park, a New York park centering about the gorge of the Genesee, are not interested in the bridge except for its value as part of the scenery.

Especially in Spring, when the Genesee is carrying its banks full of water, the views around the viaduct are remarkable.

For just downstream from its piers is a waterfall; in the distance more falls can be seen, and the Genesee then bends sharply, cutting a narrow gorge about 300 feet deep through the shale.

(Please turn to page 26)



AT THE FALLS OF THE GENESEE the Erie crosses river and gorge on a viaduct more than 200 feet above the river and more than 800 feet long.



SALT WORKS AT SILVER SPRINGS produces a wide variety of chemically pure and table salts.



EARLY RESIDENTS OF ATTICA put Tonawanda Creek to work turning mill wheels. Over the years the stream has been "improved" to the point that it looks like a man-made waterway.

Erie Veterans News

Susquehanna

By B. W. Iwinski

Susquehanna chapter held their regular monthly meeting April 7, 1958. It was very well attended. Nomination and election of officers was held.

The chairman of the new membership drive reported thirteen new members: **Thomas Fahey, Augustine Fritze, Grover James, A. J. Smith, John Mattheywoger, Leo McNerney, Edward Vanaken, Harry Brush, Charles Gilbert, Nicholas Pingarelli, Natel Plutmo, P. J. Ratzler and James O'Neil.**

Our regular meeting night is the first Monday in each month at 7 p.m. in the shop superintendent's office, Main Street.

Every member is welcome and each one is urged to invite new members. Please help by attending each meeting.

o

Youngstown

By S. D. Bean

Along with the robins, the boys seem to be finding their way back to Youngstown. **Joe Kaden** was at the April meeting. **Joe Hartman** is with us again, and possibly others who didn't report in.

Some, though, still feel the lure of the South. **Rex Reebel** and wife left April 19th for a two weeks trip to Florida. They took with them our greetings to **Ray Louis, Jack Beilby, Chris Peters** and others.

Our good friend **Bob Clark** of Cleveland honored us by attending our March meeting and giving us a nice talk. Come again real soon, **Bob.**

March 7th a big group of his friends gave a party in the Mural Room for **Chuck Terrill** to mark his retirement. He was presented with a fine portable TV and a purse with a few "engravings" enclosed. Congratulations, Chuck, and welcome to the retired ranks.

We extend warm greetings to new members **Boone P. Craig**, dispatcher's office; **A. A. Davison**, conductor; **Michael Rotunna** and **Walter Malia**, both of Sharon, Pa.

A reminder to new members and old: we meet the first Wednesday of each month at 8 p.m., third floor of the KC Building. Use your membership rights and come to your chapter meetings.

o

Salamanca

Due to snow conditions it was necessary to cancel our February dinner-meeting and so the first meeting of the year was held at Myers Hotel, Salamanca on March 21st with a fine attendance and the usual excellent dinner.

Our next meeting will be held on April 18th at the same place. Unless otherwise advised, all future meetings will be held there on the third Friday of each month.

J. G. Ainey was appointed chairman for the May Party to be held at Holy Cross Athletic Club, Salamanca on May 24th.

Sick members reported are **Eugene Dye** and **Tony Hoffman**. **Tony** is at home with an ankle injury.

Following the meeting, **Wilton Scribner** showed colored slides and described his big game hunt in the Canadian Rockies. Colored slides taken by **Bob Crouse** and others of the system installation at Jamestown were also shown.

Two of our chapter members retiring March 1st were **Harry Kamholtz** with more than 45 years service and **Ralph Read** with over 55 years. **Ralph** is now also a life member of the Erie Veterans, having more than 29 years of continuous membership, and for many years was secretary-treasurer of the Salamanca chapter, holding the chapter together during the "lean years."

o

Marion

By Mrs. Lucile Osmun

Approximately 65 members of the Veterans and Ladies' Auxiliary attended regular monthly meeting held in Grotto Hall on March 20th, at 6:30 p.m.

A delicious covered-dish dinner was enjoyed. The tables were attractively decorated in keeping with the Easter season and after din-

ner the regular business meeting was held. This was followed by the showing of a colored movie entitled "Nature's Children" by Mr. Arthur O'Keefe of The Standard Oil Company.

Community singing of Irish songs led by **Mary M. O'Donnell** accompanied by **Lucile Osmun** was followed by a reading on the life of St. Patrick given by **Mrs. Walter Lyon.**

Our thanks for an enjoyable and interesting meeting to the committee, which consisted of **Mrs. William J. Langdon, Mrs. Thomas L. Hurley and Mrs. Maude Whiteman.** Our thanks also to the entertainment committee, **Mrs. Walter Lyon** and **Mrs. Amos Hoons.**

o

Jersey City

By E. Mastriani

Chairman **Alex I. Raywood** returned to his station after an illness of seven weeks, during which time he underwent surgery. He looked hale and hearty and conducted the meeting in his usual smart manner.

Members interested in becoming members of the "Buffalo 60" Club can secure information and dues card from their dues collectors or the secretary of Jersey City Chapter.

J. F. Hazzard, chairman of the membership drive, reports the following reinstated members: **Nelson Stoddard, Russell Styles, Henry Rathgeber** and **B. Blondino.**

Won't you each get behind your chairman and bring in at least one reinstatement or one new member? This campaign will close May 31st, 1958, and the more members we get, the greater the reward for the chapter.

Mr. and Mrs. J. J. Callahan are enjoying their annual sojourn to the Sunshine State.

Brother **Frank P. Belling**, our director of social activities, reported on the quarterly meeting of the United Veterans Association, on the various bills before Congress affecting railroad retirement, and on other bills which could affect our railroads and their employes. Brother **A. B. Cohen** addressed the members of the chapter on veteranism and its benefits.

(Next page, please)

Erie Railroad Magazine

Chicago-Hammond

By Chris Hardt

Chicago-Hammond chapter, Erie Railroad Veterans Association, announces its annual Spring Party to be held Monday, April 21, 1958, at Phil Schmidt & Sons, Hammond. Committee: **Edward W. Wise**, secretary; **Harold Heeler**, trustee; and **Stanley Kieras**, treasurer.

An evening of fun and relaxation is promised. Following the dinner, preparations will be made for the Erie Railroad Veterans annual picnic, to be held at Conneaut Lake Park, on Saturday, August 9th.

