

**BLACK  
DIAMONDS**

OUR 53RD YEAR OF PUBLICATION

**NOVEMBER 1957**

## •The President's Page

**A** SAFE RAILROAD is a good railroad. The converse is also true that a good railroad is a safe railroad.

Safety has always been a fundamental part of everything we do. The emphasis the Erie places on the safety of its employees, its passengers and the general public has never been allowed to waver.

It was especially gratifying to receive word that the efforts of our employees have gained national recognition. Our excellent safety record has won for us the E. H. Harriman Memorial Award for the most outstanding safety record among major eastern railroads in 1956.

It is always pleasant to have outsiders recognize what all of us on the Erie team are trying to do to make our railroad a better railroad. This award reflects honor on every member of our team, all 18,000 in the Erie family. I know it represents the result of cooperation and hard work and will be an inspiration for even greater efforts in the years to come.

Safety is truly everybody's business. To achieve good results safety must be the constant concern of all of us and of our families as well.

I am sure your wives, children and families will join me in saying, "Well done."

*H. W. Van Weller*





Oldest Employee Magazine in Railroad Industry . . . Our 53rd Year of Publication

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## OUR OBJECTIVE

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

November, 1957

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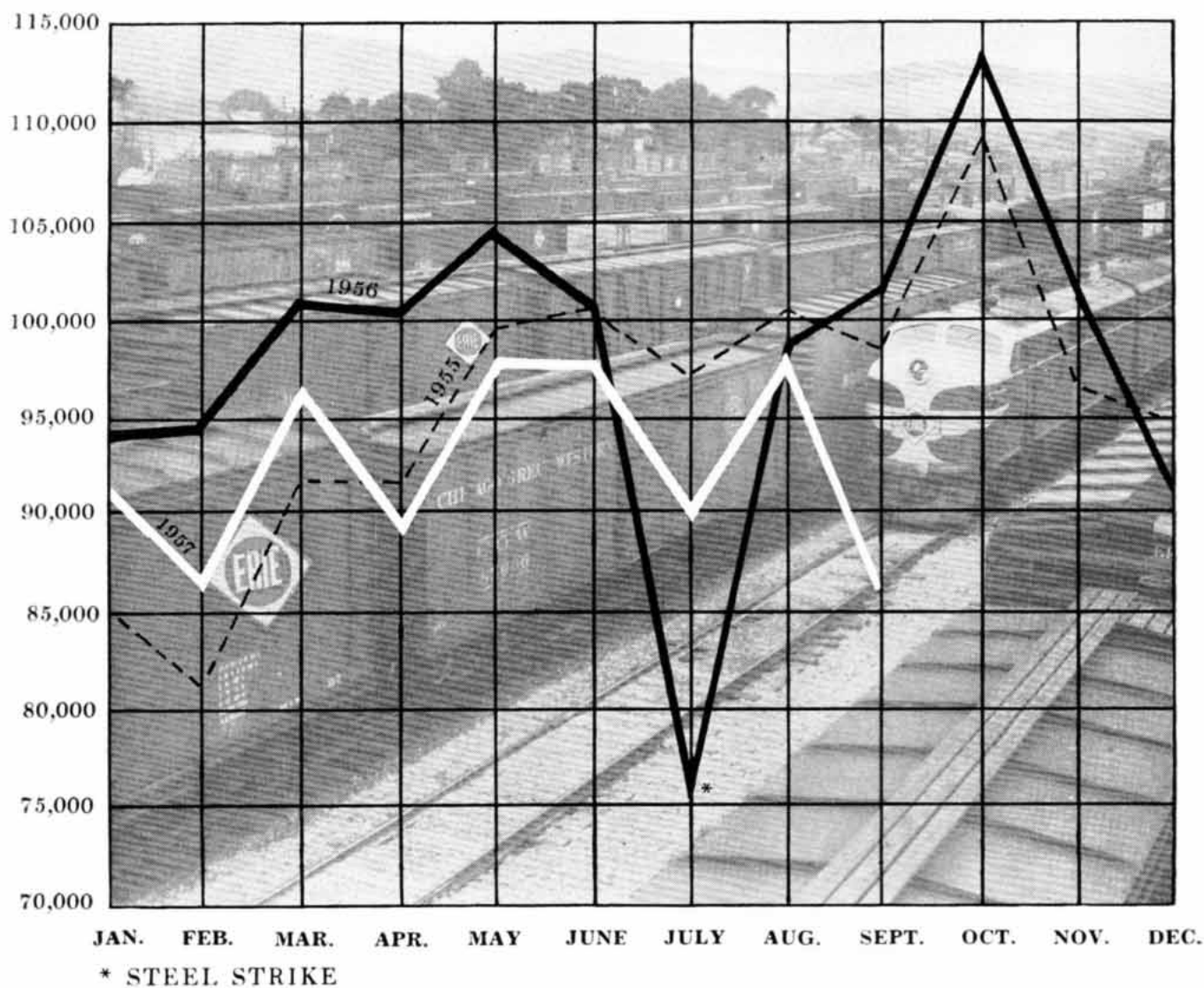
## THE COVER:

Because of their close chemical relationship to the precious stones, pieces of anthracite coal have long been known as black diamonds. Today, at modern breakeries like the one on the cover, Pittston colliery on the Erie's Wyoming division, anthracite is as carefully sized and treated as diamonds at South African mines. For more about the Wyoming see page 12.

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

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

A discussion of business trends will be found on page 11.

# Harriman Safety Award Is Won by Erie Family

## Hard Work by All Brings Honor to Road

**R**AILROADING'S most prized safety certificate, the Harriman Award, was won by Erie Railroad employees for the year 1956, and accepted in their name by Garret C. White, vice president, operations, on Oct. 16.

Judging for the award is based on hard bedrock of fact—the reports of accidents made to the Interstate Commerce Commission. Once before, in 1949, the Erie won the award in its class and area.

"Safety requires co-operation and hard work," Mr. White said in accepting the certificate. "While management may go to great lengths to provide safe working conditions, no railroad can be really safe unless the men work at being safe themselves."

Mr. White expressed regret that he could not have all 18,000 of the Erie's employe family present at the dinner, held at Hotel Roosevelt in New York, and emphasized that he was accepting the award in the name of all 18,000.

It was the 38th affair of its kind. The awards, officially known as the E. H. Harriman Memorial Awards, were created by the late Mrs. Mary W. Harriman in 1913 in memory of her husband, Edward H. Harriman, a pioneer in the railroad field.

### Basis of Judging

Two of the children of Mr. and Mrs. Harriman, W. Averell Harriman, governor of New York, and E. Roland Harriman, chairman of the American Red Cross, have continued the awards, which are made through the American Museum of Safety.

Safety ratings for the main-line railroads are based on casualties



**EMBLEMATIC OF SAFE OPERATION**, the Harriman certificate is handed to Garret C. White, vice president of the Erie, by Cyril Ainsworth (center) while Thomas E. McGinnis, assistant general manager, eastern district (right), looks on.

to passengers on trains, in train and train-service accidents, and on casualties to employes on duty in train, train-service and non-train accidents. Ratings for switching and terminal companies are based on casualties to employes on duty in train, train-service and non-train accidents.

For the purpose of judging, main-line Class I railroads are divided into nine categories, by locomotive miles and location. The Erie falls into the highest group in the Eastern district, since it operated more than 15 million locomotive miles in 1956.

### Museum of Safety

Next highest group by locomotive miles is the 3,000,000 to 15,000,000 mile category; the third is for those railroads that operate 200,000 to 3,000,000 miles.

Geographically the roads are divided into eastern, southern and western districts for the purposes

of judging, and railroads may receive certificates whether or not they perform passenger services.

Present for the presentation of the award, which was made by Cyril Ainsworth, New York, president of the American Museum of Safety, were several hundred leaders of the railroad industry.

### Safety a Team Job

Besides Mr. White, Thomas E.



Harold E.  
Shaughnessy

McGinnis, assistant general manager, eastern district, and Harold E. Shaughnessy, superintendent of safety, represented the Erie and its employes at the affair.

Shaughnessy joined Mr. White in praising the work of the Erie

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# Health Service Judges Cars; Erie Diners Lead the Nation



**JOHN M. COLLINS**, manager of the Erie's dining car service, led the way to a new Erie first—an A rating for all diners.

## Road is First to Win Highest Sanitation Certificate; Colleagues Honor Collins

**D**DOUBLE HONORS came to the Erie Railroad last month, when the Erie became the first railroad to qualify all its diners for the A certificate of the United States Public Health Service, and John M. Collins, manager, dining car department, was named president of the Association of American Railroad Dining Car Officers.

Long leaders in dining car sanitation, men who help make the Erie met the challenge of new Public Health Service standards at the first inspection under the new system of grading with an overall score of 98 points of a possible 100.

Under the new system cars are graded in three classes.

Best is the A certificate, which requires a score of 95, and only the

Erie, of all American roads, at the time of writing, has all its cars in that category.

Next lower category is the B certificate. Such cars may continue to operate, but without the government's highest rating.

Lowest class under the new grading system is the C category. Such cars may operate only 30 days after receiving their ratings unless improvements are made to bring them up to standard.

### Butcher Knife Design

Meeting the standards as the Erie did is no easy task. There are more than 120 items in the inspector's check list, items that range from construction of the car to how the butcher knives are made, from how dishes are sterilized to the way shellfish products are cared for.

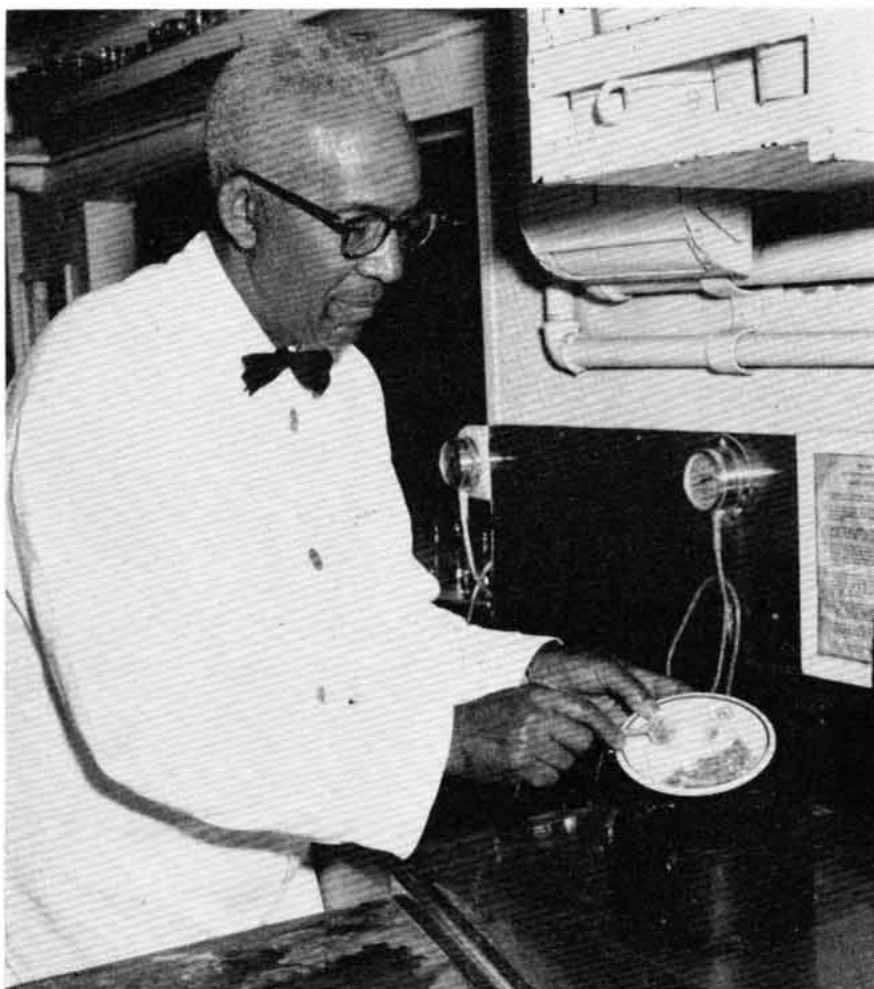
Among the items, too, are those governing lighting, which must amount to 10 foot candles on all work surfaces. Lights in storage areas must be up to 4 foot candles.

A foot candle is the legal unit of measurement of light falling upon any surface. While engineers today usually use a newer unit, the lumen, for determining light units, the foot candle is still a legal standard, and is defined as the amount of light falling upon a surface one foot from a standard candle.

The standard candle, in its turn, is further defined as a candle made from spermaceti, with a wick of a certain size and kind. Standard candles are kept in Washington at the Bureau of Standards.

(Next page, please)

*Erie Railroad Magazine*



**GARBAGE IS DISPOSED** of aboard Erie diners by special grinder-disposer machines. Here Waiter Matthew L. Smith shows how the device is used.



The means used to sterilize dishes after they are washed and rinsed are given great weight by the health service. Here the Erie, which has live steam available in all its diners, scored high.

After the dishes are washed, with a detergent of special type, they are submerged in clean water at 170° for two minutes. Even the thermometers that stand guard over that operation are checked by the inspectors.

Personal cleanliness, habits and health of dining car employees are also checked, as are refrigerator conditions and means of garbage disposal.

#### Gas Stoves Help

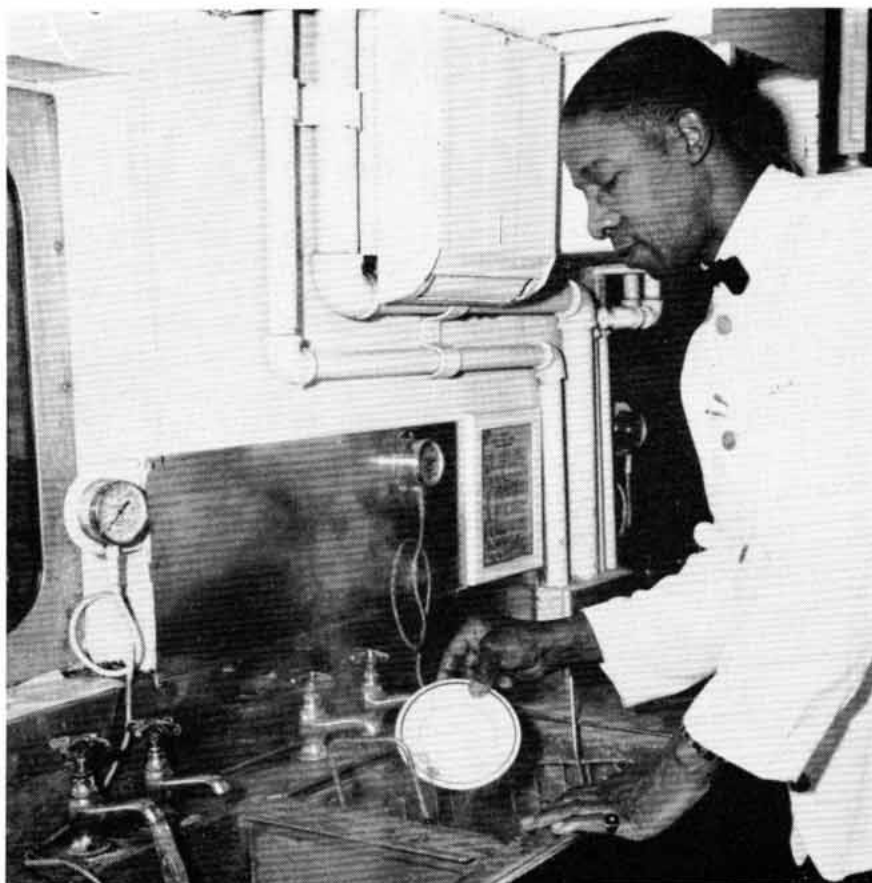
"Among other things that helped us win the award," Collins said, "were our refrigerators and stoves. All our cars have electric refrigeration, which keeps temperatures at proper levels more efficiently than ice, and all our cars have gas stoves."

