Later this month we will be celebrating Thanksgiving Day. There will be family gatherings and the traditional dinner with all the trimmings. It is a time when we give thanks for all the good things that are ours in this land of opportunity.

We have good reason for rejoicing because our blessings are many—good health, employment, loved ones, good homes, freedom, peace, and a standard of living far above the level of the rest of the troubled world. We should have no difficulty in finding things for which to be thankful.

The news about our business is better too. Carloadings are showing definite signs of improving although they are still lagging behind last year. The recession seems to have run its course. We can be thankful that it was not more extensive and that our nation’s economy had the strength and stability to recover so quickly.

This will give us all an opportunity to increase our traffic volume which we need so badly. But it won’t come to us without continuing efforts on our part. We will have to sell as vigorously as we can and make our service as efficient and dependable as possible.

A combination of good salesmanship and good service is the only way to better business. More business will, of course, mean that it will be possible to recall many of our furloughed employees, which would make us all feel especially grateful.

I extend to you and your families my sincere wishes for a happy Thanksgiving.
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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, 1958 Volume 54, No. 9

THE COVER:

Train No. 99 rolls past MK siding, just east of North Warren, on the second sub-division of the Mahoning division. At Leavittsburg the towerman in SN tower has lined the switches to speed No. 99 on her way to Chicago. More about the Mahoning division on P. 12.
Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

<table>
<thead>
<tr>
<th></th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
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<td>Month of September,</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1958 ....</td>
<td>$12,853,431</td>
<td>$13,442,919</td>
<td>($589,488*)</td>
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<td></td>
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<tr>
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<td>$113,180,137</td>
<td>$118,667,702</td>
<td>($5,487,565*)</td>
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<td>1957 ....</td>
<td>131,155,533</td>
<td>128,831,852</td>
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</table>

(*Losses in italics)
Begin Work on Connection to Link Erie, DL&W Track

Put in Crossover at Binghamton as 1st Step

Construction work that will permit the Erie Railroad and the Delaware, Lackawanna & Western to use the same tracks for the 75 miles between Binghamton and Corning was started Nov. 18.

First job, the installation of a crossover between the Erie's eastward and westward main tracks in Binghamton, just west of Jarvis Street, was begun by a 15-man track gang. This crossover will permit westbound Lackawanna trains, which will move to Erie tracks from theirs a little farther east, and south of the Erie right-of-way, to reach the Erie's westward main.

The presidents of the two roads, Harry W. Von Wilier of the Erie and Perry M. Shoemaker of the Lackawanna, announced the beginning of the work, and indicated that the Interstate Commerce Commission in Washington had been notified that the work had started. The commission had specified that work must start by Dec. 1, and be completed by Sept. 1, 1959.

New Signals, too

First phase of the construction, building of track connections at Binghamton, Gibson and Big Flats, will be followed by the installation of signal systems to protect the moving trains. All told, about two score new signals will be needed, many of them in the Binghamton area.

Speed of work will depend upon weather conditions and the ability of manufacturers to furnish the necessary components.

The project has been delayed almost a year by the opposition of certain Elmira interests that objected to the use of the Erie viaduct through the center of the city by trains of both railroads. After extended hearings the ICC granted approval of the railroad plan, ruling that the broader public interest for efficient rail service prevailed, and stating that "where there is no overbearing adverse effect upon the public such efforts must be encouraged."

No shipper objected to the plan. The railroads run parallel through the area. In proposing the coordination the roads contended that such duplicate facilities were wasteful under today's economic conditions and that greater efficiency and economy would be achieved if both roads used the same tracks.

Annual savings under the plan are estimated at $1,090,000; cost of making the changes will run about $1,630,000. Of the cost, about $946,000 will be spent on Erie property, and the balance on the Lackwanna. Salvage value of materials removed by the DL&W, which now operates a double-track line through the area, is expected to amount to about $2,200,000. Most of the DL&W double track will be removed. Single tracks will be left in some areas. The salvaged rail will be used for relaying purposes in other locations.

The change will release valuable real estate in Elmira, where civic leaders have already begun to lay plans for possible industrial use of the area to be cleared.

Passenger trains will use the Lackawanna station at Binghamton, and Erie stations the rest of the way. 