Bingo and door prizes will be given to the lucky members attending the Spring Party.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Lawrence J. Barrett	Passgr. Carman	Susquehanna	3-18-58	40
John Bilyo	Welder	Susquehanna	2-12-58	42
Blair Blowers	Chief Engineer	Cleveland	4-30-58	46
Giuseppe Borrelli	Mail Handler	Binghamton	3- 8-58	34
Martin A. Burdock	Stationary Fireman	Jersey City	3- 5-58	29
Smith M. Catlin	Plumber	Elmira	3- 6-58	36
Lawrence V. Clark	Engineer	Port Jervis	3-18-58	43
Nicholas Conti	Car Repairer	Jersey City	3-31-58	28
Joseph H. Craig	Road Conductor	Avon	2-21-58	51
Alexander Crawford	Signal Helper	Paterson	1-31-58	41
Arthur E. Dannebrock	Road Conductor	Buffalo	4-30-58	38
Donato J. DeRosario	Frt. Carman	Susquehanna	3- 7-58	33
John J. Devlin	Electrician	Jersey City	3-10-58	31
Adam O. Dyker	Brakeman	Hoboken	2- 7-58	41
Henry Eberhardt	Conductor	Buffalo	2-28-58	42
Pietro Erney	Trackman	Gowanda	3-18-58	31
Frank Ferraro	Track Foreman	Forest Hill	3- 7-58	43
Harry W. Frank	Chief File Clerk	Cleveland	4-30-58	51
Owen F. Harte	Checker	Jersey City	1-30-58	37
Raymond S. Heckman	Engineer	Avoca	3-10-58	45
Edward J. Hennigan	Machinist	Avoca	2-28-58	41
Thomas C. Jageacks	Carpenter	Boarding Cars	3- 5-58	32
Howard T. Johnson	Engineer	Meadville	3-13-58	46
Walter Kemp	Patrolman	Buffalo	4-30-58	37
Mrs. Frances B. King	Clerk	New York	2-27-58	38
Albert H. Klepper	General Foreman	Huntington	4-30-58	49
John C. Lagowski	Relief Yardmaster	East Buffalo	2-21-58	40
Marvin R. LeFeber	Locomotive Engineer	Avon	1-31-58	44
Howard N. Logue	Pass. Conductor	Hornell	3-15-58	48
Zygmunt S. Lukowski	Carpenter	Jersey City	3-28-58	41
Robert F. Mailly	Tugboat Deckhand	Jersey City	3-10-58	30
Anthony J. Manger	Carman	E. Buffalo	2-21-58	48
Harold S. Martin	Conductor	Hornell	3- 3-58	40
William F. Meyer	Tugboat Deckhand	Jersey City	3-12-55	22
Gust Morris	Trackman	Cleveland	2-27-58	37
Stewart B. Muchler	Pipefitter	Hornell	3-18-58	40
Esther P. Nash	Key Punch Operator & File Clerk	Cleveland	3-21-58	35
Daniel C. O'Brien	Operator	Niobe Jct.	12-31-57	49
Thomas F. O'Shea	Carpenter	North Newark	3- 7-58	32
Arthur L. Perrington	Section Foreman	Binghamton	1-29-58	28
Joseph S. Pinyak	Freight Carman	Susquehanna	3- 7-58	34
Wesley R. Powell	Baggage Agent	Jamestown	2-28-58	31
Edward D. Powers	Laborer	Hornell	3-18-58	30
Ralph J. Read	Report Clerk	Salamanca	2-28-58	56
Leonard W. Riker	Chief Clerk to Asst. to Vice President	Cleveland	4-30-58	47
Claude H. Robinson	Laborer	Hornell	3-21-58	41
Salvator Rubino	Welder	Susquehanna	2-18-58	37
Joseph F. Scarchilli	Machinist	Hornell	3- 8-58	34
Henry J. Schwartz	Brakeman	Hoboken	1-24-58	34
Charles M. Seager	Carpenter Foreman	Camp Cars	3-18-58	43
Thomas J. Shields	Machinist	Susquehanna	3-13-58	47
Wilbur J. Slagal	Chief Caller	Huntington	3-27-58	38
Andrew Stachow	Car Inspector	Hornell	3-26-58	34
George F. Stange	Painter	Jersey City	3-19-58	40
Gabriel Stephanowicz	Coach Cleaner	Jersey City	3-31-58	42
Willard T. Strickland	Engineer	Hornell	3-11-58	45
Nicolo Anthony Summa	Freight Carman	Susquehanna	3- 7-58	36
Sally Summa	Welder	Susquehanna	3-18-58	43
Adam S. Swiatkowski	Carman Helper	E. Buffalo	2-26-58	32
Bronislaw J. Szelagowski	Trucker	Jersey City	3-31-58	31
George E. Tuthill	Engineer	Susquehanna	3-10-58	44
Fred J. Vimmerstedt	Asst. Car Distributor	Youngstown	3- 5-58	30
Elmer E. Zabriskie	Asst. Freight Claim Agt.	Cleveland	4-30-58	46

Latest Chatter About All the Erie Family

Susquehanna Division
HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

Martin G. Dean, special inspector, Hornell Diesel shop, retired April 1st, 1958, after 35 years of faithful service. A dinner in his honor was held at Hornell, April 10th, 1958.

It is sure a great pleasure to welcome the spring sunshine. Some of the employes from Greenwood, N. Y. are busy making maple syrup.

It is very exciting to drive out of Hornell in any direction and see the herds of deer which are grazing on fields where snow has melted. Sometimes 40 to 50 deer may be seen in one place.

Glen Flansburg, back shop welder, has gone back to using a farmers almanac and refuses to look at the barometer he got for Christmas again.

Jimmie Watt, retired pipefitter, called to say he had pear tree shrubs for transplant for any of the shop boys who are interested.



Mahoning Division
CLEVELAND FREIGHT

By R. M. O'Connor

Jim Reeves filled in as ticket-demurrage clerk at Lee Road while regular clerk **Don Glen** and his bride honeymooned, following their March 29th wedding. On **Don's** return **Jim** left to report at Fort Eustis, Virginia, for active duty with the U. S. Army. Good luck, **Jim**.

John Fogarty, warehouse foreman, reports he will never order license plates by mail again. When they hadn't arrived after **John** spent 30 days waiting for them, he was told he would have to pay \$3.00 for replacement tags, in addition to the regular fee.



POLICE DEPARTMENT

By J. O. Sheets

Patrolman **Andrew Herrick** has several new golf clubs ready for the coming season.

(Please turn the page)

Patrolman **Robert E. Hamilton's** son **Robert L.**, age 12, was picked as first string catcher for the F. E. Myers Pony League team.

We welcome Patrolman **Buddie R. McKay** to the police dept. at Cleveland.

Patrolman **J. F. Gilson** and family are still eating venison from the nice buck he shot during the past season.

Patrolman **M. Banyas** is getting his fly rod ready and expects to catch the limit the first day of the season, April 15th.

We welcome Lieut. **F. D. White** to the police dept. at Meadville.



ROAD FOREMAN OF ENGINES OFFICE, BRIER HILL

By **Catherine E. Campbell**

The welcome mat is out at Brier Hill to newcomers **G. J. Snider**, general yardmaster, and his entire staff. They have settled at Brier Hill after moving from their Holmes Street office.

Birthday greetings to **Walter G. Coleman**, road foreman of engines, who added another candle to his cake on April 13.

H. D. Mowery, locomotive engineer, informs us he is convalescing nicely and will be back with us soon.

Howard (Jingles) Arundel is also among the successful convalescents. He is now able to ride in the car and do some walking. It will be some time before he is fully recovered, and he says he enjoys chats and visits with friends.

Remember, cheery cards and notes brighten the days for our shut-in friends.

Despite news of chilly mornings in Miami this year, messages from our friends tell us the South is still sunny.

Mr. and Mrs. H. L. Strong at Bradenton inform us that cool temperatures still allow many outdoor pleasures and don't hurt the fishing one bit. The **Strongs** have a nice new trailer and can spend their leisure time enjoying all play and no work.

J. J. Barkey, engineer, and his wife drove to Miami with other relatives for an extended vacation. **Mr. Barkey** returned—he says somebody has to work—leaving his wife and their party in their new modern twin home.

Locomotive Engineer **A. M. Reilly's** wife says a vacation in Florida is what everyone should have. She has been visiting relatives there for the last two months. She's been enjoying herself so much, she says, she doesn't know when she wants to come back.

Back from two weeks in Miami are **W. E. Pierson**, engineer, his wife and daughter **Maureen**, a nursing trainee at Trumbull Memorial hospital, Warren. And it was warm, say the Piersons.

En route home they stopped for a visit in New Orleans with son **Ed Jon**, furloughed Mahoning division fireman, who is now attending aeronautical school there.

Ed Jon finds New Orleans very interesting. He likes school, and his best girl is there too.

Perry W. Stewart, locomotive engineer, and his wife are back from a motor trip to Miami where they spent a winter vacation with relatives.

J. P. Mylott, engineer, and his wife spent three weeks in Hollywood, Fla. There they joined **H. E. Joyce**, conductor, and his wife and **Mrs. O. B. Sweeney**.

From Vera Cruz, Mexico **Roy Ellis**, retired locomotive engineer, writes that his three month tour is much too short to study and understand our neighbors to the south and to renew old acquaintances of several years past.

A letter postmarked Hot Springs, Ark. brought us up to date on the activities of **George McDonald**, engineer. **George** and his wife are enjoying the health baths, and **George** was on hand also to see the dosing races for the season.

Earl R. Sanders, locomotive engineer, spent a memorable three weeks with his wife and son in San Bernardino and the west coast.

The **Sanderses** visited the home of their daughter, attended a Lawrence Welk program, visited Beverly Hills, and toured Hollywood studios and restaurants.

"After all's said and done," says **Mr. Sanders**, "there's no place like home."

A visit to our office from **George Setree**, retired conductor, and **W. C. Willard**, retired yardmaster, was a real treat. We always have the welcome mat ready for our retired visitors.

TRAINMASTERS OFFICE MEADVILLE

By **Esther J. Deissler**

Henry Ford, passenger trainman, and wife have returned from an extended visit to Long Beach, Calif.

Lou Bleasdale, crew caller, and wife have returned from a two month visit to Florida.

Robert Leffingwell, engineer, and family are enjoying the sunshine in Phoenix, Ariz.