Collins was high in his praise of the car department's cooperation in helping to win the award. Many points can be won or lost through good or poor galley design, proper installation of its fittings, and such major matters as car ventilation and tightness of openings, all of which are the responsibility of John F. McMullen's car department.

The emphasis laid on cars that are easy to clean and easy to keep clean may be judged from the fact that

(Please turn to page 34)

**AN APPROVED KNIFE**, sanitary uniform, and clean hands, and Chef Maxwell D. Williams is ready to start slicing.



**TWO DIRECT-READING DIAL** thermometers will guide Thomas Granberry as he washes dishes and rinses them at 170°.

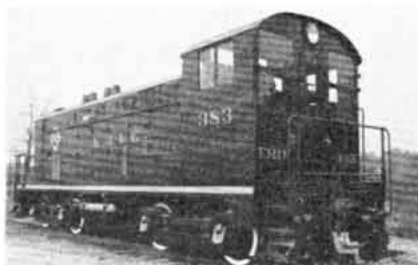


**FRUIT GETS SPECIAL CARE** aboard the diners. Note the temperature gauge on the refrigerator from which Waiter Clifton G. Smith is lifting an orange.

# Erie, in Diesels Since 1926, Now Has 486 Units, 40 Kinds



**BUILT BY ALCO**, this freight locomotive is an FA-15.



**THE BUILDER** took this picture of one of the Erie's yard switchers just before the locomotive, an SB-6, was delivered.



**MPSA-16's LIKE THIS** may pull commuters, shift freight in a yard, or take out passenger or freight trains along the road. They have steam generators for supplying heat to passenger cars.



**PA-20's ARE ASSIGNED TO** passenger service. An explanation of class marks will be found in this number of the magazine.

**A**LWAYS A PIONEER in railroad progress, the Erie Railroad bought its first two Diesel-electric locomotives in 1926. Since that day the roster of Diesels has grown until it now lists 486 units of 40 classes and sub-classes.

Those first two locomotives are still a long way from being museum pieces. They earn their keep every day, switching in the restricted areas of the Harlem and 28th Street yards in New York.

Nor do they show their years. Kept up as smartly as any main line passenger power, they are the only Erie locomotives that go to sea with any frequency.

Their sea trips aren't vacations to Bermuda, or cruises to Jersey City, however. They are trips to Jersey City, and since both yards are separated from the rest of the Erie's trackage by water, they begin those trips aboard car floats. The visits to Jersey City are for the purpose of statutory inspection and maintenance.

At the shops these two diminutive Diesels—only 300 horsepower apiece—find themselves by far the smallest of the party. But they can take pride in the fact that they are the parents, grandparents and great-grandparents of all the Erie's stable of Diesels, some of them of 6,000 horsepower.

## Silent Salesmen

For they were silent salesmen for their kind. In 1944 the Erie launched its fleet program, and that year the first Diesel-electric road freight locomotive went into service. In 1947 Diesellization of the passenger fleet began.

In 1954 the last steam locomotive on the Erie puffed off into oblivion, and since that day oil burned in cylinders has made electricity to move every pound of freight and every passenger on Erie trains.

At its peak, the Erie's steam roster listed 1,545 steam locomotives. They were the descendants of three ordered by the road on May 12, 1840, and delivered that December.

(Please turn to page 33)

## Class Marks Tell Many Facts to Those in Know

**W**HAT DOES MFSB-15 mean? Is it the name of a new detergent? And why does that mysterious group of letters appear on the sides of some of the Erie Railroad's 382 Diesel-electric locomotives?

To anyone in the know, that clump of letters and figures tells a long and useful story.

In effect it says: This is a 1500-horsepower unit. It was built by Baldwin. It is a road switcher, equally at home shuttling cars in a yard or out on the main line pulling a long freight. It can be coupled with others of its class to form more powerful locomotives, 3000-horsepower, 4500-horsepower, and so on.

And to the employees who need that information—men and women of the mechanical department, and dispatchers thinking of tonnage—the clump of letters is known as the locomotive's class mark.

Naturally enough, the class mark is of most use to those on the railroad charged with maintenance of locomotives, the employees of the mechanical department headed by Chester K. James, superintendent motive power, and William G. Carlson, assistant superintendent motive power.

Class marks have a long history.

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## Key to Builder's Names on Opposite Page

Alco, American Locomotive Works

Bald, Baldwin Locomotive Works

EMD, Electro-Motive Division, General Motors Corp.

GE, General Electric Corp.

Lima-Ham, Lima-Hamilton Locomotive Works



# The Erie's Diesels

Horsepower	Builder	Class	Numbered	Number
<b>37 Road Freight Locomotives</b>				
5400*	EMD	FE-13	700 to 705	6
6000*	EMD	FE-15	706 to 708 & 714	4
6000*	EMD	FE-15-A	709 to 711	3
6000*	EMD	FE-15-B	712 & 713	2
6000*	Alco	FA-15	725 to 735	11
6400*	Alco	FA-16	736 to 739	4
4500†	EMD	PE-15	800 to 806	7
<b>28 Passenger Locomotives</b>				
2250	EMD	PE-22	820 to 833	14
2250	Alco	PA-22	862 & 863	2
2000	Alco	PA-20	850 to 861	12
<b>45 Road Switch Locomotives (Passenger or Freight)</b>				
1500	Alco	MPSA-15	900 to 913 950 to 954	19
1600	Alco	MPSA-16	914 to 933	20
1600	Bald	MPSB-16	1140	1
1500	EMD	MPSE-15	1400 to 1404	5
<b>120 Road Switch Locomotives (Freight Only)</b>				
1600	Alco	MFSA-16	1005 to 1028	24
1600	Alco	MFSA-16-A	1029 to 1038	10
1500	Bald	MFSB-15	1100 to 1105	6
1600	Bald	MFSB-16	1106 to 1120	15
1500‡	Bald	MFSB-15-A	1150 to 1152	3
1500‡	Bald	MFSB-15-B	1153 to 1161	9
1500	EMD	MFSE-15	1200 & 1201 1224 to 1246	25
1500	EMD	MFSE-15-A	1202 to 1223	22
1750	EMD	MFSE-17-A	1260 to 1265	6
<b>152 Yard Switch Locomotives</b>				
300	Alco	SA-3	19 & 20	2
660	Alco	SA-6-A	302 to 305	4
660	Alco	SA-6-B	306 to 321	16
1000	Alco	SA-10	500 to 519 524 & 525 528 to 533	28
1000§	Alco	MSA-10	520 to 523 526 & 527	6
380	GE	SG-3	26	1
600	EMD	SE-6	360	1
1000	EMD	SE-10-A	401 to 403	3
1000	EMD	SE-10-B	404 to 427	24
1200	EMD	SE-12	428 to 440	13
660	Bald	SB-6	381 to 385	5
750	Bald	SB-7	386 to 389	4
1000	Bald	SB-10-A	600 & 601	2
1000	Bald	SB-10-B	602 to 616	15
1200	Bald	SB-12	617 to 628	12
1000§	Lima-Ham	MSL-10	650 to 659	10
1200§	Lima-Ham	MSL-12	660 to 665	6

Total Units, 486

\*Units A,B,C,D

†Units A,B,D

‡Six-Wheel Trucks

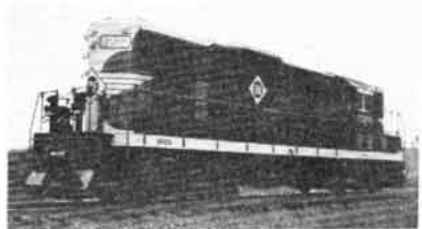
§Multiple Unit Operation

Locomotives, 382

November, 1957



WHEN HER PICTURE was taken this passenger locomotive was pulling a train across the Canisteo bridge just east of Hornell. She is a PE-22.



EQUALLY AT HOME in the yard or on the road, operating alone or in multiple, this is an MFSE-15-A.



CLASS MARKS ON THIS switcher show that it was built by Electro-Motive Division of General Motors Corp. for yard service.



THIS POWERFUL DIESEL, built to haul freight for the Erie, posed for her picture in the snow outside her builder's plant. She is an FE-15-A.



THIS SWITCHER is equipped to be operated with others of the same class, so that two or more units may be operated as one locomotive. It is an MSL-10.

## Industry's Oscar Awarded to Erie for Report Ad

WHEN INDUSTRY's Oscars were distributed on Oct. 28, one of the most coveted of them went to the Erie Railroad—the award for the best annual report advertisement in the transportation industry.

The award gave the Erie a triple crown for the month. Earlier the road had been presented the Harri-man safety award and was the first railroad to qualify all its diners for the highest sanitation rating of the federal government.

"Oscars of Industry" are the awards made annually by the Financial World magazine, a weekly devoted to investment and business news. Earlier in the year the annual report itself had been recognized by the magazine with a merit award.

George C. Frank, assistant to the president, accepted the bronze award on behalf of President Von Willer, at a banquet held in Hotel Statler in New York. The prize-winning advertisement appeared in 120 daily and weekly newspapers in the six-state area served by the Erie.

It provided highlights from the report in table and pictorial form, emphasized the expanding industrial activity of the area, and told something of the Erie's progressive attitude and its services to shippers, and invited readers to send for the report.

### Earlier Erie Awards

The Erie's advertisements have won similar awards in 1949 and 1952. The company's annual report, frequently a bronze "Oscar" winner, won the gold prize in 1951 as the best of all industry among the 5,000 entered in the judging.

The jury that judged the ads this year was made up of the following experts:

Dr. G. Rowland Collins, dean, Graduate School of Business Administration, New York University; Paul Haase, managing director, Controllers Institute of America; William Longyear, chairman, department of design—art school, Pratt Institute, and Dr. Shelby Cullom Davis, past president, National Federation of Financial Analysts Societies.

## ERIEGRAM

When two people in a company always agree, one of them is unnecessary.

...

## Bear Walks Tracks; Hit, Killed by No. 5

That life can be wild only 100 miles or so from Jersey City, even on the Delaware division of the Erie Railroad, was proved on Sept. 26, the day the October number began coming off the presses.

That night train No. 5 killed a bear not far from Shohola.

Whether the bear had come down to fish in the river, or whether he had merely gone for an autumnal stroll, no one will ever know. But he certainly was not a reader of the Safety Rule Book.

When first seen he was on the tracks. The engine crew tried every way they knew to get him off the tracks, but he persisted in running ahead of the train, with the certain result in such cases.

The crew tried blowing the whistle steadily, in short bursts and not at all. They turned the headlight off and on in flashes, and finally turned it off altogether, lest the light be confusing to him.

But still the bear insisted on running straight up the track.

In all this there is only one bright spot—the October magazine said game was plentiful along the Delaware division. Mr. Bear proved that point, even though it cost his life.

...



"Didn't you hear me yell 'fore'?"

## Chief Steen Sees Child Safety Project Succeed

WIDE CO-OPERATION of all municipal police officers with his program to protect children from the dangers of trespassing on railroad property and the railroads from children, has been reported by Ralph P. Steen, the Erie's superintendent of police and fire prevention.

Since Chief Steen enlisted the help of local police departments all along the line early in August in his educational campaign to keep children away from the perils of the railroads, he has noticed a marked falling-off in the number of incidents reported.



Ralph P. Steen

Among the troubles children got into near the railroad, he reported, were some instances of plain delinquency—stoning trains and the like—as well as exposing themselves to injury.

In fact, he began his letter with the delinquency problem, pointing out that depredations by juveniles on railroad property in general throughout the country had been increasing.

But he stressed the protection of children as well, quoting figures to show what dangers they expose themselves to when trespassing on railroad property, and urged local police to help the railroads by including railroad safety subjects in their own educational projects.

...

## Rails' Snow Bill Is in Millions

When a big snowstorm arrives, the railroads are confronted with the immediate problems of getting snow-fighting equipment to the spot where it is most urgently needed, and the hiring of hundreds—sometimes even thousands—of additional workers to help clear the lines, yards and terminals.

Snow and ice removal during the last 10 years has cost the railroads more than \$200 million out of their revenues. In 1948 alone, the bill was more than \$30 million. In a relatively mild winter, such as last year, the bill was \$18 million.

## Erie, Boro to Share Building: Another First

THE ERIE RAILROAD and the borough of Cambridge Springs, Pa., at the half-way mark between New York and Chicago, will soon be sharing a building believed unique in railroad history, a building that will unite those two great attractions—the railroad passenger station and the fire house.

This new first for the Erie was made possible when the Erie donated its present passenger station and surrounding land to the borough, and agreed to become a tenant under a long term lease.

Announcement of the agreement, made early last month by President Harry W. Von Willer, has renewed public interest in the complex problems surrounding passenger traffic, among the knottiest of which are station costs.

As in all good business transactions, both parties to the agreement will benefit. Cambridge Springs gets a centrally located site for its fire department free, and an assured income for the rental paid by the road.

### Civic Center, Too

Under the agreement, the railroad has donated nearly an acre of land on which the present station stands to Cambridge Springs. The borough and the Cambridge Springs Volunteer Fire Department and Relief Association will build a combined fire house and passenger station on the site, tear down the old station, and landscape the area.

Should other railroads, and other communities, follow the lead given by the Erie and Cambridge Springs, the railroad station may be restored to its ancient and honorable place as the informal social center of small town life that the "depot" occupied before the coming of the automobile.

For in addition to the fire station—with space for three pieces of equipment—the city's part of the building includes a meeting room that will be used by civic groups as well as by the volunteer firemen.