November, 1958
New Bakery's Shopping List
Reads in Millions of Pounds

THIS ELECTRONIC BRAIN does all the measuring of all ingredients for the baking carried out in the plant-and selects the ingredients from the shelves.

MIXING BOWLS LIKE THESE prepare the dough for millions of crackers and cookies every year, mixing 1,500 pounds of ingredients at a time.

N EWEST bakery of its kind in the world, the $15,000,000 Fair Lawn plant of the National Biscuit Co., on the Erie's Bergen County Branch in New Jersey is now operating at a rate of 175 million pounds of crackers and cookies a year.

And what a shopping basket the Fair Lawn plant needs when it sets out to bake!

Over the inbound Erie siding roll 106 million pounds of flour, 20 million pounds of shortening, and a million pounds of cheese a year. Not much salt is used-a mere 218,000 pounds a month.

**Car to Bin**

All these goods are delivered at the door aboard special freight cars and put on the shelf by special machinery.

The flour comes in airslide cars, which are unloaded pneumatically, and the flour is blown into storage bins in a high tower that is one of the architectural beauties of the plant. Shortening, which arrives in tank cars, is, like the flour, unloaded within the building, and piped to tanks in the tower. Salt comes in covered hoppers, and it, too, is whisked away to the "shelves" high above the mixing area.

And when it's time to mix up a batch of cookies, there's no looking in books, no measuring with cups.

**"Brain" Measures Flour**

The dishing out is done by a huge machine, an amazingly complex electronic brain that is preset at the beginning of each working day to mix any one of 38 recipes that might be called for.

This brain, the size of a living room, then withdraws the supplies from the "shelves," sifts and weighs the dry ingredients, measures the liquids, and delivers them, in the right order and at the right
speed, to 16 mixing bowls--mixing bowls that can handle 1,500 pounds of dough at a time.

And the brain checks up to see that things are flowing smoothly. At any time its attendant can tell just how much of any ingredient has been delivered, and just how fast it is flowing to the mixers.

Cookies by the Million

From the mixers the dough goes to great rollers that cut out the cookies or crackers and imprint them with designs. The rollers, made of bronze, are capable of turning out nearly a half million cakes an hour when the cakes are of the most elaborate kind.

From the roller, belts carry the formed dough to and through the ovens. And the eight ovens are each 300 feet long.

Once out of the ovens the baked goods ride a long belt through the cooling area. Then they are gathered, stacked and wrapped by machine, and packed into their familiar boxes, all by machine; the boxes are sealed, wrapped in larger cartons and placed on hand trucks--and throughout the process, from unloading of the flour to the final step, no one has touched the ingredients, or moved them by hand.

The trucks are then taken to the shipping room, where every one of the 38 kinds of cookies and crackers--from Barnum's Animal Crackers to Zu Zu Ginger Snaps--has its own storage area. From

SURELY AND QUICKLY, but, oh, so gently, this machine packs millions of crackers into boxes for the retail trade.

November, 1958
Praise Earned by Erie
Men, Women at Work

Sir:

The trip over the Erie to Ridgewood was our initial ride on this road, and both Mrs. Larson and I were delighted with it for our eastern journey. We noticed the very friendly attitude of the train personnel, and their great effort to see that we were comfortable. The scenery between Chicago and Ridgewood was indeed very interesting; and we are tempted to ride the Erie on all of our trips to the East.

I might mention that Gerald Hinch, the dining car attendant, was most courteous, and we did enjoy having him serve us. The Pullman porter, Mr. Darden, should also be mentioned as being very attentive, both going and coming.

Kindest regards and best wishes.

L. S. Larson
Secretary-Treasurer
Chicago, Ill.

Sir:

We wish to take the time to thank you for the cooperation we have been receiving from the Erie Railroad Co. in regard to all our shipments coming from the west. Since we have been routing via the Erie our shipments have been coming in as much as seven days sooner.

Charles A. Fenster, President
Phillips Cooling Tower Co., Inc.
Brooklyn, New York

Sir:

We would like to express to you our sincere gratitude for your effort on our behalf with regard to our school furniture. Because of you the children are at this moment sitting and enjoying this beautiful furniture.

Thank you so much for your kindness and consideration.

Elizabeth B. Gennarino
Elementary Principal
Vails Gate School
Vails Gate, N. Y.