Ed Flickinger, crew caller, is convalescing at his home, 275 Park Place, Meadville, from a broken right ankle.

Mrs. Richard D. Seidel has arrived in Germany to live with her husband who is stationed in Mannheim, Germany with the U. S. Army Motor Transport Corps. **Richard** was employed as a fireman before induction and is the son of **Paul J. Seidel**, trainmaster.

Congratulations to the following new Erie fathers and their wives: **Hawley Kilburn**, trainman—a boy, March 7; **Larry Smith**, trainman—a girl, March 17; **George Henretty**—twin girls, March 17.



Employment

JERSEY CITY

By **V. T. Bustard**

Congratulations to **Maureen** and **John Lancia** on the birth of their daughter **Joanne**, March 28th.

Charlotte Schall has transferred back to her former position in the New York Terminal accounting bureau.



New York Division

SUPERINTENDENT'S OFFICE, JERSEY CITY

By **Mary A. D. Meyer**

Best wishes are extended to **Tom Kelly**, mainline train dispatcher, who retired March 4, 1958. He had been with the Erie since May, 1905.

Due to **Tom's** retirement **Joe Angelo** is now mainline train dispatcher, first trick, and **Francis Bookstaver** is sideline train dispatcher, second trick.

On Saturday evening, March 22, a testimonial dinner was held at Romano's Inn, Hoboken, honoring **Daniel J. Crowley**, New York division car distributor, who retired

(Next page, please)

Erie Railroad Magazine

Jan. 22. The dinner was attended by employes, company officials and members of **Dan's** family. He was presented with a purse.

We welcome **George Hafesh** from Ridgewood as stenographer-clerk in place of **John McBride**, who is now stenographer-Ediphone operator. **John** replaced **Hertha Karpinski** who has taken over as asst. rate clerk at **Hackensack**.

The welcome mat is out also for **Dick Young** who moves over from the chief dispatcher's office to become clerk-stenographer in the car department, replacing **Pat McCarroll** who is now Ediphone operator in place of **Anna Celanza**.

Post-carding from Miami Beach, Fla. is **Abe Kleiman**. **Mr. and Mrs. Frank Sportelly** recently returned from a Miami Beach vacation.

^o PASSAIC, N. J.

Mrs. Harry Kinney, wife of brakeman **Harry Kinney**, is at home after an operation and feeling fine.

Daniel Ayres, retired conductor, is again in the Passaic General hospital under medical care.

Harry Flanagan is looking over the automobile market for a new car.

Mr. Fred Keesler is getting his fishing equipment ready and is waiting for the season to open.

We wish a speedy recovery to the wife of **Michael Bashaw**, foreman, who is recuperating at home after a serious illness.

^o WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

Our station was again represented in the St. Patrick's Day parade at Newark. **John O'Brien**, foreman, and **H. O'Donnell**, dock laborer, were resplendent in their unabashedly Celtic green.

John marched with the past presidents of the Ancient Order of Hibernians. **Vince Horan**, crane shop, and wife and baby Judith were among the merry-making spectators.

Congratulations to **Jack Walsh**, jr. clerk messenger, and his wife on the birth of a 7 lb., 2 oz. girl, **Margaret Ann (Peggy)**, on March 28. Peggy will be a playmate for **Jackie junior**, now 1-1/2 years old.

A second boy was enthusiastic-

ly welcomed into the family of **John W. Bizukiewicz**, dock laborer. Baby makes three with brother **John, jr.** and sister **Christine**.

Joe Welsh, general foreman, tells me the Weehawken bowling team is currently in sixth place, but he promises they will climb up the ladder to the number five rung before long.

Mr. and Mrs. Frank Manzi, checker, announce the engagement of their daughter **Ann** to **Thomas Brennan** of Jersey City. An October wedding is planned.

John Ricciardi, foreman, claims the advancing gray in his hair has

nothing to do with his recent birthday. It's all because his daughter has started driving the family car, he says.

We are happy to see **Willard Thomas**, former dock laborer, working again after a long illness.

Asa Mitchell, checker, visited Weehawken and looks in the pink of health.

Bud Reed, demurrage clerk, is thinking of taking a night course in French. He claims it is useful in the art of self-expression.

A most hearty welcome is extended to **W. J. Flusk, jr.**, our new O.S.&D. clerk, **W. Posochowicz** and



ALL THE MORE REASON FOR OWNING PRUDENTIAL INSURANCE



A new baby, a new home, or a better job, they're all good reasons for checking up on your Prudential protection. When your family's circumstances change, so should your life insurance program. See your Prudential Agent.



KENNETH L. DEAN, jr., 21-year-old son of Kenneth L. Dean, service clerk and passenger representative, Cleveland, now a paratrooper at Fort Campbell, Ky., will change his olive drab uniform for the cadet gray of West Point on July 3.

Joe Stesner as jr. clerk-messengers, and **J. Sheridan**, general clerk—all new members of the day forces at Weehawken.

James Barry, jr., son of Mr. and Mrs. James Barry, general clerk, is now stationed with the U. S. Naval Air Force at Malta in the Caribbean. **James senior** is glad at his son's appointment, but he wishes **Jimmy** hadn't packed away the key to the family car trunk in his baggage.

Branch Clerk **John Chrzanowski's** son, **John jr.**, is a fishing enthusiast like his dad, so they have some enthusiastic plans indeed for outings during vacation time.

Marine Department

By **Jesse E. Baker**

The office of **C. E. DeJoia**, superintendent of the marine department has been moved from the old ferryhouse to a new location in the blockhouse north of track 12, Jersey City.

Paul Keator, son of **John Keatos**, deckhand on the tug Binghamton, has made the honor list at Fairleigh Dickinson University in Rutherford, N. J. To make the Honor Roll one must have a grade of **A** in at least five subjects. **John** is very proud of his son and we all send our congratulations.

Charles Crawford, a former deckhand on the Tug Rochester with **Capt. George St. Amond**, dropped by to say hello and ask about some of the old timers. **Charlie** is now with the Public Service.

Frank Teneyck, is in Tampa, Florida and writes that the cold snap they had down there wasn't as bad as it was made out to be. **Frank** has been in Tampa since December 15th and expects to be back in Jersey around June first.

Joe Flynn, deckhand on the tug Paterson is in Tampa and sends cards from there saying that the track is fast and the horses are running. **Joe** will be back on the job in the near future.

For the second time in recent months, the Port of New York heavy-lift record has been broken by huge machines made by General Electric at Schenectady. The new champ—a 175,000 kilowatt stator, weighing 499,470 pounds less skid. The big piece was delivered to the Brooklyn Navy Yard, and the hammerhead crane loaded it aboard the American President Lines' President Taylor destined for Tokyo.

Accounting AUDITOR OF DISBURSEMENTS By **Denny Kish** and **Dorothy Buday**

Congratulations to **Harry Laurie** who completed **41** years service with the Erie Railroad on April 1, 1958.

Our traveler for the month is **Marilyn Haely**. After a weekend trip to Washington, D. C. with **Rita Mazur** she came home and packed her bags for a trip to Florida. **Kathryn Guiton** visited with her family in Jersey City.

Jim Hough is ready to take up European bicycle riding. Through no fault of his own he was laid up for three weeks because of an automobile accident. We are all glad to have him and his cheery laugh back with us.

A stubborn bolt on his old license plates and lack of proper tools caused **Don Keister** to seek assistance from a gas station attendant. The attendant obligingly sawed off the bolt—and the license plate bracket. **Don** says it just isn't worth it to buy new plates every year.

(Next page, please)

Erie Railroad Magazine

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.

AUDITOR OF REVENUES

By Ray Stevens

The boys around the office who have seen service with the armed forces can't help but feel sorry for **Don Miskinis** who at present is sweating out his orders to report for a six month tour of duty in the Army Reserves.

The next time you're down at the Arena for a hockey game, bike race or what have you, look around and you're bound to see **Jerry Gribek**. He's a real sports fan.

Belated congratulations to **Mike Vovos** who recently was appointed as a methods and procedure analyst in the main office. We all know that **Mike** really deserves it.

A baby boy was born to **Barbara** and **Kenneth Blask** on March 4th. The second addition to the family has been named **Paul Allan**.

It's official. **Jane Klamert** and **Al Fitch** became engaged March 28th. At press time no date for the nuptials had been decided upon.