The new building will rise west of the present station, and during its construction the east end of the present building will be torn down and then sealed against the weather. Later, when the new concrete block

(Please turn to page 33)

## Vice President Discusses Change in Business Chart

By DAVID R. THOMPSON  
Vice President, Traffic and Development

AS YOU can see from the chart on page 4, the Erie's freight traffic volume in September shows quite a sharp decline when compared with either August of this year or September of last year.



David R. Thompson

Ordinarily, the up-turn in business that we can normally expect to get at this time of the year should have started in September.

However, there were numerous factors which contributed to the September comparisons as shown on the chart.

1. As September had five Sundays and one holiday (Labor Day) the industries that we serve

had only 24 working days that month, the lowest number of working days for any month this year except February when there were 23.

2. In September 1956, and the remainder of that year, business was trying to make up for the loss of production due to the steel strike in July and early August. Raw materials required for the production of steel, including bituminous coal, were being moved in heavy volume and the consumers of steel were pleading for the production of the mills. Ore alone accounted for 19% of the decrease in cars from September 1956 and 13% of the decrease from August 1957.

3. Partly for the same reason, inventories were being built up a year ago, creating a demand for transportation, whereas inventory building has leveled off or declined in the past month or two.

4. The timing of the changeover in automobile models this year also has affected the comparison.

5. There probably was some heavier than normal shipping this August in anticipation of the freight rate increase which became effective on Aug. 26. In other words, some business was handled in August that might otherwise have been handled in September.

Based on all available evidence, we do not expect to end the year with the same level of traffic as we had in the latter part of 1956, but we do anticipate some improvement over the September picture.

For the long pull, the task of increasing volume on the railroad is the primary objective of our pricing and sales effort.

Competitive transportation services are under constant study and our services and sales efforts are geared to offer to shippers a transportation service they want and will pay for. I firmly believe we have made progress toward this goal.

## Americans Take Trips by Million

A nation-wide study of the travel habits of the American people is now being made by the United States Census Bureau.

Preliminary reports based upon studies of travel in the first quarter of 1957 bring out some interesting facts. For instance, the survey indicates that every day during the first three months of the year at least 2,000,000 Americans are away from their homes on extensive trips.

Every day during this period about 500,000 persons start extensive journeys.

The survey, which will be continued through all of 1957, also indicates that:

The average trip of an American traveler lasts four days. (A trip is defined as involving at least an overnight stay or a destination of 100 miles or more from home.)

The percentage of travelers using common-carrier transportation increases from 17% on short journeys to 38% when the journey is more than 500 miles.

Trips of over 1,000 miles represent only 22% of the number of trips but account for 68% of the total trip-days.

Half of all mid-winter vacation and other pleasure trips are taken by those with incomes under \$6,000 a year, but such trips are much shorter than for those with higher incomes.

Of all trips taken, about 43% were to visit friends and relatives, 29% were for business, 27% were for pleasure and other personal reasons.



# Erie Runs Through Historic Region to Move Anthracite



**M. JOSEPH FLANNERY** is train-master-road foreman of engines, Wyoming division.



**JOHN J. McHUGH** is agent at Scranton.



**BURNS ROBERT PERFECT**, track supervisor, is charged with keeping the Wyoming division in perfect condition.

## King's Joke Embroiled Colonists in Area Now Served by Wyoming Division

**C**HARLES II, King of England, was a man who enjoyed himself, enjoyed life, and enjoyed his little joke. Why else did he three times give away the area through which the Erie Railroad's Wyoming division runs?

And he gave it to three different types of persons. First, in 1662, he gave it to John Winthrop, governor of Connecticut, to be a sort of western division of that colony full of hard-headed, close-fisted businessmen.

Next, in 1682, he granted it to William Penn, that strange mixture of businessman, statesman and philanthropist, as part of the grant of Pennsylvania.

Soon thereafter generous Charles gave his favorite, the beautiful Nell Gwynn, part of his earlier grant to Penn. Penn was to be allowed to choose the land Nell was to receive, it is true, but it was to be the most fertile in the area "between the rivers of the Delaware and the Susquehanna and most adjacent to my province of New York."

And Nell's grant describes just where the Wyoming division runs—in Pennsylvania, between the Delaware and the Susquehanna, and "most adjacent" to New York.

### Nell Didn't Settle

Fortunately for the peace and safety of its later inhabitants, Nell never took up her claim. But during the American Revolution the Continental Army had to be called away from fighting the British to restore order in the Wyoming region, where Connecticut and Pennsylvania forces were carrying on a war of their own.

But that war is now all but forgotten, save by professional historians, and for more than a century men have been mining anthracite coal in the region, farming and railroading.

One of the first railroads in the region was built by the Scranton family, railmakers to the Erie Railroad, to bring iron ore from the top of Moosic Mountain to their blast furnace. The Scrantons, incidentally, were the first to roll iron rail in this country, and their first customer was the Erie Railroad.

To deliver the ore, the Scrantons built a gravity railroad. Loaded cars of ore rolled downhill, the ore was

removed, and the empty cars were hauled back up-hill by mules.

### Free Rides for Mules

On the downward trip the mules rode in the last car of the train, and legend says they enjoyed the ride so much they jumped aboard without urging after they had made their first few trips.

And it was that anthracite that led to the building of more and more railroads in the region. One of them, built by the Pennsylvania Coal Co. to bring stone coal from the fields near Scranton to the Delaware & Hudson Canal at Hawley, now forms much of the Wyoming division, and the care with which it was surveyed has much to do with the ideal grades of that division.

Which is not to say that gravity railroads were ideal from an engineering standpoint. They were cumbersome, difficult to build, and inefficient in operation when compared with railroads on which locomotives could be used. But they did force careful attention to grades.

### Planes and Levels

First of all, a typical gravity railroad was two separate railroads between two points—hence its great inefficiency. One, the light track, for unloaded cars, was arranged in flights of steep planes, up which the cars were hauled by power. Once the mules were displaced, stationary engines or water wheels were used that hauled up short cuts of cars.

At the top of every flight there was a short downgrade to the bottom of the next flight, so the cars could run downhill under gravity power and then be hauled up the next plane. Finally, when the highest elevation was reached, the road was level to

(Next page, please)

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the point where the loaded track began.

Naturally enough, the ideal loaded track had no up grades in it—only downgrades and level spots the cars could cross on the momentum built up on the hills.

### Follows Gravity

Such a road is limited in its capacity because of the time cars must stand still waiting for their turns at the planes; the stationary engines, their winches and long cables, are idle much of the time; and maintaining two railroads to do the work—or less than the work—of one is uneconomic.

But the careful location of the two roads would make one ideal right of way for a regular railroad, if the steep grades of the light track could be avoided by using the gentle grades of the loaded track at one end of the line, and the nearly level or gentle grades of the light track at the other.

And that is precisely what the Wyoming division does.

### 3.00 at Plains

It avoids the many inclined planes of the gravity road and runs on its "levels" and favorable river grades, grades that rarely reach 1%, and are usually well under that figure.

Considering the wild and mountainous territory through which the road runs, the profile of the main line is simple indeed, and a tribute to the skill of the engineers who located the gravity road.

But before grades are mentioned, we must look again at the history of the road. The gravity portion began its measuring at Plains Junction, near No. 14 colliery, where the Central of New Jersey joins the line, at the farthest point from the Erie's main line.

From that point the miles are numbered to Hawley. However, that part of the division between BQ tower, where the Wyoming joins the main line near Lackawaxen, the miles are numbered in more orthodox fashion, from Jersey City, because the Erie built its connection to the gravity from the main line to Hawley.

### Down, Down, Down

This then is the general profile: up from milepost 4, down from milepost 4 to 6 (Avoca) and then up again to milepost 25; then down again on gentle grades and levels to BQ tower, 64.8 miles from No. 14—and there is not an upgrade in all that nearly 40 miles!

However, the Wyoming division is far from being all main line, especially in the anthracite field, and even Dunmore and Scranton are on a

branch, and it is on this branch, which forms a sort of oversized wye off the main, that the steepest grade is found, 2.5% between Scranton and Dunmore.

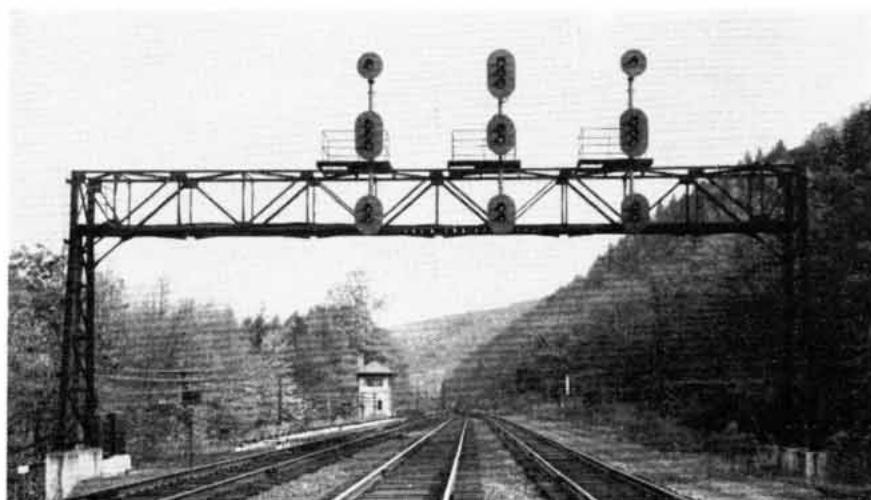
And the branches to mines and washeries and breakers add lots of miles to those that must be and are, kept strong and in perfect gauge for the heavy coal trains. With all its branches serving Jessup, Dixon City, and Moosic Mountain, Pittston and Brownsville, Suscon and Plains, pretty Lake Ariel (called Jones Lake before a poetical developer renamed it), Winton and Honesdale, the division amounts to a trifle over 109 route miles.

All this railroad falls under Carl S. Kinback, superintendent at Hor-

(Turn the page, please)



**JOHN A. STERL** is division freight agent, with offices at Scranton.



**HERE AT BQ TOWER** loaded coal trains from the Wyoming division reach the main line, bound for Port Jervis and points east.



**THIS BEAVER DAM** was built by Nature's own engineers. Evidently these realized the advantages of locating on the Erie. They did so just east of White Mills, between Honesdale and Hawley.



AT POINTS LIKE THESE along the Lackawaxen, deer come down to drink in the late afternoon and early evening, and train crews must be alert if they are to avoid killing them.

## Wyoming Division

nell, and the man on the spot is M. Joseph Flannery, trainmaster and road foreman of engines, who runs the division from an office at Dunmore, an office with a seven-ton single piece of anthracite on the front lawn.

But most anthracite comes smaller than that today, and such a lump, cut out to show what the miners

could do with the thick seams of nearly smokeless hard or stone coal, never would have been popular in trade.

Once there were two general classifications of anthracite coal sizes, the prepared sizes, and the unprepared sizes.

And since the old gravity road was built to serve the mines, and since coal traffic is still a large part of the Wyoming division's business,



AT THIS POINT the Jessup branch curves off from the main line.

this might be the place to discuss coal.

In the days gone by all coal was thrown on the fire from a shovel, or dropped there from a pair of tongs. Then the "fines" or smaller sizes were often thrown away, used for fill, for ballast in railroad yards, or heaped up with the mine rock in the giant culm piles around Scranton.

The larger sizes were called "prepared" sizes, and the smaller, "unprepared." That nomenclature still is used, but nothing could be more prepared than today's finer sizes, that are treated and handled in modern breakeries and washers as carefully as the diamonds to which coal is related.

In the old days then, the popular sizes were these, and their names suggest their sizes: broken, egg, stove and chestnut. Today stove and chestnut are still popular in Canada, but the bulk of the sales are in the smaller sizes.

### Rice, Barley, Buckwheat

Rice and barley are used in household stokers, and buckwheat, and especially the smaller buckwheat sizes, is the fuel of choice with power companies in the New York City area, where anthracite's smokelessness and low ash with high heat per ton is popular.

Power plants burn coal as if it were gas, blowing the coal into the fireboxes in streams of air. That demands fine sizes.

And for all users the coal is prepared as carefully as a housewife prepares flour for pastry. It is sifted through a series of metal screens, and the resulting fractions of run-of-mine coal carefully washed for the market.

### Finer and Finer

Pea coal will pass through a mesh of 13/16 of an inch, but over a 9/16 inch mesh; rice, through a 5/16 inch mesh, but over a 3/16; barley, through 3/16 and over 3/32.

Buckwheat No. 1 will pass through a 9/16 inch mesh, but not through a 5/16 inch mesh; No. 4 will pass through a 3/32 inch mesh, but over a 3/64 inch mesh, and No. 5 buckwheat will go through a 3/64 inch mesh and over a 1/64 inch mesh.

And it is just these smaller grades that are most in demand today for power house use.

Their transport demands tight hopper cars, for the hard, tiny, particles will run through any hole just like water. For this reason the Erie provides carefully inspected cars for trade, and with every car to be loaded with these fine grades, excelsior as well. The colliery coopers the

(Next page, please)

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THIS TABLE MOUNTAIN looms over the Wyoming division's line near MP 20.

cars, stuffing the excelsior in the cracks along the edge of the gates at the bottom of the hoppers to prevent the loss of any coal.

#### Miners and Gleaners

This popularity of the smaller sizes of coal has led to a new type of mining, really a type of gleaning, conducted in the open rather than beneath the ground.

Over the years since the mines about Scranton have been worked—and they have been worked since late in the 18th Century—great culm piles have been built up, and the older ones contain much coal of the finer, once worthless, now valuable sizes.

Today such piles have a market value for the coal in them, and they are being worked for those once worthless fine sizes. Other places, too, have become gleaner's fields—such as the Erie's own Saco yard, now nearly stripped of the coal that once formed its ballast.

Too, the regular pattern of mining has changed. Much of the mining

in the area is now strip mining, and the coal so won is taken by highway either to an old mine head or directly to a breakery.

Whether the coal comes from a

conventional shaft mine, from a strip mine, or is recovered by gleaners, its general course to market is similar.