Sir:

I am writing you in regard to the very enjoyable pilgrimage that Damascus Temple was privileged to have July 13th to 18th, 1958, on the Erie Railroad. Our people are enthusiastic in their praise of the splendid accommodations and the courtesy of the personnel of your road.

May I call attention to the very courteous and businesslike manner in which your passenger representative, Gerald B. Saunders, handled every detail going and coming from Chicago, and the careful attention given to details of arrangement in Chicago during our stay.

I would also like to mention the courteous treatment we received from Norman Kelberman, inspector of the dining car department.

You may be sure that if there is an opportunity for Damascus Temple to require the services of a railroad in the future, great consideration will be given to the Erie Railroad.

Damascus Temple, A.A.O.N.M.S.
James C. Corbett, Potentate
Rochester, N. Y.

Sir:

Last week I had the pleasure of being with a group that traveled to Chicago on a special train arranged by the Erie Railroad. When accommodations prove to be so enjoyable and pleasant, I think those responsible for them should be given due credit.

Arrangements for this train were made by Mr. Howell of the National Carioading Corporation and were overseen by Jerry Saunders. I can recall few times when individuals have extended themselves to provide and care for their group as these men did.

Even Mrs. Saunders did much to see that the group was comfortable and added considerably to the excellent service enjoyed by all of us.

I hope that in another year when our Shrine travels to another city, it will be able to use the Erie Railroad. The comfortable cars as well as the very good service did much to make our Shrine Convention a huge success from the time we left Rochester until we returned. I think you and your organization should be highly commended for your capability in providing this type of service.

Herbert J. Scheuer
Vice President
Rochester Transit Corp.
Rochester, N. Y.

Sir:

Your Albany office has for some time now furnished me with valuable assistance and information on the routing of my cars and movements of same over the Erie and connecting lines from Chicago east.

Inasmuch as the great majority of these cars move into and through areas that are not adjacent to Albany, I have consistently felt that I have been somewhat imposing upon your Albany personnel and that this is all extra work to them without benefit of credit.

I do appreciate their assistance and hope that now that I have drawn this matter to your attention you will in the not too distant future advise them that their services to me have not gone unnoticed by your railroad and myself.

Samuel H. Gardiner
Gardiner Products
Albany, N. Y.

Erie Railroad Magazine
Sir:

We wish to bring to your attention the splendid manner in which personnel of the Erie Railroad assisted us during the week of February 17th, and into the week of February 24th.

Despite snow and extended cold we were provided with in and outbound cars and service.

Mr. Claude Lauer, division freight agent at Jamestown, was of particular assistance in keeping us informed of traffic conditions in other places and in marshalling local personnel and equipment to service our needs. Through his help and that of Mr. Donald A. Logan, division superintendent, Salamanca, New York, we were able to expedite shipment of three cars of feed through Buffalo, New York at the earliest possible time.

Action like that of Mr. Lauer and Mr. Logan as well as that of the many people working with them was of great help, and deserves our thanks.

Daniel G. Grandin, Vice President
D. H. Grandin Milling Company
Jamestown, New York

Sir:

I have always considered the Erie one of the best railroads where service is concerned, but the service you gave one of our lumber cars recently has outdone all of them.

IC-22973 was shipped from Klamath Falls, Oregon on April 3, 1958, routed SP UP CGW Erie NYNH&H, and consigned to us at Bridgeport.

The UP delivered this car to the CGW at Council Bluffs, Iowa at 4:00 a.m. April 7th. I don't know when the CGW delivered this one to the Erie, but the Erie delivered to the NYNH&H at Maybrook 2:55 a.m. today, April 11th.

This may not be too fast in comparison with perishables, or with westbound cars, but if you know of any faster time for an eastbound car of lumber, I would like to hear about it.

Warren F. King
The City Lumber Company
Bridgeport, Conn.

Sir:

We believe that we should give credit where credit is due and we were most impressed with the fine service that your railroad gave us with cars No. NYC 167361 and No. ACL 22624.

It was very impressive to find the fine record system that your railroad has in connection with one of these two cars that was a bad order unit. For your information, we had started tracing these cars on Thursday and the interest and information that your various personnel had on these two cars was most gratifying.