The softball enthusiasts made their first trip to the diamond the Saturday before Easter. They were enthusiastic enough during the two hours spent in limbering dormant muscles. The Monday after, however, many a moan was heard throughout the Columbia Building, including some from yours truly.

Neil Crann, who just returned from a short stay in the hospital, turned up with a sore arm from pitching too much batting practice. Manager **Chris Nolan**, **Joe Bangert**, **Jay Murray** and **Bill Broestl** also got their share of aches and pains.

The laurels, though, must go to the Spring Phenom, "Jolting" **Joe Geshke**. **Joe** should certainly be an asset to the team this year.

The next time you're in the machine room say "Hi" to **Nina Hart**. She'll return your greeting and also add a pleasant smile.

Welcome back to **John Prentice** who had an unpleasant time of it in Lakewood hospital.

As the bowling season begins to head towards the final weeks, we find that both Erie leagues have some furious competition going on for first place.

In the Tuesday night league the Coasters—captained by **Chuck Von Duhn**, with **Irene Haborak**, **Pat**

Chojna and **Jim Petonic**—are currently leading the pack. The Alley Oops, headed by **George Joseph**, are not far behind in second place, however.

The Columbians—paced by Captain **Al Fitch** with teammates **Ben Cosenza**, **Chuck Hatcher**, **Jim Petonic** and **Bob Bozoti**—head the field in the Thursday night league.

It seems that if you want to make sure you're with the winners, team up with **Jim Petonic**.

Best wishes and speedy recovery to **Bob Purcell** and **Bill Duffy**. Their smiling faces and amiable ways are missed around the office.

These may be hard times but you would not know it from the fully equipped four-door that **Steve Miko** is currently motoring around.

Bill Lash finally cornered **Gloria Ranft** long enough to slip a sparkler on that all-important finger on her left hand.

Chris Strauss, asst. chief clerk, was overheard on the seventh floor talking over old times with **Bill Felsman** and **Max Payne**. It seems **Chris** used to throw some mean curve balls back East. From what they tell me, he was an excellent semi-pro pitcher.

The Erie's loss of **Don Kelly** has turned out to be a gain for the Cleveland Fire Department. His wife, **Mary**, however, continues to carry on in the best Erie tradition.

Paul Jurcisin is burning the midnight oil these days, studying economics at Cleveland College.

In a ceremony at St. Charles Church on April 12th, **Pat Chojna** and **Chuck Von Duhn** were united in marriage. **Chuck's** brother **Mike** served as best man, and **Pat's** sister **Connie** served as her maid of honor. **Bill Maurer** and **Marge Pharis** were also in the wedding party.

After a reception at Olmsted Lodge, the couple motored to **Florida** for their honeymoon.

Seen sweating somewhat over the income tax forms was **Elroy Reiman**.

At the monthly meeting of the B. R. C., **Bill Donohue** was elected financial secretary-treasurer, succeeding **Ray Barny** who advanced to the position of general secretary-treasurer of the Erie board of adjustment.



LEONARD W. RIKER, chief clerk to the assistant vice president, operations, retired April 30. Len came to the Erie in 1911 as a freight clerk at Rutherford, and had held his last post since 1949.

HORNELL ACCOUNTING BUREAU

By Richard Crowley

Delores Lindeman has returned to her home after being hospitalized at the St. James hospital. **Clayton Ordway** and **Richard Crowley** are back at work after trips to the hospital.

Jacob Heyberger, chief timekeeper, and his wife spent three weeks in Florida.

Mary Kinnerney returned to work after a leave of absence.

Ella Dennison and **Mary Polinger** journeyed to New York City to witness a performance of the opera "Otello" at the Metropolitan Opera House. **Pauline Bove** and her brother, **Richard Schieder**, are

(Please turn the page)

SHORT CUT

to convenience!

Enjoy the convenience of Saving at any of the handy offices of 1st National Bank. There's one near where you live or work! (See telephone directory for locations.)



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES, PREAKNESS, RINGWOOD, BOROUGH of TOTOWA, WANAQUE BOROUGH and WEST MILFORD New Jersey Member Federal Deposit Insurance Corporation

to attend the Flower Show at New York City.

Lillian Karl will be off on a visit to the state of Oregon.

We are happy to report the following births in the families of Hornell accounting bureau employes: to **Mr. and Mrs. Tony Weaver** a daughter, **Ann Francis**; to **Mr. and Mrs. Robert C. Pebbles** a daughter, **Polly Ann**; to **Mr. and Mrs. Angelo A. Petrillo** a daughter, **Michelle Lynn**; to **Mr. and Mrs. Frederick A. Petersen** a daughter, **Bonny Jean**; to **Mr. and Mrs. Phillip G. Shafer** a daughter, **Susan May**; to **Mr. and Mrs. C. Edward Gillette** a son, **Thomas John**; to **Mr. and Mrs. S. Burton Allison** a son, **Stephen Burton**.

EARN • SAVE MONEY

NO INVESTMENT! NO INVENTORY!
FREE! NAME BRANDS CATALOG
(including separate dealer price list.)

Over 2,000 beautifully illustrated,
nationally-advertised items at
LOWEST WHOLESALE PRICES!

Watches, Jewelry, Diamond Rings, Typewriters,
Hi-Fi Radios and Phonos, Appliances, Housewares,
Hardware, Power Tools, Musical Instruments,
Luggage, Sporting Goods, Toys, and many others.

IDEAL FOR FULL OR PART TIME SELLING -
SAVE HUNDREDS OF DOLLARS
ON YOUR OWN PURCHASES ALONE!
Send for FREE catalog NOW!

H. B. DAVIS CORP.
Dept. RL Davis Bldg.
145 W. 15th St., New York 11, N. Y.
Our 31st Year of Merchandising • AL 5-666

NEED MONEY?
**For Quick
Action
phone
Gregory 3-5600**

**PASSAIC-CLIFTON
NATIONAL
BANK AND TRUST COMPANY**

Passaic Office: Corner Main Ave. & Broadway
Clifton Office: Cor. Main & Union Avenues
Allwood Office: Cor. Market Street & Lyall Rd.
Athenia Office: Cor. Van Houten & Lisbon St.
AUTO BANK PLAZA: Broadway & Gregory
Ave., Passaic, N. J.

MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

Kent Division

MARION

By **Lucile Osmun**

Harold C. Thomas, division clerk, and wife have returned from a vacation in St. Petersburg, Fla., where they visited the parents of Mrs. Thomas, **John A. Burgin**, former signal supervisor, and wife. They also visited with **C. A. Murtaugh**, retired master carpenter, and wife, formerly of Marion.

Birthday congratulations to **Donald O. Kightlinger**, second trick dispatcher.

Jack E. Durham, first trick dispatcher, is building a new addition to his home. **Richard L. McLain**, monitor in GN office, is building a new rural home.

We welcome to the division as agent at Galion, **James S. Todd** who was formerly agent at Kenton, Ohio.

Glen Rea, retired leading carpenter, was a recent visitor to this office.

o

AKRON

By **Besse Westbrook**

Bruce Field, stenographer in general agent's office, enjoyed a recent week-end with his parents in Smithport, Pa.

Frank M. Smith, claim clerk, enjoyed a week-end in Chicago attending the National Presbyterian Men's Association.

Harry M. Hall, assistant chief clerk in the revision bureau, spent a week-end with his mother and aunt in Chicago.

We were all glad to see **Robert Younghouse**, commercial agent in Pittsburgh, who was a recent caller at Akron freight office.

Adele Sproat, general clerk, is vacationing in Coral Gables and Miami, Florida, visiting her son Charles and two sisters.

• • •

Lighterage

NEW YORK CITY

Regina F. Frey

We welcome **Clarence Gannon** as lighterage clerk and **Eunice Wilson** as general clerk to this department.

Congratulation to **John J. Sullivan**, asst. superintendent, who recently became a grandpa via son John, Jr.

Katherine Derzinski, typist, has been transferred to the marine department, Jersey City.

Allegheny-Meadville SALAMANCA

By **S. Minneck**

F. C. Rettberg, retired yard conductor, and his wife returned Mar. 27th to Salamanca after spending the winter months in Florida.

Fred Spawton, Allegheny division conductor, and his wife have returned from Kissimmee, Fla. after one month's vacation. The fishing was good. The "honor system" is in effect at **Fred's** fishing lodge.

Congratulations to Monitor **Thomas Kilmurry** and wife on the arrival of son **Kevin Charles**, Sunday Mar. 16th at St. Francis Hospital, Olean, N. Y.