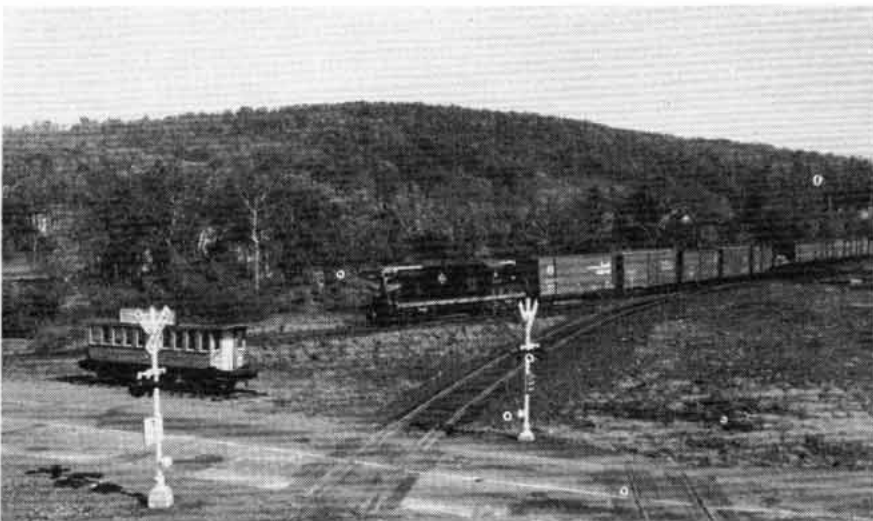
Run-of-mine coal is all sizes and  
(Turn the page, please)



WASHED, SCREENED, AND READY for the user, these cars of coal have just been processed at the Pittston colliery. Every lump in every car is the same size as every other in that car.



**BEYOND THE SWITCH POINTS** lies the Central of New Jersey. Here is 0.00 on the Wyoming division, and the place where the gravity road once had its terminus.



**BOUND UP THE LACKAWAXEN**, the three-times-a-week Honesdale way freight swings away from the Wyoming division main at Hawley. The car on display is a gravity railroad passenger car, built to 4 foot 3 inch gauge.



**THE TINY STREAM** just visible at the bottom of the ravine, was whipped into a raging torrent by hurricane Diane. After two years signs of that furious night may be seen on the former Dunmore car shops on the far side of the stream.

## Wyoming Division

shapes, and may contain slate or other incombustible material. The run-of-mine is taken to a breakery or washery, where it is broken, freed of impurities, sized by passing through screens, and loaded aboard hopper cars for the trip to the users, clean, gleaming and uniform in size, a far different product from the mixture of dust and huge lumps that comes out of the ground.

So much must be said about coal in any discussion of the Wyoming division that one might think that coal was all there was on the division.

But that is far from true.

### New Plant at Dunmore

Scranton is a city with diversified industry, and Dunmore boasts a new industry—a steel fabrication plant that prepares bridge girders and other structural items. At Honesdale there is a manufacturer of special heavy machinery. Both these latter plants, naturally, are served by the Erie, for the products of both demand a high and wide route.

One of the branches has a traffic in the raw materials for black powder inbound, and the finished powder out again.

Too, the line serves the agricultural as well as the wide range of industrial activity along its line, carrying in feed stuffs, and bringing out animals and grains. Just now there is a heavy traffic in cement in covered hoppers, cement destined to become concrete for part of the Pennsylvania Turnpike Extension.

### Coal Isn't All

Much of the line, once the heavy industrial area of Scranton is left behind, lies through forests, and through pleasant farming towns, or runs by rocky farms, where the fences, like those of New England, are built of stone gathered from the fields.

And in that scenic area there are many deer that leap across the track in front of trains, a few bear, and on the branch between Hawley and Honesdale even two colonies of beaver, each with its own dam.

Train crews are used to seeing deer, especially in the afternoon, when they come down from the mountains and cross the railroad to drink from one of the water-courses that parallel the line—Roaring Brook, Middle Creek or the Lackawaxen River.

The deer have their own well-beaten paths for these trips, and their crossings of the railroad are much more numerous than highway crossings.

Thanks to the alarm system common among deer, they will usually spring clear of the track before the train arrives, showing more respect for the rights of trains than many automobile and truck drivers. Beaver, largely nocturnal, are not often seen, but are capable of causing trouble of a different kind.

For when a beaver sets out to fell a tree, he pays little attention to which way it will fall, and it is not unknown for a crew to have to stop a train between Honesdale and Hawley and clear away a tree across the track.

During the destruction of hurricane Diane the beaver, so fond of engineering feats of their own, might have spared a thought or two for the destruction the heavy rains caused the works of man, especially the railroad, beside them.

But if they were as busy as the railroad's men after that catastrophe, they didn't think long.

#### Diane's Havoc Repaired

For when Diane dumped her tremendous load of rain upon the area the streams rose to formerly unrecorded heights; great torrents rushed down mountainsides where no stream had ever run, burying tracks, sweeping cars off rails, carrying away bridges, houses and washing away great embankments.

Erie men and women are familiar with some of that destruction—the sweeping away of the shops at Dunmore—the disappearance of railway bridges, of great embankments washed away, with the tracks left hanging in air.

Today few signs remain of the floods. But at one point, in a new embankment, bodies of hopper cars can be seen. The new embankment at Dunmore, hundreds of thousands of yards of rock, looks new and raw. At Hawley some houses are in new locations, where they were left by the stream, and the principal business building hangs over the new bed of the river there.

#### Railroad Restored

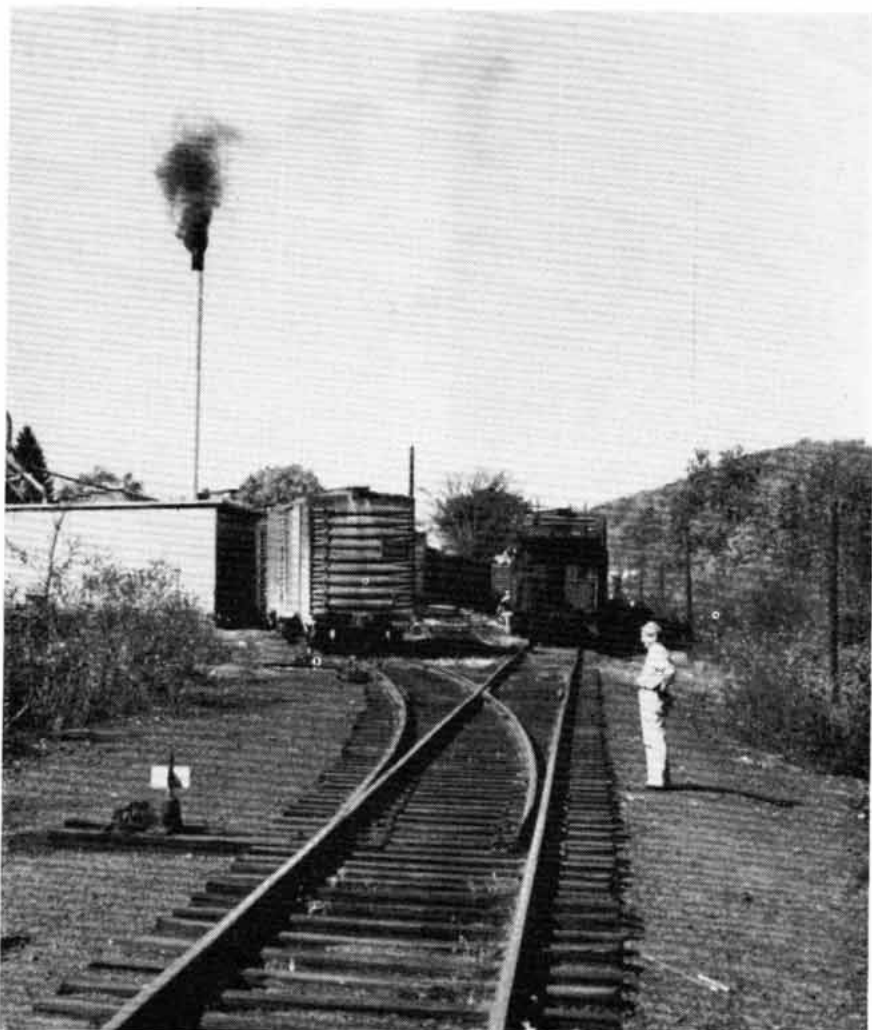
And everywhere the highway crews are replacing temporary bridges with new ones. But the railroad is back to normal, serving its customers with a complete and permanent line.

The restoration of the railroad is a remarkable evidence of the Erie's fund of know-how. But it is not merely Diane that keeps engineering wits sharp on the Wyoming division.

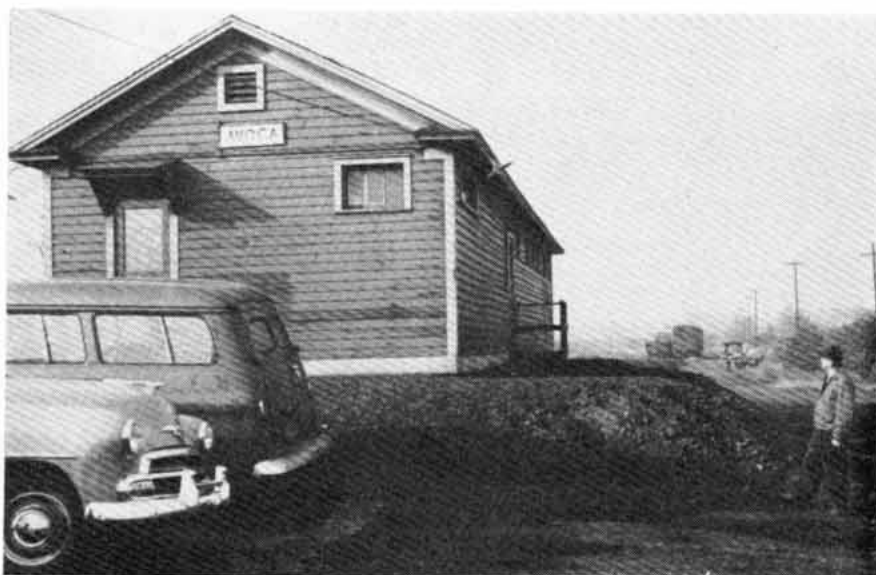
At Avoca, the division's principal yard, and the point where the runs

(Please turn to page 31)

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THE HONESDALE WAY FREIGHT pauses to set out and pick up cars at a furniture factory.



LOOK WHERE IT IS NOW! Abandoned mine galleries far beneath the surface let the Avoca yard office down—especially on one side. Now on a new fill, the office is level again, and no one would ever know that once it sat at ground level.



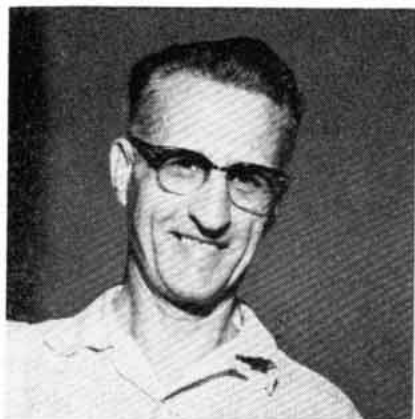


**HAROLD M. TUTTLE**  
General Yardmaster

# PEOPLE YOU KNOW



## All Working on the Erie at Huntington, Indiana

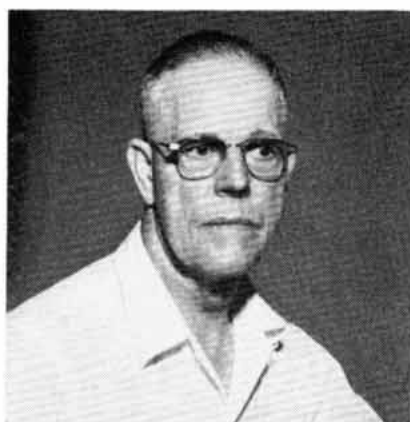


**OVID D. YOUNG**  
Time and Material Clerk

**HELEN MYERS**  
Stenographer-Clerk



**RONALD H. JORDAN**  
Division Engineer



**ELDON B. WYGANT**  
First Transitman

**ELAINE SPROWL**  
Junior Clerk-Stenographer



**CHARLES R. SWANK**  
File Clerk



**ALBERT H. KLEPPER**  
General Foreman

**LOIS SNOVER**  
Stenographer-Clerk



**PAUL E. SCHWARTZ**  
Chief Clerk



**ARTHUR C. SMITH**  
Assistant Chief Clerk

**MARALENE TRAINER**  
Stenographer



**EDWARD J. HOLMES**  
Master Carpenter



**EMMETT G. SCHELL**  
Assistant Division Clerk

**EUGENE L. MARTIN**  
Chief Clerk



**MARION J. STONEBRAKER**  
Division Clerk

# Erie Veterans News

## FELLOW Veterans:

By this time most vacations are behind us for this year. The children have been back in school long enough to get settled, and we are checking on snow treads for our autos to see if possibly they will do for another winter season.

Some of the fortunate retired veterans have followed the example of the birds and gone south for the winter. However, some of us have to stay in the north to keep the home fires burning.

Personally, I have always enjoyed the winter weather. What would Thanksgiving be without a little frost in the air?

And what would Christmas be without a little ice and snow?

Whatever your particular status may be, be thankful that we are able to enjoy the good things of life, to help in a small way to make the Erie Railroad Veterans Association bigger and better. Now is the time to get those new members.

Sincerely,  
**W. W. Turner**  
President



"Only on the high and wide—  
and thoughtful—Erie do you  
get service like this."

## Salamanca

There was spirited discussion of chapter matters and coming events after dinner and the business meeting Sept. 20 at the Myers Hotel.

**S. E. Ambuski** was appointed chairman of the nominating committee for 1958 chapter officers and **Sam Minnici** election committee chairman.

Election results will be announced at the Nov. 22 meeting, and new officers will be installed Dec. 14 at the Christmas party in the Holy Cross Athletic Club.

Entertainers were **Richard White** and **Thomas Herzog**, accordion duets and solos, and a guitar-piano trio, **Vir-**

**ginia Gilbert, Ernest Eahman and Charles Babcock.**

Special guests were **Mr. and Mrs. Fay Barhite**, who celebrated their 58th wedding anniversary at a family dinner at the Myers Hotel on the night of our meeting.

At the annual meeting and banquet, to be held Jan. 18 at Hotel Jamestown, **Lloyd Rodgers** of our chapter will be installed as system president of the veterans.

We are happy to report that our sick members are much improved and that there are no additions to the list.