We were holding up the production schedule of our largest customer and we certainly appreciate the extra effort that it entailed in getting these cars to us so promptly.

R. T. McClive
Eastern Fabricating Co., Inc.
Buffalo, New York

Sir:

Just a note to compliment you on your waiter Mr. A. W. Catlett. We were fortunate in having him on both trains 6 and 5, between Youngstown and New York over February 2nd weekend.

Mr. Catlett was unusually thoughtful and courteous and he helped make our New York trip one to remember.

Mrs. Peg Gabler &
Mrs. J. E. McCabe
Youngstown, Ohio

Sir:

I suppose you know this is grounds for divorce!
How's It Coming
Press-Time Report on Pending Projects

Commuter Trains
In May the Erie filed a petition with the public utilities commissions of New York and New Jersey to eliminate certain passenger trains and to revise schedules of certain remaining trains.

Hearings were held before both commissions in June. The New York commission rendered its decision, approving the changes, on July 29. No order has been issued by the New Jersey board.

Because of the overlapping authority that exists, no benefit may be realized from the approval of the New Jersey board until the New York commission reaches its decision.

Meanwhile the trains concerned continue to lose approximately $725,000 a year.

Joint Track Use
Construction has begun to permit the joint use of Erie tracks between Gibson and Binghamton by both Erie and DL&W trains. Full story elsewhere in this issue.

Improvement always seems possible -- in the other fellow's department.

Jersey City Ferry
Further hearings were held on Nov. 3 before a three-judge federal court at Newark looking toward discontinuance of the Erie Railroad's ferry service between Pavonia Avenue in Jersey City and Chambers Street in Manhattan. A decision is expected soon.

Piggy-Back Cars
Dates from the Persian Gulf began moving over the Erie between Jersey City and Chicago last month for the first time in 10 years. Thanks to piggy-back, the movement went Erie all the way from shipside to consignee. The dates, pressed together in large blocks and then wrapped for shipment, were loaded directly from two ships into the trailers, the trailers were loaded aboard trains, and, at the Chicago end, delivered to the consignee.

Rails to Move
Heaviest Mail
Load in History

Nearly 10 pounds of mail--letters and parcels---will be handled this Christmas for every man, woman and child in the United States.

Nationwide indications are that the 1958 total volume of Christmas mail will be the heaviest in history--and the facilities of the Post Office Department and the railroads will be taxed as never before.

Once again the key to facilitating the gigantic task of moving and delivering this avalanche of mail is the annual "Mail Early" campaign.

As in previous years, the railroads have made advance preparations for handling the holiday volume expeditiously.

Face of Erie Series
Resumed in Magazine

A face of an Erie man, one of a series of those of the men and women who together, help make the Erie appears in this month's magazine. Like previous portraits, this one was chosen at random from the files of John F. Long, magazine photographer.

The picture appears on the facing page.
Arthur Miley  .  .  .  .  .  .  .  .  plumber, Marion

November, 1958
ORE AND STEEL HANDLER to the nation, the Erie Railroad's Mahoning division serves a region rich in industry, and offers some of the finest running ground for the railroad's fast freights.

Its lines spread like a net from Meadville on the east to Kent on the west, and its six ends--Kent, Meadville, Cleveland, Oil City, New Castle and Lisbon--mark out the broad outlines of the Midwest's most diversified industrial area.

The division's first tracks stretch for 266.3 route miles, and second track, yard tracks, sidings, and all the rest of the complex system that is the Mahoning division bring the total trackage to 685.95 miles. All of it falls under the division's headquarters at Youngstown, which calls itself the capital of the American Ruhr, for here steel mills jostle one another for space, and the night skies have been bright with the glow of Bessemer converters for three generations.

Francis J. Mulligan, division superintendent, likens the division to a wheel, with Youngstown at the center. All this complex industrial growth was nearly stifled at the outset, for narrow-minded legislators in the early 19th century tried to prevent railroads from connecting with those of other states. (See Erie Magazine for October.)

During the Civil War, construction of the line between Meadville and Kent was complicated by the rising costs and shortages of materials and labor brought about by the war. Meadville was reached on Nov. 10, 1862; Warren, Jan. 1, 1863; Ravenna, March, 1863, and Franklin (now Kent) June 1, 1863.