We are glad to have **Hank Fisher** back on the job after a two month illness.

Adam Ambuske retired carman, writes from Lakeland, Fla. that he is enjoying the sunny weather and watching the big league baseball teams in spring training.

J. B. Williams, retired conductor, writes that the Pageant of Light show each year at Fort Myers, Fla. is something to write home about.

• • •

Marion Division 14TH STREET, CHICAGO

By **Chris Hardt**

Friedolph Lindquist, cashier; **Maurice Godin**, car clerk; and **Robert Gould**, interchange clerk, reside by coincidence in the same apartment building, where each occupies a single-room apartment on the third floor.

Leonard Kleban, general clerk, was the winner of the Easter ham given by our local canteen operator, **Ronald Zera**. **John Novotny**, chief tracing clerk, was the winner of the Easter ham given by our Local, B. of R. C. Victory Lodge, at the March meeting.

Friedolph Lindquist, cashier, finally bowed down to high-brow music and purchased a hi-fi record player. However, there is one disadvantage. He lives in an apartment where rules forbid music after 11 p.m. But Friedolph says he enjoys the hi-fi from 6 p.m. to 10 p.m. and is well satisfied.

We welcome **Jack Lutz**, yard clerk, back to work after the unfortunate slip on the ice that laid him low for a time.

(Next page, please)

Erie Railroad Magazine

Donna Major, revision clerk, and husband **Richard** enjoyed an early spring vacation visiting the home of **Donna's** parents at Fort Lauderdale, Florida.

We were pleased to have a recent visit from **Steve Ivik**, our motor express dispatcher at Akron, Ohio. **Steve** is always cheerful and willing to give us a helping hand whenever needed. He is always welcome at our desks.

Walter Slaughter, foreman, and family had as their Easter Sunday guests **June** and **Herbert Rossnagel**, former clerks here, now residing at Kankakee, Illinois. **Herbert** is branch manager there for the Commonwealth Edison Company. 'The Slaughter home is in Bellwood, Illinois, a western suburb of Chicago.

HAMMOND CONSOLIDATED

By Grace Connole

Ernest Wartena, conductor, and his wife have returned to their home in Hammond after a stay at Tavares, Florida where they did a lot of fishing and relaxing.

Stanley Pontious, operator, traveled to Miami, Fla. for his vacation. The high light was the deep sea fishing excursion during which **Stan** caught a 105 pound Warsaw grouper, three king fish, one bonita and two tile fish. Brother **Gene** took pictures and **Stan** was so proud of himself that he spent the rest of the vacation unreeling, not fishing line, but film—the one, of course, that showed him pulling in the big boys.

CHICAGO GENERAL OFFICE

By Bernie Klein

A hearty welcome is extended to **Jerry Lemke** and **Neal Kickert**, the two latest newcomers on the Erie force.

Happy birthday to **Morrie Rosenberg**, **Tom Keating**, **Bernie Klein**, and **Ron Schaaf**.

Since Elvis is away working for Uncle Sam now, seems that **Ron Schaaf** is trying to fill his shoes by growing some dandy sideburns!

Frank Di Giorgi was the winner of the door prize at the last meeting of Victory Lodge No. 547.

A. E. Breland washed his car and put new seat covers on it. He has announced that now he will keep the old auto for another ten years.

A new addition in the family of **Bob Voltz** is a brand new sedan. Color: sky-blue pink.

Congratulations to **Tom** and **Carolyn Carlton** on their third wedding anniversary.

Have you noticed **Marilyn Minch's** new mop chop? If **Marilyn** seems to have a long face, its because she's thinking of that beautiful sun tan that she lost since her return from Miami Beach.

Nedra Troll spent a week of her vacation in Youngstown, Ohio visiting her parents.

To celebrate his birthday in April, **Al Watkins** motored to Milwaukee.

Shirley Sadzewicz was a recent visitor to the office.

That bunch of lilies-of-the-valley that **Evelyn Coakley** wears are *not* real, although she had us all fooled for a while.

TRANSPORTATION DEPT.

By C. R. Swank

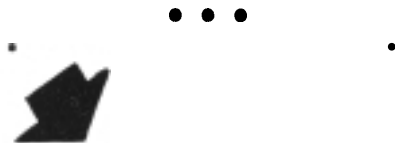
Once again the baseball season is here and the Huntington County Pony League is about ready to go into operation.

The Erie Railroad employes and Erie Merchants have sponsored a team in this league every year since its organization in 1952 and have again given a generous contribution for this year. Thanks to them and to **R. L. Bitner**, local chairman, and the boys of Lodge No. 166, Brotherhood of Firemen and Enginemen, who made a fine contribution.

Congratulations to **J. S. Todd**, agent at Kenton, Ohio on his promotion to agent at Galion, Ohio.

Congratulations to **Mr.** and **Mrs. Rex Lange**, parents of an 8 pound 7 ounce girl, **Paula Sue**, born on April 3rd, 1958. The grandparents are **Mr.** and **Mrs. J. E. Zinsmeister**. **Mr. Zinsmeister** is lieut. of police at Huntington.

Congratulations to Patrolman **P. M. Sullivan** and his wife on the birth of a son March 11, 1958.



Let practical railroad men move you up!

Got your sights on the management end of railroading—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 30297E, SCRANTON 15, PENNA.

Explain fully about your course marked X:

- | | |
|--|--|
| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Machinist and Toolmaker |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> Mechanical Engineering |
| <input type="checkbox"/> Boilermaking | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Bridge & Building Foreman | <input type="checkbox"/> Television |
| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Commercial Diesel Loco. | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> Diesel Electrician | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> Diesel Machinist | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Drafting | <input type="checkbox"/> Roadmaster |
| <input type="checkbox"/> Diesel Engineer & Fireman | <input type="checkbox"/> Section Foreman |
| <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Traffic Management |
| | <input type="checkbox"/> Welding—Gas & Electric |

Name _____ Age _____

Home Address _____

Occupation _____

Erie employes will receive a Special Discount

Latest Promotions

Name	Location	Promotion	Date Started With Erie
John S. Parsons	Cleveland	Chief Engineer, Engr. & M. of W.	5-16-26
Lawrence H. Jentoft	Cleveland	Asst. Chief Engineer, M. of W.	9-20-23
Wesley F. Petteys	Jersey City	Engineer, M. of W.	5- 3-26
Arthur Price	Hornell	Division Engineer, Del. Wy., Sus. and Ti. Divs.	4- 6-25
Lewis M. Swoap	Jersey City	Division Engineer, Term. and N. Y. Divs.	1-23-18
Donald Campbell	Jersey City	Division Passenger Agt.	11-21-35
John W. Wagner	Cleveland	Clearance Engineer	8-22-27
Justice B. Smith	Youngstown	Asst. to General Manager	7-19-17
Edward J. Sontag	Youngstown	Chief Clerk to General Manager	10- 6-26
James S. Todd	Galion	Agent	10-12-42

Annual Meeting

(Story begins on page 5)

tion's economy has reached its highest level of prosperity. Unfortunately, the railroad industry was not able to share in this happy state of affairs. So far as the railroads are concerned, this has been a period of profitless prosperity.

Emergency Described

"The dangers to our national economy of pursuing these unrealistic policies have been called to the attention of our lawmakers for many years. Yet it is only now, because of the critical situation confronting the railroads, that some recognition is being given to the seriousness of these basic and underlying causes. Unfortunately, the railroad industry had been brought to a point of financial stress before this recognition was forthcoming.

"On the other hand, the present emergency may be somewhat of a blessing in disguise; it may prove to be the turning point in our long efforts to get legislative action to correct the competitive disadvantages under which the railroads are required to operate today. Our prospects for getting some relief in this respect have never been better.

"You have undoubtedly read or heard of the hearings currently being held in Washington on what has been called 'The Deteriorating Railroad Situation' under the chairmanship of Senator George Smath-

ers of the Surface Transportation Sub-committee.

"In January, the presidents of 21 railroads, representing all sections of the country, testified as to the alarming outlook for the industry unless corrective legislation is secured promptly. After hearing these reports Senator Smathers said, and I quote, 'The testimony thus far eloquently demonstrates that the need is great—the cry is urgent—and the time for constructive action is now.'

Optimism Toward Change

"The outcome of these hearings will have a profound effect on the future of the industry and, of course, of the Erie Railroad. We are hopeful that some desirable action will be taken soon. There is good cause for optimism in this respect."