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NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Elizabeth Aleksandrowicz	Coach Cleaner	Jersey City	9-30-57	33
Oliver W. Apgar	Engineer	Hoboken	9-17-57	35
Emil O. Baumann	Engineer	Hoboken	8-27-57	44
Cecil A. Bennehoof	Yard Brakeman	Youngstown	9-12-57	31
Clarence J. Bierworth	Engineer	Meadville	8-16-57	48
Wallace Cherney	Trackman	Kent	9-16-57	27
Hugh J. Conway	Telegraph Operator	Youngstown	8-31-57	28
Michael Decotils	Box Packer & Car Insp.	Jersey City	9- 4-57	53
Clarence D. Fagan	Joint Car Inspector	Perrona	9-30-57	40
James R. Findlay	Chief Clerk	Jersey City	8-20-57	45
Walter J. Fitzmaurice	Chief Clerk	Port Jervis	8-31-57	36
William H. Goodsir	Engineer	Hoboken	8-31-57	45
Charles E. Hackworth	Machinist	Marion	9-28-57	41
John S. Hicks	Conductor	Hoboken	8-28-57	43
Joseph Hoffman	Carman	East Buffalo	9- 4-57	35
Harry M. Hummer	Carpenter	Paterson	8-28-57	47
Walter R. Johnson	Machinist	Meadville	9-12-57	42
James M. Kelley	Chief Dispatcher	Youngstown	9-30-57	43
Patrick Kelly	Barge Captain	Jersey City	8-30-57	33
Henry J. Lafrican	Leverman	Jersey City	8-31-57	45
Tony Lesecco	Machinist Helper	Hornell	9-27-57	41
Ralph W. Lougee	Sect. Storekeeper	Hornell	9-30-57	41
Louis F. Luecht	Engineer	Buffalo	9- 2-57	35
Anthony J. Morgan	Operator	Waldwick	9-23-57	30
Bert Mozzillo	Pipefitter	Brier Hill	9-18-57	41
Harry F. Nolan	Yard Brakeman	Croton	8-16-57	34
Angelo Passarelli	Trackman	Buffalo	8-15-57	27
John S. Perry	Road Freight Conductor	Binghamton	8-31-57	48
Frank W. Pfister	Yard Brakeman	East Buffalo	8-31-57	35
Charles E. Pressler	Shop Hostler	Huntington	8-18-55	37
William D. Rail	Boilermaker	Salamanca	8-20-57	42
Alice T. Sackett	Clerk	Hornell	10-31-57	39
Nicola A. Sanfilippo	Engineer	Cleveland	9-30-57	51
Charles B. Smith	Conductor	Hornell	9-23-57	45
John F. Smith	Freight Conductor	Huntington	8-22-57	39
Charles W. Stanyard	Engineer	Youngstown	9-12-57	34
Charles A. Sweeney	Road Hostler	Jersey City	9- 9-57	52
Harley Swisher	Engineer	Hammond-Chicago	9- 3-57	33
Clifford T. Thomas	First Transitman	Hornell	10-31-57	46
Arthur L. Tross	Upholsterer Foreman	Susquehanna	8-31-57	39
Chester Wajdzik	Coach Cleaner	Jersey City	9- 7-57	31



## Buffalo-Rochester

By Ruth Nise Munger

Our first meeting of the fall season was Sept. 21 in the conference room at 1221 Clinton Street, Buffalo. Chairman **George Adams** presided.

Our Christmas party will be on Dec. 7.

The auxiliary held their board meeting the first Thursday in September at McDoe's restaurant, with luncheon and a social hour. Their business meeting also was on Sept. 21 at 1221 Clinton Street.

Birthday congratulations to **Mary Duane** (Nov. 28).

Wedding anniversary congratulations to **Mr. and Mrs. Henry A. Brundt** (28th); **Mr. and Mrs. Henry Schultz** (33d); **Mr. and Mrs. Frank Halbleib** (34th); **Mr. and Mrs. Joseph P. Duane** (35th).

## Jersey City

By G. C. Kalle

Chairman **George E. Sisco** and **Mrs. Sisco**, among other veterans and their wives, journeyed to Portland, Me., for the United Veterans convention. Reports indicate that it was well attended and everyone had a good time.

Reports received from Salamanca indicate that those who will attend the annual meeting at Jamestown in January will be assured of a good time.

Many of our members attended the New York Division Welfare Association fall dinner-dance. They enjoyed a good meal, danced and renewed friendships.

While we do not have any specific cases of illness among the brothers to report, should we have missed anyone by name in our notices, we hope sincerely that all are well or improving and soon may be seen again at regular meetings.

With the passing of each year another employe reaches his or her 20th year of service and becomes eligible for membership. Why not look over your roster and try to get a new member or two? Do not lose sight of the employe who has dropped out and may be waiting for an invitation to rejoin. A little word and effort might bring them in.

Social Director **Frank P. Belling** has moved into his new home. Unfortunately, his wife, **Lillian**, who is auxiliary treasurer, met with an accident. We trust her recovery will be rapid and complete.

Outstanding dues are down to 18, and we are hopeful for a clear record in 1957.

November, 1957

## New Book Gives Facts on All Railroads

**WORLD RAILWAYS.** Compiled by **Henry Sampson.** (Published in England. Distributed in the United States by Railway Age Books, 30 Church St., New York 7, N. Y. 502 pp., illustrated, maps. 8½" x 13". \$20.)

The fourth edition of this reference work includes information about locomotive and car manufacturers in Europe, North America, Asia and Australasia. Forty-two pages of the book comprise specifications for Diesel locomotives produced in Europe, the United States and Japan, with half-tone illustrations.

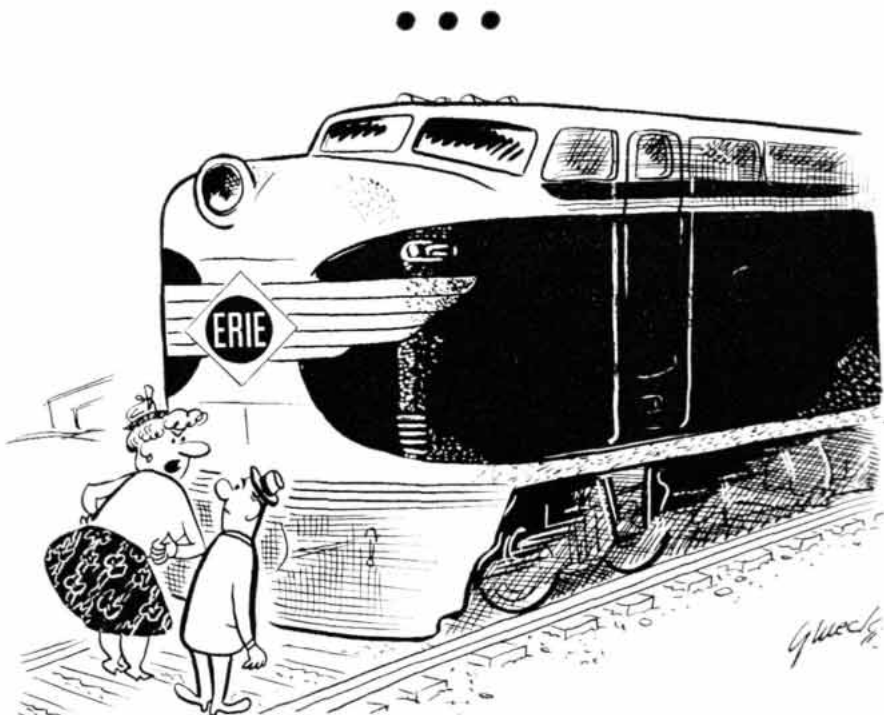
World Railways highlights significant trends in railroading—increased use of welded rail; rapid development of 50-cycle electrification; reduction of transit time of freight trains through automatic classification and weighing of cars in freight yards; improved signaling and communications; easier and faster loading and unloading methods; the spread of the use of container and piggyback service; specially designed trainsets for international passenger operation; track construction and mechanized maintenance; lightweight trains; and so on—covering in general the application of scientific principles and

technological developments to railroading.

Tabulations at the beginning of each continental division provide information on thirty-two separate items for 1,470 railways of the world, as follows: gauge; route and track mileage; type of electrical system; number of locomotives; railcars; passenger train cars; freight train cars; couplers; buffers; braking equipment; weight of rails; method of joining rails; type and thickness of cross-ties; spacing of cross-ties; fastening of rail to cross-ties; ballast; curvatures; gradients; axle load; speed; altitude; temperatures; humidity; volume of freight carried; haul per ton; train load; trailing load; passengers carried; and average journey.

The volume contains detailed information on major railway systems and gives a reasonable comprehensive picture of railroad developments throughout the world. It shows that many railway systems around the world are making progress in modernizing their equipment and operating methods.

Photographs, maps, line drawings, and diagrams aid in visualizing features of motive power and equipment, geographical locations and physical characteristics of the various railway systems.



"No, frankly, it does NOT make ME feel small and insignificant at all, in fact. . . ."

# Latest Chatter About All the Erie Family

## Susquehanna Division HORNELL DIESEL SHOP

By R. L. Hammond

Tony Losecco, machinist helper, retired Sept. 27 after 35 years' service.

Mr. Keane, from the Victorian Railways in Australia, was a recent caller.

We all wish speedy recovery for Harold Granger, machinist, who is ill.

A "pink and blue" shower was held Sept. 27 in the office for Norma Nilson, stenographer.

Fran Mahoney, son of Jack Mahoney, clerk, was married Oct. 5 at St. Patrick's Church in Dansville.

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## Buffalo Division BUFFALO MACHINE SHOP

By Frank Halbleib

Mathew A. Kruzel, 76, retired box packer, and his wife celebrated their 50th wedding anniversary recently.

When Peter P. Miller (Turek), gang foreman, retired recently, he and Stephen Miskuf and Thomas J. McGowan, gang foremen who had retired earlier, were dinner guests at Sloan, N. Y., given by shop associates and friends. About 65 attended, including 16 retired employees.

General Foreman A. L. Beatty presented the gifts. Master Mechanic C. E. Maahs was master of ceremonies, and also presented Mr. Miller with a retirement certificate.

Supt. J. D. McFadden and T. J. Martin, chief clerk, were guests.

Catherine Higgins, with her mother and brother, drove to Canada on vacation. They stopped at Our Lady of the Cape shrine near Three Rivers, and at St. Anne de Beaupre. They returned through the Adirondacks and stopped at Lake Placid and Tupper Lake.

## Lighterage

By Regina F. Frey

A dinner was tendered Herman Miller on Sept. 24, marking the celebration of 50 years of service with the railroad. Supt. O. A. Frauson presented him and Mrs. Miller with gold passes, and also a purse from his fellow employees.

Congratulations to Emil Skupin on the marriage of his daughter, Lorraine, Nov. 9, also to Aunt Lil.

Charles Messineo, cashier at Pier 19, N.R., visited the east and west coasts of Florida on vacation.

We are glad to hear that Frances King is feeling better, and hope she will be back at her desk soon.

Congratulations to Tom McGowan and Peggy who celebrated their fifth wedding anniversary on Oct. 4.

Loretta Londregan returned from vacation in Fort Lauderdale, Fla., looking fit. Asst. Supt. John Sullivan spent his vacation in Atlantic City.

Congratulations to Clarence Johnson and Charles King who celebrate November birthdays, also to Ed Vreeland with 31 years' service, and Ann Schreier, 15 years.

Edna Andrews visited her sister in Hollywood, Fla.

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## Marine

JERSEY CITY

By Jesse E. Baker

A daughter arrived Sept. 4 at the home of Mr. and Mrs. John J. Murray (Kathleen Ann). John is a floatman on our float bridges.

John Murray's mother, Mrs. James Murray, is in Ireland for three months, visiting her brothers and sisters in Arklow, County Wicklow. Jim is deckhand on the tug Hornell.

Fred Gerbes, clerk, and family have returned from a Florida vacation.

Justus A. Buesing, chief engineer, and family vacationed in Hollywood, Fla.

Fred Kruser, engineer on the tug Hornell, is in California for an extended vacation.

Do you know that Ellis Island had three names? It was called Gull Island by the Indians. In Revolutionary days it was Gibbet Island. Shortly after the Revolution Samuel Ellis bought the island and named it after himself.

In the first 14 years of this century 13,000,000 immigrants passed through Ellis Island. The peak year was 1907 when 1,285,000 passed through it.

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## New York Division SUPERINTENDENT'S OFFICE JERSEY CITY

By Mary A. D. Meyer

On Saturday evening, Sept. 21, a testimonial dinner and dance was held at the Alexander Hamilton Hotel in Paterson, honoring Edwin F. Bunnell, office manager, New York Terminal division, who retired Sept. 1. Over 300 were present.

Cards were received from Mr. and Mrs. Myron Hendricks (retired side lines dispatcher) who are on a two-month vacation in Long Beach, Cal.

Mr. and Mrs. Joseph Angelo stopped in Easton, Phillipsburg and Asbury Park on vacation.

Mr. and Mrs. N. J. DeVito motored through New England to Canada, stopping at Montreal and Quebec City.

Carl Hansen, assistant chief train dispatcher, spent two weeks at Reserve Officers training camp in Virginia.

Joe Stanley is back at his desk after jury service.

We welcome Anna F. Celenza as steno-ediphone operator. She replaces Betty Loot who has returned to college.

Congratulations to Mr. and Mrs. Ted Teehan who celebrated their 24th

•

## Latest Promotions

Name	Location	Promotion	Date Started With Erie
J. F. Schnell	Cleveland	Chief Clerk to Chief Engineer	1-20-19
G. F. Dunathan	Cleveland	Auditor of Machine Accounting	9-2-24
R. C. Clark	Cleveland	Asst. Auditor of Machine Accounting	7-16-36
A. C. Roscelli	Cleveland	Manager of Machine Accounting Bureau	7-9-17
H. G. Strom	Cleveland	Car Accountant	2-2-25
L. W. Sees	New York	City Freight Agent	7-9-18
D. G. Raymus	New York	Commercial Agent	2-6-48



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wedding anniversary on Sept. 24, and also Ted's birthday.

Mr. and Mrs. J. Raymond Ebert vacationed on Cape Cod.

Ralph Riccardo (retired) sent greetings from Montreal.

#### PASSAIC

Charles Dalzell has resumed his duties after an operation.

Relief Clerk Pat Mahoney left Sept. 6 and is attending Caldwell College.

John Sees and Harry Flanagan spent their vacations at the seashore.

Dick Fitzgerald drove over the New York Thruway to Buffalo.

Foreman M. Bashaw spent his vacation in New York and vicinity.

Birthday congratulations to Arthur Katz and Dick Fitzgerald.

Myra Glinski has resumed duty after a vacation in Maine.

Agent E. W. Kane spent his vacation in Florida last month.

#### WEEHAWKEN LOCAL & DOCKS

By Violet Schmitt

We welcome Michael Sabia as junior clerk-messenger. His family is not new to the Erie, however—his grandfather has been with us for 35 years.

J. Barry, general clerk, spent two quiet weeks at home, but his small granddaughters caused enough excitement to break the monotony.

F. L. Pizzuta, westbound clerk, and family spent a few days in Washington, D. C.

Bradshaw Harrell, fork lift operator, and wife went to Florida.

Barbara Gaherin, daughter of our chief clerk, went to Florida again this year on her annual vacation.