Today, Mahoning division maintenance begins at milepost 101.50, a bit more than a mile east of Meadville station, a dignified building set off by lawns that form a sort of campus, hinting of the presence here of Allegheny College, a liberal arts institution that has chosen to remain small and excellent in a day when many schools are suffering the pains of over-expansion.

Meadville, although its spirit reflects the presence of a college, is far from being a college town pure and simple. It is a center of the slide fastener industry--the most
popular form of fastener was invented here—and boasts a long history of geographical importance. George Washington passed this way (in 1753) as a young man, and Vernon Township on the opposite bank of French Creek reflects the visit of the young soldier in its name.

Here at Meadville is the new $4,000,000 car shop of the Erie: there is a Diesel shop here, and the maintenance of way machinery is maintained in buildings left from the days of the steam engines. Here too are the Erie's scrap and reclamation shops, the wheels shops and many other related Erie activities, all reflecting the days when this was the principal point on the Atlantic & Great Western Railroad that ran from Salamanca to Dayton.

Here too, west of the station are the east and west bound classification yards. Nearly all these installations are located on what was once an island in French Creek, and the Crawford County fairgrounds.

**Yard on Island**

The island was bought by the Atlantic & Great Western in 1861, and the river—for French Creek is certainly wide and important enough to be called that—was diverted to give the railroad a clear path through the area and space for its shops and yards.

At the yards the road is 1,080 feet above sea level, and on the left bank of French Creek. Here the road is double track, with a siding beside it, and the right of way of the Bessemer & Lake Erie can be seen on the far bank. But at Buchanan Junction at the west end of the yards, the road divides, and one line, the Franklin Branch, continues to follow the creek downstream.

The other line, the main line to the west, crosses the creek on a three-span bridge 348 feet long. The center span, a through plate truss, 130 feet long, was built in 1953; the end spans are through plate girder structures each 109 feet long.

Two miles further west the road reaches its high point between the valley of French Creek and Con- (Please turn the page)

**November, 1958**

**NUMBER SEVEN PAUSES** at Meadville while the head end cars are worked.

**A STRING OF PIGGY-BACK LOADS** on Clejan-type cars rolls eastward through the yards at Meadville.

**FRENCH CREEK CAN BOAST** of the scenery along its banks. The stream was called Riviere des Boeufs (Cattle River) by the French, who settled here before the British crossed the mountains.
Mahoning

WEST-BOUND WAY FREIGHT holds the main as it reaches Amasa.

A FAST FREIGHT TRAIN from the east is caught by the camera at Orangeville.

TYPICAL OF THE MODERN plants in the North Warren area is this one devoted to special machinery construction.

HERE AT SN TOWER traffic from the east is routed through these switches for Chicago or Cleveland; and traffic from those two points is sent east by way of Youngstown or North Warren.

neaut Marsh, at an elevation of 1,141 feet, and then descends to and crosses the marsh.

As the road climbs out of the marsh it passes around the end of a nose of the hills of East Fallowfield, reaches an elevation of 1,290 feet, and then turns south to run along the side of the Fallowfield ridge to Atlantic, descending through Kennard to Amasa, where the Erie crosses Little Shenango Creek.

Here at Amasa No. 5 and No. 8 make their meet under the current timetable.

Across the Shenango

The switch points at the siding have remotely controlled heaters for use in snowstorms; and here the Bessemer & Lake Erie passes overhead on a long viaduct that spans the Crooked Creek valley. Just before the viaduct is reached the Erie and the New York Central cross a grade at a crossing protected by an automatic interlocking.

Less than two miles from the west end of Amasa siding Greenville, home of a bridge plant and a railroad car factory, is reached. Here the Erie passes through most of the town on an embankment above the Shenango River. On the far bank the shops of the Bessemer & Lake Erie may be seen.

At milepost 130.35 the Erie crosses the Shenango on a through truss bridge 260 feet long, and enters Shenango, where there is an interchange track with the B&LE, and the two roads cross at XN, milepost 130.87. Here at XN the road becomes double track again, and between XN and the point the Erie and Pennsylvania cross, Bruin (MP 131.58), the Erie has a small yard.