He then turned to the general condition of business, during which he used a wall chart to illustrate some points.

"It is," he pointed out, "well known that business has suffered a major setback. It doesn't matter whether you want to call the present decline a recession, a readjustment, or anything else, the fact is that carloadings on the Erie are now running approximately 23% below a year ago.

Business Outlook

"To review briefly the trend of carloadings over the past year, I direct your attention to this chart on the wall. You will note that for the first eight months of 1957, the red line being the 1957 carloadings, there was only a moderate decline in the number of cars loaded on our line and received from connecting railroads. In fact, during that period carloadings were off only 3.2%. Suddenly in September, there was a sharp change in the pattern.

"In the last four months of the year we witnessed a steady drop to a point about 24% below the previous year, and it has stayed at about that level since that time. Perhaps this is an indication that the decline has run its course and reached its lowest point. Let us hope so. Then it would only be a question of how long it will remain there before business starts

picking up. Needless to say, this carloadings pattern follows closely the experience of other railroads in the East which are equally hard pressed.

"In view of these conditions, economy became the order of the day. Nevertheless in spite of drastic reductions in employment and other economies, deficits were recorded in December, January and February, and continued in March. Unfortunately, the decline in traffic came at a time when wage costs were increasing.

Customer Studies

"As pointed out in the annual report, employe wage rates were 15 cents an hour higher than a year ago in accordance with a three-year national labor contract. This increased our payroll costs by six and one-half million dollars annually."

But not all the report was gloomy. Mr. Von Willer told of the efforts of the industrial development department to get new industries to locate along the Erie; and of the building of the largest bakery in the world on the line at Fairlawn, N. J.; of the activity of the Ford plant at Mahwah, and the Fisher Body plant at Mansfield.

He told of the studies made of customer requirements, of the growth of piggy-back service—up 93% from the previous year.

Too, he outlined the special cars developed for certain traffics.

Proposed Track Change

"To meet shipper's needs," he said, "and help reduce his handling costs, we are providing more and more specialized types of freight cars. Several special device cars have been developed such as covered hopper cars for cement loading, air-slide cars for flour loading, heavy-duty flat cars for transformers and other over-size shipments, gondola cars equipped with protective covers for coil sheet steel and tin plate, and D-F cars equipped with special fixtures to prevent damage to lading. All of these cars help to regain traffic that has been diverted to other forms of transportation and prevent further erosion. At the same

(Next page, please)

Erie Railroad Magazine



time they help to reduce loss and damage claims."

Mr. Von Willer told of the efforts of management to save money by ending the economic waste of the duplication of rail facilities between Binghamton and Corning, where the Lackawanna parallels the Erie, and how delays caused by a hearing are preventing the two railroads from consolidating their trackage promptly.

He informed the shareowners of the efforts being made to get a more adequate return for the costs of carrying the mails, and of the petition the Eastern roads have before the ICC asking for a more favorable division of revenues between Eastern and Western roads on transcontinental traffic.

The question period was most interesting.

Management Praised

One woman stockholder wanted to know why the unions continued to get increases in pay for their members when business was declining; a retired Erie employe and shareowner, all of whose savings are in Erie stock, answered her in part in a remark he addressed to the chair.

C. W. Getty, of Sharon Hill, Pa., who holds about 800 shares of stock, said:

"I am familiar with conditions on a number of the Eastern railroads, and I can say to other stockholders that I sincerely believe we need to have no question whatever about the efficiency of the management of the Erie Railroad, both to get business, in which your President has achieved quite a reputation, and also to reduce expenses without unduly impairing the proper standard of service."

Mr. Getty then urged all the shareowners present to write to their congressmen and senators to support the work of the Smathers subcommittee and legislation designed for the relief of railroads from unfair legislation and regulation.

Another shareowner told that he loved the Erie so much that he had built his house down by the tracks where he can see and hear the trains go by.

• • •

Sandwich to Go Goes by Rail Onion or No

THERE WAS A TIME when no one ever thought of sending one hamburger sandwich by rail --even when onions were included in the shipment. But there are railroads today where a flat car is assigned to the traffic, even if it consists of only one sandwich.

However, the railroads that specialize in such traffic run only in restaurants, and while they are model railroads, they are model railroads in the sense that they are not full size roads.

In fact, they are so small that an order of pancakes requires a special movement order, and checking by the clearance engineer.

Symptom of Love

Such railroads are a symptom of the public's love of everything connected with railroading.

It is that love which has made the model railroad business what it is today. There are believed to be over 132,000 Americans who boast some sort of model railroad hidden away somewhere on their property.

Some are so small that they fit in coffee tables; others so large that they are housed in special buildings. Some hobbyists are still secretive about their railroads, but most, now that the stigma of "playing with trains" has disappeared, are proud of them.

Real Railroads

The hobbyists come from all occupations, save for some obscure reason, farming. Many of them are in business fields far removed from railroading, and many of them railroad all day, and then go home and railroad all night.

One of the reasons the model railroad hobby has lost any stigma it once may have had is to be found in the use of the models as training mediums. Today the typical model railroad is not a flat toy line at all.

One uses his as a backdrop for poses that sell advertisements. Others are used by the Army, especially by the Transportation Corps, to train men in railroading.

And even the humblest base-ment road, perhaps the model of a branch line or a switching road, is likely to be operated under the standard book of rules.

Hot Cargo a Specialty

Such lines too, are likely to publish employe's timetables, and even passenger timetables and promotional literature describing "resorts" along the line.

Such railroads are likely to have full assortments of stationery, and once in a while some hobbyist with a pixy turn of mind is likely to engage full size railroads in correspondence, and even offer to exchange passes.

But model railroading has its serious side, too. One model handles "hot" cargoes of radioactive material in a Cleveland hospital.

Way to Save Money

Unlike many model railroads, which represent an expense to the owner, this one saves the hospital money. The radioactive elements have to be kept behind heavy lead walls. Yet in themselves they are small.

Yet a room big enough to store them in, and big enough to let a man in and out would have cost scores of thousands of dollars, because of the thick lead walls.

But the storage yard for the model cars is small, and no man ever need enter it. The walls are just as thick as they would have been for the room, but there's a lot less lead used.

• • •



Pittston Clinchfield
Coal Sales Corp.

Subsidiary of The Pittston Company

17 BATTERY PLACE
NEW YORK 4, N. Y.

TELEPHONE
WHitehall 4-4200

Buffalo Division

(Story begins on page 12)

In 1861 that part of the Buffalo & New York between Hornell and Buffalo became part of the Erie Railroad; two years later, as part of another transaction, the remainder of the line was leased by the Erie for 450 years, and in 1895, all the division became an integral part of the Erie.

Today's Buffalo division begins at Hornell and is double track as far as Portage. There, just east of the bridge, the single track line to Buffalo begins.

Gateway to Frontier

That single track line ends in the huge East Buffalo yards, the gateway to Buffalo, the International Branch, Niagara Falls Branch, Lockport Branch and the Gulf Line, a region of concentrated industry especially rich in connections with foreign lines. But an account of the complications of that part of the Buffalo division is a story in itself.

From milepost 333.40, just west of Hornell where the division begins, the double tracks begin to climb. At that point they are 1,160 feet above mean low water at Jersey City. They pass by Arkport and its rich black onion and celery lands, still climbing, and continue their climb through Canaseraga, Swain's and Dalton to Washington Hunt just east of River Junction.

Here, on a relatively flat portion of the road, are the signals, switches and their heaters, all controlled from the dispatcher's office at Buffalo, and the tower named for that governor of New York who was first to cross the viaduct at Portage.

1,430 Feet Above the Sea

Here too, are the fingers of the dragging equipment detector that will set the signals and stop any train that has anything dangling from it before it crosses the bridge over the Genesee.

But this is more than just the junction between the Buffalo division and the River Line. Like Hornell, it is a dividing point between the Eastern and Western districts of the railroad, for the Buffalo division is the westernmost part of the Eastern district.

Erie Railroad Magazine



VIEWES ALONG THE BUFFALO division are wide and sweeping.



THIS SNOW ALQNG THE BUFFALO division on April 16 hints of what the division went through in February. The last snow fell at this point on Feb. 21; the temperature when the picture was taken was 80 degrees.



HEADED TOWARD BUFFALO, this train waits for a meet at the end of the double track at Portage, in beautiful Letchworth State Park.