Louis Horvath, checker, who is building his own home at Wanda Lake, spends his spare time there.

September birthdays: E. Ringle, cashier, Helen Minogue, timekeeper, and F. Smith, dock clerk.

A family dinner on Sept. 30 marked the 37th wedding anniversary of Mr. and Mrs. B. S. Reed (storage-in-transit clerk) and the seventh anniversary for their daughter, Joan, and husband.

The J. McGowans have reached their 10th year of wedded bliss. The Bob Pelletreaus splurged on their 11th anniversary by dining in New York and attending the theater.

Get-well wishes are extended to D. Dees, trucker, P. DeCandia, trucker, Mark Robertson, dock laborer, Cubit Brunson, stower, and Willard Thomas, dock laborer.

We are glad to see J. McGrath, checker, back on the bulkhead after

his recent illness.

D. Corradino, dock laborer, had in mind to buy a new car, but painted the old one instead.

J. Rudd, dock laborer, found out that his new car runs on gas.

R. Street, extra trucker, is attending evening classes at Newark College of Engineering.

Wilbert Brown, extra trucker, is the proud father of a son, and Gilbert Forte's (manifest clerk) daughter has a fifth child (Daniel Thomas, 6 lb. 8 oz.).

Have just learned that Al Rockefeller, son of former Agent George Rockefeller, has a one-year-old granddaughter.

#### Marion Division

##### TRANSPORTATION By C. R. Swank

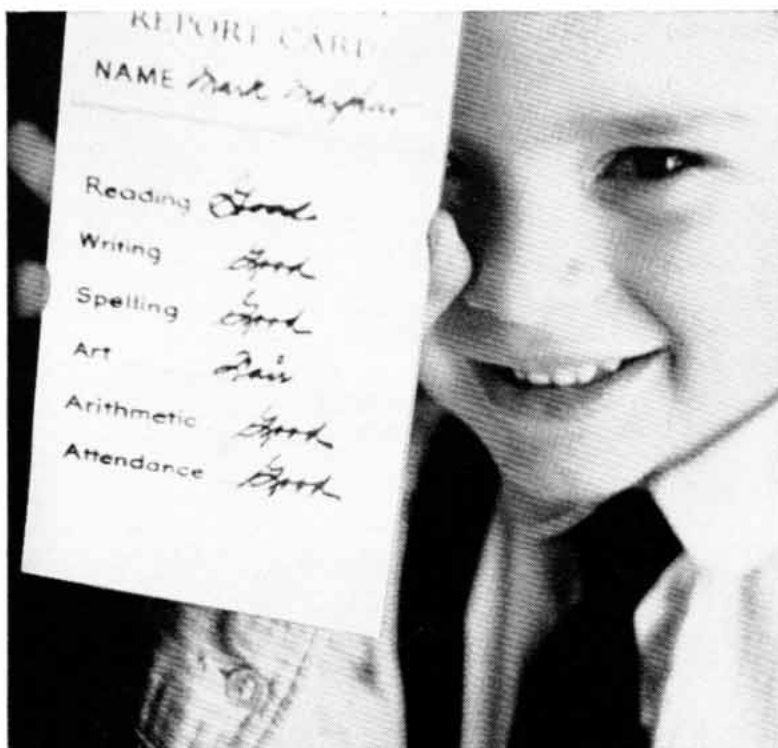
M. V. Wells, agent at Huntington, and wife spent their vacation at Birchwood, Wis., fishing, and it was good.

Dispatcher Harry A. Teens and wife vacationed in northern Michigan.

Car Distributor J. C. McCauley and wife traveled south, stopping to see relatives in Louisville and Atlanta on their trip to Florida.

S. W. Swaim, operator at DA Tower, journeyed to Houston, Texas, for his vacation.

Helen Myers, stenographer in the



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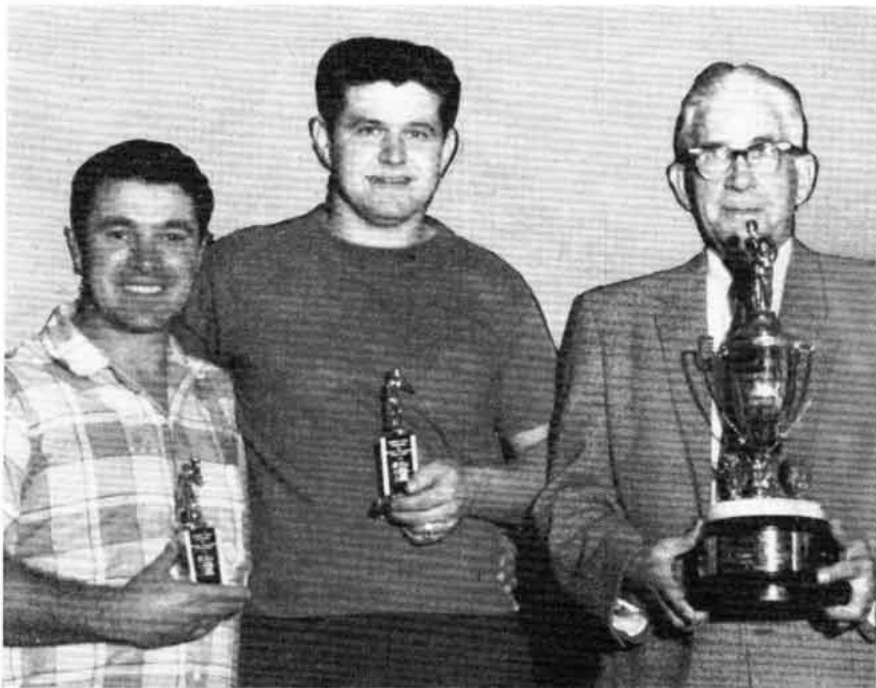


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superintendent's office, and **Lois Snover**, clerk-stenographer in the divi-

sion engineer's office, spent a Saturday in Chicago.



THESE SIX BOWLERS won the Marion city championship for the Erie Railroad. They bowled as Team No. 6 in the Erie Railroad League, and won the championship in a tournament among all league champions. Above, left to right: **Cliff Drake**, **Everett Trubee**, **H. O. McConahy**. Below: **Earl Cottrell**, **Tom Large**, **Earl Richards**.



#### 14TH STREET, CHICAGO

By **Chris Hardt**

**John J. Brynda**, general foreman, completed his 35th year with the Erie on Sept. 18.

**Alex Wohn**, car inspector's office, has announced the arrival of a new son.

**Jack Vlazny**, assistant chief clerk, and **Dennie Blake**, rate clerk, were absent for a week, due to the flu.

**Dennis O'Shea**, messenger-clerk; **William O'Neill**, relief yard clerk, and **Leo Myszak**, relief clerk, have returned to college.

New office associates are **Phillip Snett**, relief clerk; **Peter Kontos**, typist-clerk, and **William E. Phillips**, messenger-clerk.

**Maureen Madden**, stenographer, served cake and candy on her birthday.

**Frank Savage**, check clerk, used up a good part of his vacation attending the world series games in Milwaukee.

**E. C. Wise**, OS&D clerk, and wife celebrated their 30th wedding anniversary Sept. 26 and, incidentally, their 30th year in their honeymoon bungalow in Beverly Hills, Ill.

**Gene Gertz**, yardman, 51st Street, has bought a new home in Lansing, Ill.

#### MAINTENANCE OF WAY

By **Maralene Trainer**

Plumber Foreman **W. B. Rathfon** has retired after 40 years of Erie service. We wish him many happy years of retirement.

Retired Signal Foreman **C. E. Lee** of Spencerville was a caller at the office and made arrangements for a pass to California for himself and wife. They expect to spend several months there.

A son has joined Carpenter **J. V. Bartrom's** family at Huntington, and Section Foreman **R. S. Overholt** has been presented with another granddaughter, **Jody Anne Overholt**.

Vacation motorists to the West were fourth Transitman **E. O. Bell** and family and Track Supervisor Clerk **R. L. Aufdenkampe** and wife. The **Bells** visited with their daughter, **Janice**, at Fullerton, Cal. The **Aufdenkamps** have a new car as a result of their trip, brought about by another car sneaking up on them at exactly the wrong time and trying to remove the trunk of their car.

The farewell party held at the Hotel LaFontaine for the **J. K. Weikals**, who are now in Hornell, was well attended. Open house in the afternoon was held at the home of Division Engineer **R. H. Jordan**.

(Next page, please)

*Erie Railroad Magazine*

**POLICE DEPT.**  
**By J. S. Steen**

Capt. E. W. Hardin and wife motored to Colorado and spent several days in Colorado Springs and vicinity. He reported that trout fishing was very good.

**HAMMOND CONSOLIDATED**

**By Grace Connole**

Operator - Manager Stanley Pontious made a short fishing trip to Chetek, Wis. Bass and blue gills were the catch.

Rate Clerk H. L. Kinzie and wife enjoyed a week's travel in Minnesota. They stopped at Wisconsin Rapids, Wis., to leave Mr. Kinzie's mother with her daughter, and then on to Minneapolis where they attended the national convention of Veterans of World War I. At this convention Mr. Kinzie was appointed to the public relations and publicity committee. At the close of the convention the Kinzies traveled through Duluth, Ely, Superior, the iron mine territories, and then to Itasca State Park where Mrs. Kinzie was formally introduced to Paul Bunyan and his ox.

Conductor E. J. LaVigne and Engineer Roy Bay made a fishing trip to Red Deer Lodge, Lake of the Woods, Ontario.

Mrs. Ernie Guess, wife of the engineer, is recuperating nicely after a recent illness.

New car owners at the yard office are Agent W. G. Witwer, Rate Clerk H. L. Kinzie, Operator P. E. Sibert and Typists Eunice Turner and Patricia Sowell.

While attending a family reunion at Starrucca, Pa., Carman Helper Fred Keene met with Ronald Walker, former communications department employe at Cleveland and now ticket agent at Great Bend.

Mr. Walker sent greetings to the correspondent, remembering the days when he received teletype reports



WHEN EDWIN F. BUNNELL retired as office manager to the superintendent of the New York division, his old friends were on hand to say goodbye. Here, at the dinner tendered him, he stands between Oscar A. Frauson, superintendent of lightering and stations, and John R. Ebert, superintendent of the New York division.

and communications from her at Hammond Yard. Yes, she's still here and still pounding them out, but now it's the IBM instead of the teletype. It is nice to be remembered.

Mail Handler Frank Vamos took the law into his own hands in recovering his car which had been stolen from in front of his home during the night. Frank was very excited all morning. During his lunch period he was walking the streets on the lookout for his green car, and he spotted it parked not far from the office. Evidently it had been taken for a joyride and was damaged considerably.

**Kent Division**

**AKRON**

**By Besse Westbrook**

William J. Moore, general foreman, and Mrs. Moore spent a vacation in Miami Beach, Fla.

Esther Martin, general clerk, spent a vacation in St. Louis visiting her niece.

Jerry Mickunas and family have moved into their new brick and frame ranch type home. It has six rooms and a breezeway.

**ASHLAND**

**By E. E. Woodford**

Wedding congratulations to Jerry Gess, caller.

E. W. Jones, jr., general clerk, and family made a southern tour on vacation.

A. D. Mumaw, cashier, spent his vacation at home.

We welcome Robert Giffin, clerk-typist.

Delbert Chapman, delivery clerk, has a new car.

C. A. Crim, retired agent, stopped in for a brief chat.

T. E. Schlingman, yard clerk, and family have moved into a new home.

The correspondent spent his vacation in Virginia and on his return moved into a new home.

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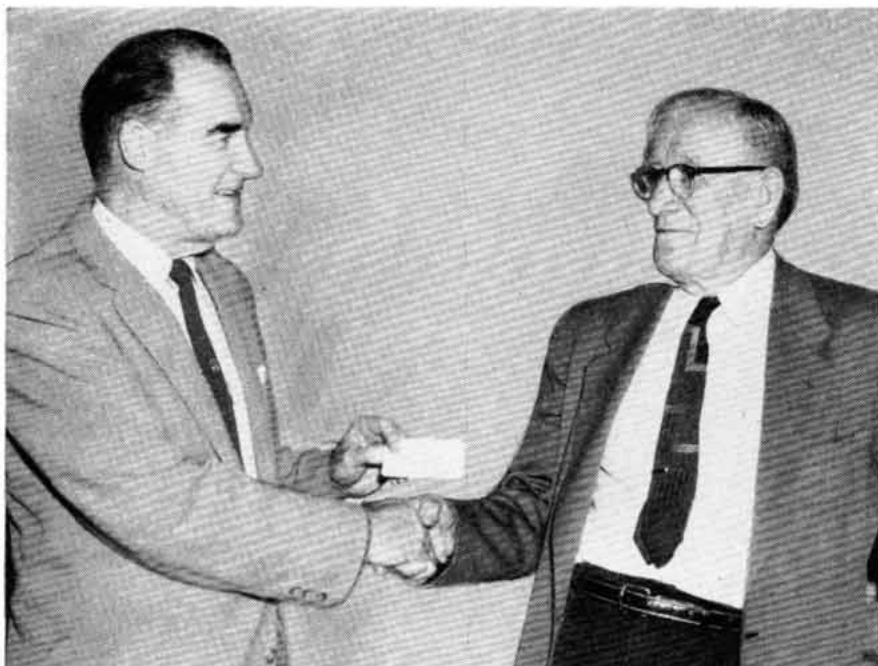
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TO HUGH WOOD (left) freight agent at Newburgh, fell the pleasant duty of giving a 50-year gold pass to Harry A. Brophy, retired yard engineer.

#### MARION

By Lucile Osmun

We welcome Joanne Braham as stenographer-clerk in the superintendent's office. She replaces Jackie Huff, who is on a leave of absence, acting as secretary to C. S. Rosser, general chairman of the Brotherhood of Railroad Trainmen.

The women employees gave a dinner for Jackie Huff Oct. 3 and presented a gift.

We also welcome Michael McKim as messenger in the superintendent's office, the position vacated by Bud Metz.

L. M. Lessley, relief chief train

## SHORT CUT

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dispatcher, visited his son who is in military service at Temple, Texas.

J. A. Lott, operator, GN office, and wife spent their vacation in Michigan with their son, James, and family.

D. O. Kightlinger, relief train dispatcher, and wife spent their vacation in New Mexico.

The correspondent spent her vacation in Fort Lauderdale and other points in Florida.

#### MARION YARD

By R. W. Leaper

The Erie Trowel Club met Oct. 5 at the Grotto Hall with 43 present. A marzetti dinner was served at 6:30 p.m.

The business meeting was called to order by President F. R. Hayman. Two very good films were shown by H. C. Thomas.