Tracks Separate

Beyond Bruin the double track continues, and to the railroad south of the Erie's lines is the Pennsylvania. At Transfer (134.78) there is an interchange with the PRR. This town is the birthplace of Paul W. Johnston, chairman of the board of the Erie, whose father was agent here.

A mile and a half beyond Transfer the Erie's tracks swing to the west and between mileposts 136.16 (Please turn to page 26)
NUMBER 99 PAUSES BRIEFLY at Stony Point to let No. 100 (right) pass on its way east. Among the many loads on No. 100 are the piggy-back cars in the right foreground. Note the Clejan-type cars.
ARThUR LAUTHER  
Chief Clerk  
Traffic Department

JOHN O. SHEETS  
Captain  
Police Department

ROBERT GOTT  
Clerk to Track Supervisor

CAROLYN HORVATH  
Assistant Car Distributor and Stenographer

HARRY COLLIER  
Chief Clerk  
Police Department

HOWARD DAVIS  
Car Distributor

PEOPLE YOU KNOW  
All Working for the Erie in and Around Youngstown
JOHN LAWRENCE CHAPMAN
Assistant General Freight Agent
(Now at Pittsburgh)

ROSEMARIE POWERS
Clerk-Stenographer
Traffic Department

RALPH P. STEEN
Superintendent
Police and Fire Prevention

CLYDE GILGEN
Lieutenant
Police Department

EMIL LOMMATZSCH
Staff Lieutenant
Police Department

PAUL EASTON
Report Clerk
Traffic Department

THOMAS GREEN
Yard Conductor

EUGENE CLAIR
Leading Clerk
Maintenance of Way

November, 1958
Erie Veterans News

Jersey City

By E. Mastriani

About twenty members of our chapter journeyed to Boston to attend the annual convention of the United Veterans. All had a good time and were high in their praise of the committee of arrangements, who evidently worked hard and long to make the occasion one long to be remembered.

Our good friend and brother Veteran from Buffalo Chapter was elevated to the position of second vice president, and our social director was reelected to the board of governors.

The membership committee under the guidance of Committee Chairman Jack Hazzard continues to roll and three new members were elected to membership at our last meeting. Our thanks to all the members working on this committee. Keep up the good work.

Your secretary has a number of unpaid dues open on his records and would appreciate all collectors returning any dues collected but not turned in to him as promptly as possible.

In addition, any member who received his card through the mail and who has not yet made his return would greatly facilitate the work of your secretary by giving this matter his prompt attention.

Among the members of Jersey City Chapter who have recently retired was our good friend Ralph O. (Pete) Leverton. We will all miss Pete both as a wonderful collector and a solicitor of new members. He covered a lot of ground and made a lot of friends in the performance of his duties and he never failed to have an application blank ready when he found a prospective member.

Good health and a long, happy retirement to you and Mrs. Leverton.

Also retiring in September was our genial freight agent at Paterson, George F. Ervin. We wish you too a long and healthy retirement.

November is the time when we elect our officers. All members are invited to come to our meeting in November where they may have a voice and a vote in the election of the men they desire to handle their chapter’s affairs for the coming year. We sincerely invite you to attend.

Marion

By Lucile Osmun

Veterans of Marion Chapter and Ladies’ Auxiliary enjoyed a hamburger fry, originally scheduled for McKinley Park but held in Grotto Hall due to inclement weather. Thursday evening, September 18th, attended by approximately 50 members.

The hamburgers were expertly fried by Jack Koons and Walter Lyon. The rest of the meal was served from covered dishes.

After the delicious dinner, a social hour was enjoyed.

The meetings are interesting and we urge all members to attend. Bring along a member who does not attend regularly.

Everyone is welcome.

Youngstown

By S. D. Bean

A welcome visitor at our October meeting was Jack Belby of Pompano Beach, Fla., who is spending a few weeks visiting friends and relatives.

Raymond Francis Heckmer, engineer for 48 years, retired Oct. 1st, and is heading for New Orleans to hunt and fish. We understand he has a boat and fishing camp waiting for him.

Mr. and Mrs. Matt Kenney are planning on leaving for Calif. about the middle of Oct.

Our chairman, Jimmy Bowser, was on the sick list for a few days. But is now back on the job.

J. E. McKernan spent a few days in Washington, D. C. visiting relatives and friends, and then went to Buffalo and other points in New York state on a similar trip.