From Washington Hunt the line climbs again, with curves sharp enough to demand a flange lubricator or two, to Portage, 361.76 miles from Jersey City at an elevation of 1,321 feet, crosses the viaduct on single track and plunges into the woods on the other side, where more sharp curves and steep grades lead the line through Castile to the summit of the division, 1,430 feet above sea level at MP 366.50.

Junction at Attica

An easy grade then leads down to Silver Springs, where a vast number of salt wells and a salt refinery contribute to the division's stream of traffic, on through Rock Glen and Warsaw, to Dale, Linden and Attica.

At Attica the Attica Branch leads to Avon and the Rochester division. But Attica is interesting for more than that. It was one of the "hot spots" of early railroad enthusiasm.

And just across the tracks from the Erie station is a monument to that enthusiasm—the Old Stage House Inn.

Converted Stage House

Unlike most inns of the stage coach days, the Attica stage house underwent a transformation with the coming of the Attica and Buffalo. It is true that the main part of the building was erected long before anyone dreamed of a railroad in North America. There is even an 1815 bar in the tap room.

But the Attica and Buffalo changed all that. A wing was added for the railroad's offices, a wing complete to a bay window, and here, for a while, were that railroad's general offices.

And inside the older part of the inn waiting rooms were arranged, and a porch was added to serve as a station platform. Inside the inn today you can see the ticket window that served that early railroad—perhaps the oldest railroad ticket window in the United States.

Here at Attica the Erie crosses the Tonawanda, a creek that here in Attica was so 'improved' in the days when water power was the only power, that it looks like a canal.



ALONG THE DIVISION THE SUPERINTENDENT'S rail car is known as the Green Hornet. It can be converted from highway vehicle to rail inspection car or back again in less than a minute. Here Harry R. Buchert, operator, sets it on the track.

At Attica the station is 995.8 feet above sea level, and from that point the road climbs for 2.2 miles to Summit, 1,082.5 feet above the sea, and then descends by easy grades to the east end of East Buffalo Yard, which is 28.6 miles from Attica and only 634 feet above sea level.

Those 31 miles lie through rich agricultural lands, lands that get richer and more prosperous as Buffalo is approached and farms give way to factories.

And in the last few miles the grade is so gentle and unbroken

that the road seems level. Griswold's, Darien Center, Alden, Marilla and Town Line are still rural—but industry begins to show itself at Lancaster. Depew and Cheektowaga are frankly suburbs of Buffalo.

And then East Buffalo Yards begin—but that is another story.

(This is the tenth article of a series about the Erie Railroad. Forthcoming installments will trace more of the line's route from the Atlantic to the Great Lakes, and the numerous branches of the road.)



"MEET MY HUSBAND—HE'S A BRAKEMAN ON A SPEEDY TIMKEN ROLLER FREIGHT!"

Flat Car

(Story begins on page 10)

While they were designed especially for the transportation of the large transformers built by Westinghouse Electric Corp's plant on the Erie at Sharon, all seven cars were planned for moving other bulky products—steel mill equipment like the housing, industrial boilers, Diesel engines for ships, and similar bulky and heavy items produced along the Erie.

Schnabel Car Goes Erie

Westinghouse Electric Corp.'s unusual "Schnabel" car, specially built for the transportation of oversize transformers (see Erie Magazine for July, 1957) made its first long trip over the Erie last month with a 414,000 pound transformer.

The height of the load was 19 feet 2 inches, and its width was 11 feet 8 inches. It traveled over the Erie from Sharon to Marion, and was consigned to an Ohio Power Co. installation at Foster, W. Va.



Your Accident Policy

WHAT
DOES
IT
PAY?

Today,
while you are insurable,
see if your protection is adequate
in the face of existing conditions.



Railroad Department
THE TRAVELERS
Insurance Company
Hartford, Conn.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Andersen, Louis Peter	Crossing Watchman	Secaucus	1-17-58
*Barnes, William	Telegraph Operator	New York Division	12-13-57
*Bilson, Edwin Cocker	Clerk-Typist	Paterson	3-13-58
*Brumley, William Marion	Crossing Watchman	Kent Division	11-22-57
*Caiafa, Peter Anthony	Trackman	New York Division	3-11-58
*Cappucci, Enio Francis	Signal Helper	Susquehanna Division	12-17-57
*Carpenter, Charles Dewitt	Pipefitter	Salamanca Shop	12-11-57
*Casper, Philip	Conductor	Mahoning Division	1- 5-58
*Cerra, James Della	Engine Preparer	Port Jervis Loco. Shop	1- 5-58
*Cormell, Vonnie Shaffer	Yard Brakeman	Youngstown	2- 2-58
*Crandall, Asa Perry	Car Inspector	Susquehanna Car Shop	3- 3-58
*Damico, Elpitio	Laborer	Meadville Shop	3- 2-58
*Dietz, Clarence Adam	Trackman	Buffalo Division	2- 7-58
*Gibi, Biagio	Machinist	Hornell Backshops	3- 1-58
*Gibson, James Evans	Yard Brakeman	Marion	3- 7-58
*Gill, Charles Henry	Engineer	New York Division	12-27-57
*Gillson, Frank Warren	Crossing Watchman	Susquehanna Division	12-27-57
*Gilmartin, William Joseph	Yard Brakeman-Conductor	Croton	1-25-58
*Griffin, Homer Le Roy	Road Conductor	Port Jervis	3-13-58
*Hall, Carl Wilford	Mailhandler	Binghamton	12-14-57
*Harlan, Horace Scott	Stationary Fireman	Jersey City Shop	3- 5-58
*Holmes, William Kiernan	Road Brakeman	New York Division	1-21-58
*Holt, William J.	Crossing Watchman	Kent Division	3-15-58
*Horn, Douglas David	Car Foreman	Penhorn Shop, Jersey City	2- 3-58
*Kelm, Henry Albert	Rate Clerk	New York Frt. Trf. Dept.	1-15-58
*Kennedy, Thomas Lawrence	Locomotive Engineer	Meadville Division	2-15-58
*Lewis, Leroy	Head Rate & Div. Clerk	Cleveland (Aud. of Rev.)	2-15-58
*Lyons, Leo Francis	Yard Brakeman	Gang Mills	1-23-58
*Masters, Claude	Machinist Helper	Hornell Backshops	3- 8-58
*McGuire, James Henry	Watchman	New York Police Dept.	1-20-58
*Meyer, Charles Victor	Conductor	New York Division	1-18-58
*Morrison, Ruth Elsie	Asst. Accountant	Cleveland (Aud. of Rev.)	1-30-58
*Mroz, Steven	Deckhand	Marine Department	1-24-58
*Napolitano, Louis	Trackman	Delaware Division	1-26-58
*Novak, Frank George	Maintainer Helper	Delaware Division	3- 7-58
*Occhipinti, John	Carman	Dunmore Car Shop	3- 6-58
*Parkinson, Boughton Land	Machinist	Hornell Shop	12-17-57
*Plummer, Frank Oliver	Freight Agent	Sharon	3-16-58
*Price, Gaylord Willis	Machinist	Jamestown Roundhouse	12-27-57
*Rapp, Dominic James	Boilermaker	Meadville Roundhouse	3- 4-58
*Robertson, Mark William	Dock Laborer	Weehawken	2-22-58
*Rondinelli, Joseph	Trackman	Marion Division	2-24-58
*Ryan, Walter John	Electrician	Susquehanna Coach Shop	3-13-58
*Schickle, Emil Gustave	Freight Handler	Suffern	1-13-58
*Schwarz, William Edward	Supervisor of Statistics	Cleveland (Opr. Dept.)	2- 1-58
*Sebstyn, Nickolaus	Car Inspector	Akron Car Shop	3-17-58
*Silverman, Morris	Crossing Watchman	New York Division	3-13-58
*Singleton, Winnie Marie	Car Cleaner	Jersey City Pass. Car Dept.	2-28-58
*Snyder, Joseph William	Machinist	Hornell Roundhouse	2-27-58
*Stanton, Otto Levan	conductor	Wyoming Division	1-28-58
*Talbot, John	Blacksmith	Hornell Shop	12-11-57
*Weisbarth, James Len	Dept. Accountant	Cleveland (Land-Tax Dept.)	10- 9-57
*Whalen, Harry Fayette	Asst. to Div. Car Foreman	Salamanca	2-24-58
*Wilaszek, Louis	Checker	Buffalo	2-14-58
*Retired Employees			

BUCKEYE

CAST STEEL PRODUCTS

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

THE BUCKEYE STEEL CASTINGS COMPANY

New York

Columbus, Ohio

Chicago

RAILROAD

ACCESSORIES

CORPORATION

SIGNAL AND TRACK DEVICES

Chrysler Building
NEW YORK 17, N. Y.