#### MARION CAR

By H. M. Robbins

Virgil A. Barkley, car inspector, and Elwood Stone, laborer, are recuperating from injuries received in automobile accidents.

Erie team No. 6, winners of the city bowling tourney last spring, were honored recently at a trophy presentation at the Recreation Center.

All but one of the members are employees of this department. They are: Cliff Drake, Everett Trubee, H. O. McConahy, division car foreman and team sponsor; Earl Cottrell, M. of W. employe and team captain; Tom Large and Earl Richards.

## Stores

### MEADVILLE SCRAP & RECLAM.

By George Smith

November birthdays: Rodney Besansan, Nick Galle, Ralph Galle, Francis Ketcham, Ed Ruby, Ralph McEwen, F. L. Nashett, Walter Smith, Richard Maust, Paul Walls, Theodore Burton, Adam Czapleski, Frank Kamienski, Stanley Lawhead, Clarence Proudfoot, John Olosky, Ernie Catalano, D. D. Leggett (retired) and the correspondent.

Machinist Ed Balizet is driving a new sedan.

Stockkeeper Stanley Lawhead underwent surgery at St. Vincent's Hospital in Erie. We hope to see him back at work soon.

Mrs. Duane Braham (Marlene, clerk-steno) is knitting booties as is Mrs. Joseph Frisina.

The Roosevelt McClures have a baby boy.

Our plant bowling team, which includes Ed Zelasko, captain, Ralph Farzalo, Verlin Greathouse, Thomas Carr and Richard Maust, is in first place at this writing.

The Erie league has a novice in an all left-handed bowling team. Walter Ropke is captain, with our man, Ralph Foster, and Merle Sippy, John Patton, R. J. O'Grady and R. Johnston.

Committee No. 3 on scrap, Association of American Railroads, met Sept. 25 at Meadville and toured our plant. Supervisor F. F. Forbes is committee chairman and A. L. Prentice of the New York Central is past chairman.

This year marks the 30th anniversary of the founding of our scrap and reclamation plant and the 50th anniversary of the plant of the New York Central system at Ashtabula.

The Erie was represented by J. F. Duffy, manager purchases and stores; George House, general storekeeper; E. E. Dexter, assistant to purchasing agent, and Joseph Echle, assistant purchasing agent.

Guides for the tour were Mr. Forbes, Thomas R. Carr, general foreman; Foremen George Smith and Rodney Besansan; George Hood, leading stockkeeper, and Cecil Shumacher, leader. The next day the committee went to Ashtabula and toured the New York Central plant.

The plant supervision and office force held their annual fall outing at Arboretum Park. The main dinner course was steak and creamed potatoes, prepared by our chef, Thomas Carr, and wife, Marjorie.

The committee is working on our annual Christmas party, to be held the night of Dec. 10.

Erie Railroad Magazine



## Mahoning Division

BRIER HILL DIESEL SHOP

By Josephine Ann Amato

Making her debut in railroading is **Mary Ellen Carney** who worked vacation relief here and now is at Youngstown freight. Although **Mary Ellen** was here but a short time, we miss her.

**Joe Hollern**, heavy repairs foreman, is back on the job after a two-week vacation, loafing around his new home in Girard.

A hearty welcome is extended to **John Cigolle**, new electrician.

**Mrs. Joe Franko**, wife of the engine dispatcher, is home again after being hospitalized. We hope she has speedy recovery.

We are glad to see **Harvey Carr**, inspector, back at work after an illness.

Congratulations to bridegrooms, **Sam Petruso**, laborer, **Steve Jurnick**, electrician, and **James Poling**, machinist helper.

We wish many happy retirement years to **Bert Mozzillo**, pipefitter, and **Homer Louis**, relief engine dispatcher.

## YOUNGSTOWN FREIGHT

By Dorothy Gettig

Birthday congratulations are extended to **Stanley Cvelbar** and **Mary Ann Terlesky**, and wedding anniversary congratulations to **Mr. and Mrs. Bob Terrill**.

Vacationists who returned recently are **Paul Moldovan**, **W. D. Owens**, **Marianne Tobin**, **Stan Cvelbar** and **Ralph Fero**.

Best wishes are extended to **Marianne Tobin** on her engagement to **Eugene Larsick**. No wedding date has been set.

## POLICE DEPT.

Patrolman **A. Herrick** made a trip to Los Angeles to visit a brother who is ill.

Patrolman **Robert E. Hamilton's** 12-year-old son, **Robert L.**, plays left halfback with the Ashland Edison Grade School football team.

Patrolman **John M. Buda's** daughter, **Barbara**, 10, who received an umbrella for her birthday, is waiting for the rains to come.

**Charles S. Talley**, 7, son of Patrolman **C. E. Talley**, fell and broke an arm while roller skating.

## YOUNGSTOWN

By E. D. Lohr

The Mahoning Division Golf League, consisting of 10 teams, held their annual recognition banquet Sept. 28 at the Grotto Dining Room.

The J. P. Allison Trophy for 1957 was turned over by **Jim Mullaney**



**LOUIS WENDT**, conductor on the Delaware division (left), received his 50-year gold pass at the hand of **Arthur I. Winters**, trainmaster and road foreman of engines.

of the Warren passenger team, 1956 winners, to **Bill Bailik**, captain of the champion car inspectors' Brier Hill team.

The winning team members are **Bill Bailik**, **Ralph Criscione**, **Bill Blasch**, **George Stanislaw** and **Carman Davanzo**. Runner-up trophies were presented to the M. of W. engineers, **Jack Heneks**, captain; **Elmer Lohr**, **Bill McGraw**, **John Carney**, **Patty O'Neil** and **Paul Gum**.

A delicious steak dinner and the usual stag entertainment rounded out an enjoyable evening.

## Allegany-Meadville SALAMANCA

By S. Minnecci

Scale Inspector **H. M. Stockholm** and wife have a new daughter, **Lynn Ann**, born Sept. 2 at Batavia.

Former Erie band leader **Enfield Strickland**, 87, who is confined to a wheel chair in a nursing home in Jamestown, entertained with his violin recently. He reviewed some of the acts that were popular when he shared the stage with such stars as the **Gish** sisters.

**Leon W. Chapman**, yard clerk, made his annual vacation trip to Florida in September.

Yardmaster **Elvin O. Smith** spent some of his vacation with his son, **Donald**, at Fort Dix and Fort Monmouth in September.

**Floyd Perkins**, retired engineer, recently underwent surgery at Olean.

Airman **Thomas J. Taylor** is at the naval receiving station in Norfolk, awaiting transfer to the battleship Iowa. He is the son of Yard Conductor **Kenneth W. Taylor**.

(Turn the page, please)





PURCELL R. FRISBEE, road foreman of engines, gave M. J. Donohue, Susquehanna division engineer, his 50-year gold pass.

## Accounting OFFICE OF COMPTROLLER

By Lou Paul

Henry and Ruth Neureuther had an auto trip to the Smoky Mountains in Tennessee.

We are all pleased that Bill Hawley's wife, Ethel, is making good recovery from a recent illness.

Dotty Symes and Joe Kraizel were married in Fairview Park on Sept. 14. Our good wishes to both.

Welcome to Clare Feeney, latest addition to our stenographic force.

## HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Welcome to new members, Judith Webb, Marlene Neu, Patricia Washburn, Rona Burnard, Russell White, John Watt and John Casey.

Harvey Schneegas received another long letter from Ralph Horseman who is now retired and living in Marion.

Dick Crowley has joined the ranks of the Canisteo commuters.

Frank Krider vacationed around the countryside.

Bud Vanderhoof and Bob Argentieri attended the TV showing of the Robinson-Basilio fight in Rochester.

Paul Smith remodeled his home in Canisteo.

Welcome back to Leo Hitchcock after a long illness.

Joe Casey left the bureau and is attending Alfred University.

Clayt Ordway is laid up with the flu.

Angelo Petrillo used a week of his vacation to try his luck at fishing in Black Lake.

Jim Hilton now is satisfied with the school crossing guard at Elm and Erie Ave.

The bureau has three teams in the Erie bowling league. Harry Lemen is captain of team No. 1 with Francis Crook, Leo Harkins, Tom Hogan and Tom Piacenti. Neil Crandall, Angelo Petrillo, Tom and Dick Halloran play for Captain Fred Petersen.

On Bob Hillman's team are Bob Argentieri, Jack Meehan, Bill Barnett

and Zip Zannieri. Substitutes for the three teams are Ray Clark, Jack Burlingame, Roscoe Dressler and Dick Tyson.

At this writing Petersen's team is ahead with eight wins and one loss, the captain leading the way with a 180, 227 and 208 for a neat 615.

Tom Halloran, Neil Crandall, Bob Hillman, Angelo Petrillo, Leo Harkins, Harry Lemen, Tom Hogan and Fran Crook have games of 200 or over.

A party was given Tom Page, John Loree and Jim Hogan at the American Legion. Tom and John have returned to college and Jim is on leave of absence.

Lorraine Cornish and Joyce Fuller have moved from Andover and set up apartment-keeping in the city.

Carolyn Walter and Edna Metzger spent a weekend in Stroudsburg, Pa.

Ross Cook has returned to work after a trip to Utah where his son is attending college.

Pop Doty still makes his weekly trips to Jersey.

Mary Stitt spent a week in Cleveland.

Leo Harkins spent some time in Cleveland attending a wedding and trying to find out what happened to the Indians.

## AUDITOR OF DISBURSEMENTS

By Denny Kish & Dorothy Buday

Mr. and Mrs. William Kane motored to New York City and Quebec City on vacation.

Fred and Martha Talbot visited in Washington, D. C., and Williamsburg, Va.

Kathryn Guiton and Lottie Scholz attended the wedding of Kathryn's

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niece in Jersey City. Later they made a trip to Bellefonte, Pa., to visit Kathryn's nephew.

Mr. and Mrs. Frank Troyano spent a few days in New York City seeing some plays. Ed Joniak went to the same place for the same reason.

Lucille Arth returned from vacation on Cape Cod with the comment that one has never had real lobster unless one has been there.

Agnes Fortunato and her husband traveled to Los Angeles and visited one of our former coworkers, Anita Romito.

Dorothy Buday visited her sister in Chicago.

We all wish speedy recovery for Mildred Small, Fergie's wife, who fell and broke her hip.

Good luck to Steve Gall who has taken a job in the land and tax department.

Judy Martin and our reporter, Denny Kish, were married at Christ Methodist Church Sept. 21.

We welcome Paul Kmetz, our new messenger.

#### AUDITOR OF REVENUES

By Jimmy Murphy

For all of us in the Columbia and Marine buildings last month will be a memorable one.

First, the long siege of remodeling ended. It was topped off by a moving spree. The moving went smoothly, but the telephone strike left the movees feeling a bit out of the world.

Next, and more important to everyone, there were several promotions, some of them to newly created positions.

Heading the list of those promoted is G. F. Dunathan, who was promoted from car accountant to the newly created position of auditor of machine accounting. He has inherited a man-sized job which we know he can fill.

R. Curtis Clark was appointed assistant auditor of machine accounting, having advanced from chief of methods and procedures where his know-how and ability are well known. A. C. Roscelli presides as manager of the machine accounting bureau, so this phase of railroad accounting will continue to be in good hands.

C. A. Haughn is supervisor of machine operation for the car record department, and adjoining this efficient group is the payroll bureau, transferred from the auditor of disbursements department under the supervision of genial Frank Kelly.

Keeping pace with the vast improvements being made on our rail-

road, the past few months have seen a noteworthy expansion in the refurbished Marine building facilities. The inviting look and pleasing decor of these offices is readily apparent.

The fifth floor is occupied by the car record department under H. G. Strom, who moved up from chief clerk to car accountant, replacing Mr. Dunathan. Roy Sturr takes over the reins of chief clerk.

We are happy to welcome all the new employees and wish them success.

Sept. 30 marked the close of R. J. Wright's long career with the Erie. He was assistant chief clerk in the agency bureau, in charge of demurrage. Bob was honor guest at a testimonial dinner in Kiefer's restaurant, attended by a host of officials. On the day of his retirement the entire office force assembled to salute his contribution to the railroad. He was presented a monetary gift by Tom O'Neill on behalf of his associates. Appropriate expressions of friendship and appreciation were made by G. E. Allen, assistant auditor of revenues, A. C. Roscelli and A. F. Lamoureux.

St. Joseph's Church, Avon Lake, was the scene of a pretty wedding on Oct. 19 when Virginia McLeod and John Peterson were married. The popular Erie couple held a reception

at Sunnybrook Gardens and spent their honeymoon in their future home, a brand new trailer.

Another pretty wedding took place on Sept. 28 when Barbara Jeanne Sutton and Marty Marcellino promised to love, honor and obey, in a ceremony performed in St. Rose of Lima Church. A large group of friends from the office attended the reception in St. Mary's Hall and saw them off to a happy start.

Joe Bangert has been bursting with pride since a daughter arrived Sept. 20 (Shirley Ann). She's as cute as only baby girls can be, says Joe.

Theresa Gentile is displaying an exquisite diamond ring which she received from Roger Williams.

Ed Medley left and is attending Kent U.

Bill McGrath's energetic son received an extended school vacation when he suffered a fractured wrist while performing on parallel bars. The youngster is coming along fine.

Anne Marie Mark and Alberta Lawler spent a weekend in New York, seeing the new shows, sampling the Greenwich Village night life, and practically living on cheese-cake.

• • •

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| <input type="checkbox"/> R. R. Air Brake          | <input type="checkbox"/> Fireman                    | <input type="checkbox"/> R. R. Car Repairer        |                                     |
| <input type="checkbox"/> Blueprint Reading        | <input type="checkbox"/> R. R. Diesel Machinist     | <input type="checkbox"/> R. R. Engineering         |                                     |
| <input type="checkbox"/> Bridge & Bldg. Foreman   | <input type="checkbox"/> Electrical Engineering     | <input type="checkbox"/> R. R. Rate Clerk          |                                     |
| <input type="checkbox"/> R. R. Car Inspector      | <input type="checkbox"/> Electronics                | <input type="checkbox"/> Roadmaster Section        |                                     |
| <input type="checkbox"/> & Air Brake              | <input type="checkbox"/> Machinist & Toolmaker      | <input type="checkbox"/> Foreman                   |                                     |
| <input type="checkbox"/> Carpentry & Millwork     | <input type="checkbox"/> Mathematics & Mechanics    | <input type="checkbox"/> Supervision               |                                     |
| <input type="checkbox"/> Chemistry                | <input type="checkbox"/> for Engineering            | <input type="checkbox"/> Surveying & Mapping       |                                     |
| <input type="checkbox"/> Civil Engineering        | <input type="checkbox"/> Mechanical Engineering     | <input type="checkbox"/> Telephony                 |                                     |
| <input type="checkbox"/> Commercial               | <input type="checkbox"/> Plumbing & Heating         | <input type="checkbox"/> Traffic Management        |                                     |
| <input type="checkbox"/> Construction Engineering | <input type="checkbox"/> Personnel —                | <input type="checkbox"/> Welding—Gas & Electric    |                                     |
| <input type="checkbox"/> R. R. Diesel Electrician | <input type="checkbox"/> Labor Relations            | <input type="checkbox"/> High School               |                                     |

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Home Address \_\_\_\_\_

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

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

## ICC Calls Trucks Out in Safety Check on Roads

Almost one out of every five of the 12,000-plus highway freighters receiving a thorough inspection during the Interstate Commerce Commission's latest nationwide safety check were ordered off the road on the spot.

ICC safety experts found 18.6% were "so immediately hazardous to operate as likely to cause an accident or a breakdown."

Another 70% of the rubber-tired boxcars were found to have one or more safety defects, but were allowed to continue with warnings that the defects be repaired as soon as possible.

The most commonly found violation was faulty brakes, with 7,130 defects.

The safety condition of all the trucks passing through the ICC check points may have been even worse than the figures indicate, because, according to the truckers' Transport Topics, of the estimated 50,000 trucks passing through, the safety inspectors were able to check carefully "only those trucks with visible or audible evidence they were not in good condition."

Citizens sometimes wonder why truckers go to the trouble of flaunting the law with a few thousand illegal, overload pounds on a trailer that already pounds the highways with thousands of pounds of legal load.

The answer is simple: A highway freighter with a payload of 39,000 pounds just about pays operating costs, figures given by Western Trucking Magazine show. The trucker's profit would come from any added weight.

Thus, if the payload is raised to 42,000 pounds, the trucker makes a profit on 3,000 pounds. If he overloads by another 3,000 pounds—bringing the gross weight of his rig to 3,000 pounds in excess of the legal limit, he doubles his profit—at the expense of the highways and the taxpayers who maintain them.

• • •

In 1956 freight trains transported an average of 1,420 tons of freight each, compared with the previous high average of 1,374 tons per train in 1955 and a peak in World War II of 1,139 tons in 1944.

*Erie Railroad Magazine*

## Wyoming Division

(Story begins on page 12)

to the mines start every morning, man's own ingenuity has set him problems in engineering.

Deep under the yard lie the galleries of a worked-out mine, a mine from which hundreds of thousands of tons of black diamonds were taken. Today these galleries are subject to collapse, and since no man now enters the mine, no one knows when the old tunnels cease to be.

### Yard Level Again

But their collapse is soon reflected on the surface, where the ground undergoes sinking spells. None have occurred for five years, and today the yard is level, and the yard office as upright as any other.

But a few years ago the once level yard began to take on the general profile of a roller coaster; the yard office listed slowly until it was at a forty-five degree angle.

Today, thanks to jacking and filling, and to much digging, the yard looks normal, and it is believed and hoped that the mine is through its tricks. But at any time it may start again—unless all the tunnels have now collapsed.

But one thing is sure—whether it is Nature or man that causes the trouble the men who make the Erie's Wyoming division what it is will be ready for anything that comes.

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

There are certain basic differences between railway transportation and other forms of transportation. First of all, railway transportation is permanent transportation. When a railroad comes into the community, it invests heavily in the community, and its investments are increased from time to time as its local business grows. These investments stand as a guarantee to every merchant and every manufacturer that the community will have regular and dependable transportation service as long as they choose to keep it. This assurance of permanency is one of the basic factors in community growth.

Rail rates are reasonable and stable. Every shipper is treated alike in the matter of rates and service. Rate stability exerts a steadying influence upon prices and contributes to orderly marketing.



THOUSANDS OF TONS of new fill went into this embankment to replace one lost during the floods that hurricane Diane dumped on the Wyoming division.

• • •

## Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Bechtold, Oscar George	Machinist	Avoca Shop	9-15-57
*Bernard, Philip Walter	Section Foreman	B&SW Division	8-23-57
*Burlingham, Elmer Floyd	Engineer	Allegany Division	8-16-57
*Carroll, Patrick John	Barge Captain	Marine Department	5-27-57
Carver, Eldridge Marcellus	Dock Clerk	Jersey City	8-24-57
Fitzgibbons, Thomas Emmett	Yard Clerk	Meadville	9-12-57
*Fleming, William	Painter Helper	Susquehanna Coach Shop	8-25-57
*Gerber, Joseph Francis	Machinist Helper	Marion Shop	7- 6-57
Gigante, Joseph	Janitor	Buffalo	8- 3-57
*Grosart, Thomas Brownlee	Die Maker	Meadville Shop	9- 7-57
*Hale, Perry Eugene	Conductor	Susquehanna Division	7-30-57
*Herriot, Clyde William	Clerk	Kent Division	8-26-57
*Hill, Joseph Barnes	Yard Conductor	Marion Division	7-29-57
*Keenan, Edward Aloysius	Car Foreman	Jersey City Pass. Car Shop	9-17-57
Kenyon, Elton Gregory	Car Inspector	Susquehanna Car Shop	8-23-57
*Magee, George Bruce	Conductor	Susquehanna Division	7-26-57
*Maher, Edward Joseph	Barge Captain	Marine Department	7-24-57
*Meadows, John	Machinist Helper	Cleveland Shop	7- 2-57
*Miller, Edgar Wallace	Locomotive Engineer	Meadville Division	6-10-57
Miller, Lawrence George	Material Deliverer	Cleveland Car Shop	8-21-57
*Mohr, John	Air Brake Repairer	East Buffalo Car Shop	8-28-57
*Neidig, William John	Box Packer	Marion Locomotive Shop	8-23-57
*Onorato, Nicholas Fortunato	Car Oiler	Hornell Car Shop	7- 1-57
*Ostrander, Leon Edwin	Conductor	Susquehanna Division	7-10-57
Peters, Edward Emil	Baggageman	New York Division	8- 1-57
*Radcliffe, Charles Durgin	Baggage Porter	New York Division	7-29-57
*Romrn, Peter	Trackman	Buffalo Division	6-28-57
*Stevenson, Peter	Crossing Watchman	New York Division	7- 2-57
*Sullivan, Thomas	Janitor	Jamestown	6-11-57
*Tanner, Clarence Millard	Passenger Trainman	Allegany Division	8-29-57
*Ward, William Winfred	Power Truck Operator	Meadville Shop	8-31-57
*Retired Employees			

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## Class Marks

(Story begins on page 8)

Back in the days of steam the problem of accurately describing wheel arrangements and of classification of locomotives arose as soon as a railroad bought or built its second type of locomotive. And as the number of types increased rapidly various means were devised to make it easy for everyone to understand just what kind of locomotive was being talked about, and make it hard for misunderstandings to arise.

Various systems were tried. One, the Whyte system, was based on the number of wheels. Another on the number of axles. A third assigned names, often chosen to honor a person or the railroad that first ordered the type. Some railroads named their classes for divisions.

This multiplicity of systems merely led to more confusion. Finally a reasonably uniform system was adopted, a system employing letters and numbers. But the letters were assigned in an arbitrary manner.

When the Diesel appeared the Erie's mechanical department was able to set a new high standard in classification systems. No longer was it necessary to associate arbitrary letters and fixtures (such as

K-5) with a certain arrangement of wheels, flues and superheaters.

The new classification system depends on the power, builder, and use of the locomotive.

### Thousands of Horses

The figures refer to the number of horsepower in a unit, expressed as hundreds of horsepower. Thus a 16 means 1600 horsepower, 20 means 2000 horsepower, etc. That last letter before the figure in the class designation shows the builder. F indicates a freight locomotive, P a passenger engine, and S is used for switchers.

The letter M indicates that the locomotive is equipped for multiple operation with other engines of its class. Slight modifications are shown by a number after the figure. Thus MFSA-16-A differs from MFSA-16 only in having dynamic brakes.

An FE-15 is a freight Diesel built by Electro-Motive Division of General Motors Corp., and called an F-3 by the manufacturer; the maker made some minor changes, bringing out a locomotive of the same horsepower under the name F-5. The Erie designated it FE-15-A since there was so little difference. By the same token an FE-15-B is the maker's F-7.

All told, the Erie has 486 locomotive units arranged as 382 locomotives. Many, of course, are hood units—switchers and road switchers. Then there are cab units.

On the Erie all cab units are designated as either A or D; "blind" units that must be used with cab units are designated either B or C.

But it is not merely model numbers that make a difference. Thus an MFSA-16, when modified by the addition of dynamic brakes becomes MFSA-16-A.

All this, of course, is quite apart from the locomotive's own number, by which it is known to engine crews and dispatchers, and by those who like to watch the trains go by.

All these numbers, and more information besides, may be found in the current roster of locomotives in this month's magazine.

### Locomotive Roster Grows

Class I railroads in the first eight months of 1957 installed in service 920 new locomotive units, all of which were diesel-electric except for four electric, the Association of American Railroads has announced. In the same period in 1956, they installed 1,032 units, all of which were diesel-electric.



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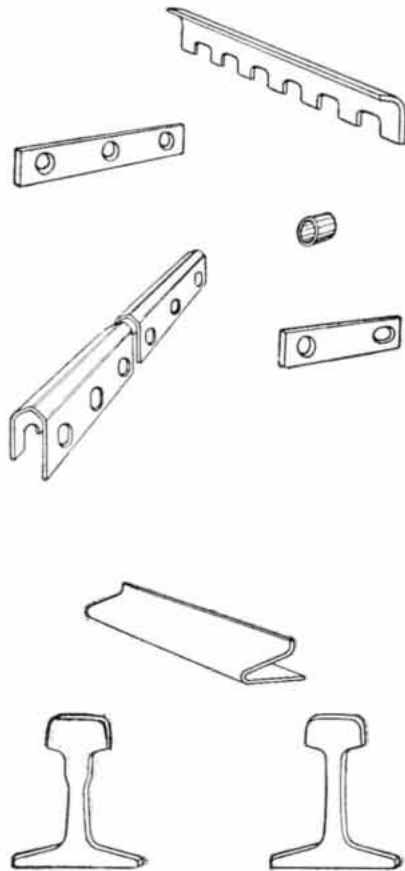
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## Cambridge Springs

(Story begins on page 11)

building is completed, the rest of the station will be torn down.

The railroad portion of the building will include a waiting room, an office, rest rooms and a baggage room.

There will be ample parking space for patrons, employees, and taxicabs.

The borough will furnish water and sewer services, maintain the exterior of the building and the landscaped area. The railroad will furnish, decorate, and maintain the interior of its area, clean the snow from its platforms and away from its doorways, and will have a site for a sign.

There will be three parking spaces for railroad employees and six for patrons and taxicabs.

Once the Erie has moved into the new building, the borough will raze the old one.

• • •

## Height Set Fares

In North China, before the Communists moved in, any child having a height of four feet three inches or more paid full fare, while any child having a height of less than two feet six inches traveled free. Those in between traveled for half fare.

## Diesel Fleet

(Story begins on page 8)

The first trio were the Eleazar Lord, the Piermont and the Rockland.

The next spring they were joined by the immortal Orange, the Paul Bunyan of all Erie's locomotives, and the Ramapo.

Whether the Orange was an unusually reliable locomotive — and products of the engine shops of those days were likely to be temperamental — or whether she was just somebody's favorite, or whether she was the reverse, and therefore given the worst jobs—no one living today knows.

But she became the Erie's legendary engine. In the early days she was often the first over a new length of line, the first in town after town, and has become so famous that most Erie men will tell you, if you ask, that she was the road's first locomotive.

## First Diesel Retires

The first Diesel-electric locomotive bought and used by a railroad in the United States was retired June 13, 1957, after nearly 32 years of service. The locomotive was manufactured jointly by American Locomotive, General Electric, and Ingersoll-Rand for the Jersey Central. It was a 300 hp switcher.

• • •

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## Erie's Diners

(Story begins on page 6)

the score sheet concerns itself with the smoothness of walls, their color, and the state of their repair. Floors and ceilings, too, must be easy to clean.

Great stress, of course, is laid on the facilities provided the dining car crew—and, interestingly enough—facilities that must be denied them. Not only do the regulations give them good light to work by, but they assure that the crew will have proper and inviting places to wash, including individual towels.

On the other hand, the dining car employes may not keep any of their personal effects stored in the kitchen or pantry areas.

The employes themselves must be free from communicable disease, and have no recent history of illness.

### Minute Inspections

So minute are the inspections that the 128 routine items bear a possible raw score of 1,000 points. Blank spaces are provided, too, where other infringements of the code might be found. Thus, if the space where boxed dry cereals are kept is not easy to clean, in the opinion of the inspector, he might deduct points for that failing.

Once the inspector has totaled the weights of the items not up to standard from the possible score, based on a possible score of 1,000, he converts the grade to a basis of 100. Thus, an Erie car that amassed 990 points on the score sheet on the lower part of the inspector's page would be given a final score of 99.

Winning commendation for sanitary cars is nothing new for Collins' department. In 1953 the Erie was the first railroad to win a certificate from the Public Health Service for general high performance. In those days, however, the certificate was something you either had or did not have.

Under the new system, devised to spur the laggards as well as to reward the efficient, the public will know just how good the cars are—and A is very very good indeed.

## Safety Award

(Story begins on page 5)

employees in keeping the Erie's safety record shining.

"Safety is a team problem," he said. "It is thanks to the team spirit that the Erie family has won this award. Management, supervision, and men, all working together toward a common goal, won this honor for us."

### Other Winners

Other railroads in the 15,000,000 locomotive-miles or over group that won certificates were the Louisville and Nashville and the Great Northern. Winners in the next group were the Elgin, Joliet and Eastern, the Virginian, and the Duluth, Missabe & Iron Range, and in the third category the Litchfield & Madison, the Atlanta & West Point (including the Georgia Railroad and the Western Railway of Alabama), and the Lake Superior & Ishpeming won certificates.

Harriman medals were won by the Union Pacific, the Chicago & Eastern Illinois and the Bangor & Aroostook.

James G. Lyne, New York, editor of Railway Age and chairman of the awards committee, spoke. Other members of the awards committee are Paul F. Stricker, director of the Museum of Safety; Owen F. Clarke, chairman of the Interstate Commerce Commission; John M. Fitzgerald, formerly vice chairman of the Eastern Railroad Presidents Conference; Harold F. Hammond, executive vice president, Transportation Association of America; Robert S. Henry, vice president, Association of American Railroads; David I. Mackie, chairman, Eastern Railroad Presidents Conference, and E. Grosvenor Plowman, vice president and general traffic manager, United States Steel Co.



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