McInnes Speaks

(Story begins on page 11)

most modern and efficient tools and machines.

"The remarkable aspect of this program is that these expenditures were carried out while the average annual return on investment in rail property was less than 4%," McInnes said. "Much of the equipment was purchased with borrowed money but practically all of the road and structure improvements were paid far out of earnings—earnings depleted by tremendous tax load averaging \$1,700 per mile, largely for the privilege of owning our own right-of-way and facilities."

He asked the audience present to consider trying to conduct their businesses under the same conditions as the railroads who cannot price their product, establish wages or say what service it can or cannot provide, "yet we are told that we must be responsible for obtaining proper results."*

He expressed hope that the current Senate sub-committee hearings on the railroad situation which has been highlighted by the financial plight of the industry, will bring constructive legislation from Congress to eliminate many obsolete regulations controlling the railroads.

• • •

Parsons

(Story begins on page 11)

John S. Parsons, jr. an industrial agent for the Erie Railroad, and a daughter Betty, who is Mrs. Thomas A. Taylor of Vestal, N. Y. The Parsons have five grandchildren, and are awaiting the arrival of a sixth. The Parsons live at 1570 Mars Avenue, Lakewood.

Other Promotions

Wesley E. Pettys has succeeded Jentoft as engineer, maintenance of way, Eastern district, with headquarters at Jersey City; Arthur Price has been promoted to division engineer, Delaware, Wyoming, Susquehanna and Tioga divisions with headquarters at Hornell, and Lewis M. Swoap has been promoted to division engineer, Terminal and New York divisions, with headquarters at Jersey City.

• • •

Blowers

(Story begins on page 11)

His grades were so high, in fact, that he was one of 20 of that class chosen to stay in the United States to instruct more aerial photographic teams.

After his return to the Erie, he rose through the maintenance of way department, and in 1946 was made chief engineer, maintenance of way, for the entire system.

Later, he guided the unification of the engineering and maintenance of way departments, and, in 1953, became chief engineer, Erie Railroad.

Washout Specialist

Among the large jobs undertaken during his regime were the construction of the new car shops at Meadville, and the complete modernization of the road.

Early in his career Blowers became the Erie's washout specialist, and was sent wherever washout damage was severe. So when hurricane Diane washed out practically the entire Wyoming division in 1953, he was well prepared by experience to deal with it.

Too, the rebuilding of the River Line, undertaken in 1953, was a natural for him. That line, built in the first decade of the century as the Genesee River Railroad, had too long had an affinity for the river for which it was named.

"You could never be sure you had a railroad there," is the way he expresses the unstable state of that line before its rebuilding.

Today, however, the River Line is completely reliable, no matter what the weather, and is a 70-mile-an-hour route that by-passes the steep grades of the main line between Cuba and Hornell.

He and Mrs. Blowers, the former Harriet Shipman of Binghamton, N.Y., plan to spend part of every year from now on in travel, and the other part on their 18-acre country place at Canfield, O., near Youngstown, which the Blowerses bought while he was stationed at Youngstown.

The couple have one son, Blair Blowers, jr., who is associated with the Railway Maintenance Corp. at its New York office, and three grandchildren.

THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,
MISSOURI

Grade "A" Crushed
Stone, properly prepared
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

DON'T BE DEAF!

TEAR OUT THIS AD!

If you act promptly, you are entitled to an exciting FREE book that *proves* how to hear clearly again with *both* ears, so you can tell *who* is talking; where sounds come from. Helpful book reveals how to hear even whispers, feel younger, enjoy life more.

Simple words and pictures describe an amazing Beltone invention created for folks who won't wear a hearing aid for fear of being conspicuous.

For your second chance at happiness in family, social, business life, write today for valuable book sent in plain wrapper. Dept. 4-605, Beltone Hearing Laboratory, 2900 W. 36th St., Chicago 32.



Mignon, \$79.50



Gramercy, \$100



Melodie, \$69.50

The Hamilton you give will mirror your love for as long as it is worn. Your Hamilton Jeweler or time inspector will show you models in every style and price range. Hamilton Watch Company, Lancaster, Pennsylvania.

HAMILTON



THE WATCH OF RAILROAD ACCURACY

Proxy Problems

(story begins on page 6)
held by small investors. Thirty-seven percent of the preferred stockowners and seventeen percent of the common stockowners own from one to ten shares; 41.8% of the preferred stockowners and 39.6% of the common stockowners are in the 11 to 50 share class.

And the most numerous class of stockholders are those that hold less than 50 shares—11,438 persons hold 50 shares or less.

All, whether they hold one share or several hundred, are entitled to vote at the meeting.

The physical job of mailing the proxy materials is a large one. It calls on all the regular members of the secretary's department, plus extra help from other employees. This year, because of the general condition of business, extra employees were drawn from the lists of those furloughed by reason of reduction of forces.

But the 'labor' part of the mailing is so important that everyone willingly participates. The secretary himself stuffed envelopes this year, as did every member of his staff.

To save money and time at the post office the envelopes, as far as possible, are separated and packaged not only by states, but by cities.

Stuffing the envelopes is no easy task. This year the annual statements went in the larger part of a combination envelope. The smaller held the proxy, the return ad-

dress envelope, and the combined notice of meeting and proxy statement.

Once the proxies began to come in another job began, a job that did not end until the annual meeting was over—counting and tabulating the votes.

Careful note of the return of proxies was made and, when large stockholders did not return their proxies promptly, follow-up letters were mailed to them.

All this effort resulted in a return of better than 78% of the outstanding stock, once the totals were in.

And those final totals were run by three men, inspectors of election, sitting outside the entrance to the meeting room, who asked all who attended whether or not they had mailed their proxies. If they had not, they were given an opportunity to vote then or during the meeting.

Those three, appointed by the directors, were the official inspectors of elections—Jasper Van Hook, treasurer of the Erie; Frank A. MacEwen, assistant comptroller and Charles E. Post, assistant corporate secretary.

During the early part of the meeting they ran their totals, and at the close of the meeting, they announced the result of the votes cast for the election of directors.

Then the secretary's office staff could draw a sigh, and return to the 1,001 other things they have to look after, until time to prepare for the next annual meeting.

THE WALTON R. COLLINS CO.

RAILWAY SUPPLIES

90 WEST STREET, NEW YORK 6, N. Y.

THE ERIE DOCK COMPANY

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel



IF you have ever watched your child at play—secure, happy, unafraid—you have seen the strongest argument in the world for investing part of every pay in United States Savings Bonds. For bonds, which can protect her present and insure her future, are savings you cannot lose. They're Government-insured up to any amount. They pay 3-1/4 interest when held to maturity. And they make saving **for** security easier—because you can buy them automatically through the Payroll Savings Plan where you work. Or regularly where you bank. Why not start your bond program today? Make life more secure for someone you love.

The U. S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers Association.



ERIE RAILROAD MAGAZINE

Midland Building,
Cleveland 15, Ohio

RETURN POSTAGE GUARANTEED

Permit No. 1605
Sec. 34.66, P. L. & R.
U. S. POSTAGE
PAID
Cleveland, Ohio

Mallo Brothers Co.
Mr. G. C. Robinson, Traf. Mgr.
207 Southampton St.
Boston 18, Mass.



The car that's never lost!

Ever wonder how a busy railroad can give a shipper the where-abouts of his car—often while he holds the Phone? That's what happens when Erie's Car Locator Service goes to work.

Suppose you have a car of mer-

chandise that have to trace fast-one among the 30,000 other cars spread over Erie's 2,000 miles of railroad. The answer is quickly available from records made of every car on every train at key points. These records are teletyped daily to Erie's sales offices in 47 cities, coast-to-coast, so Erie shippers can get the

location of their carload shipment at any time! Ask any shipper about Erie's Car Locator Service and he will tell you it is a big help in his business. Here is another example of Erie's progressive railroading—another Erie "first" and one of the reasons why so many shippers say "Route it Erie!"



Erie Railroad

Dependable Service For The Heart Of Industrial America