Don’t forget our regular meeting night, the first Wednesday of each month, 8 p.m., K. of C. Bldg., Youngstown.

Salamanca

Fall meetings were resumed on September 19th with a dinner-meeting at Hotel Myers, Salamanca. Fine attendance was recorded, with more than fifty percent being retired members.

Charles Benson was nominated chairman of nominating committee for selection of candidates to fill chapter offices for 1959. Francis J. Duggan was nominated chairman of the election committee.

Following the business meeting, Mr. Robert Taylor of the Van der Horst Corp., Olean, gave a brief talk preliminary to the showing of the film "Big Train." This is a color film, reviewing the work and problems of a railroad.

The October meeting and dinner was held at Hotel Myers with the largest attendance of members and guests at a regular meeting for some time. Let’s keep up the good work.

Ballots for election of chapter officers for 1959 have been mailed to members in good standing. Cooperation of members is urged to increase the percentage of returned ballots.

The annual Christmas party will be on Saturday, December 13th, and preparations are already under way.

Clark’s Angles barbershop quartet, of Olean, headlined an evening of music and festivity. These skilled chord blenders furnished a fine variety program. Group singing was led by Harry Sloan with Mrs. Ella Haley at the piano.

Susquehanna

By B. W. Inwinski

After making my trip to Europe and crossing the Atlantic by air, I had a grand time visiting my sister and friends, whom I had not seen in fifty years.

I am very glad to be back home in the United States with my many friends and relatives.

The annual picnic held in Soop’s Grove was well attended. An old fashioned clam bake was enjoyed by all, and the afternoon was well spent playing games. All reported a very enjoyable time to the committee in charge.

The committee members were Messrs. E. J. White, H. H. Perry and A. McIntosh.
Latest Chatter
About All the
Erie Family

Buffalo Division
By Frank J. Rombkowski, jr.
Congratulations to Vern Frost, patrolman, on the arrival of his fifth child.

Charles Schaffer, patrolman, vacationed in Seattle, Wash.; Vancouver, Can. and Oregon. We hope we can get a peek at the more than one hundred color slides he snapped on the trip.

Ed Walsh took a weekend trip to South Bend for the Notre Dame-Army game Oct. 4.

Congratulations to Jerry Pokrandt. He was 31 on Oct. 24.

Baseball pool champion this year was Betty Horning, who took the whole pool.

Ed Cole and Barbara Kisicki were united in marriage Sept. 27 at St. Monica's Church. Many of the clerks attended the reception, held after the wedding at Sorydal's; all reported having a good time.

Other vacationers we've heard about include Bill Coughlin, who got in a lot of golf; Mary Jane Youknut, who took a trip to Lake George; Genevieve Tracy, who journeyed to Toronto, Ont.; Lillian Ransbury, spending her vacation at her lake home; Asst. Agent J. B. Graney, another visitor to Canada; and your correspondent. who visited Lutherville, Md.

Evelyn Williams has taken up a hobby calling for lots of patience, spending her vacation in Miami. Swimming, beach-combing for shells, and a king-fish, the spoils of his deep-sea fishing cruise, kept Patty on the move.

Our congratulations and best wishes for a long and happy retirement to Raymond Biggins, locomotive engineer, who retired Oct. 1 with 43 years service, and to Raymond Heckmer, locomotive engineer, retiring September 30th with 43 years service.

Mr. and Mrs. Heckmer have taken new permanent residence at 3108 Annette Street, New Orleans 22, La.

Both men were presented secretarial wallets from Engineers Local 329. Each man's calling block was decorated by your correspondent with musical bars and notes and the song lyrics "This is not good-bye, just so long for a while." The blocks were given to each as tokens of remembrance.

A little late we are, but our hearty congratulations to Crew Caller James D. Leslie. He and the former Marilyn Jean Mann married August 30 in St. Edward's Church.

Upon their return from their honeymoon in New York City, they took residence in Youngstown.

Mrs. Leslie is on the teaching staff at St. Nicholas School, and Mr. Leslie is crew caller at Brier Hill.

Vacation days mean pleasure and traveling for many folks. Some are shy to see their name, but here are some we caught up with traveling in our United States.

Your correspondent and the other half of the Campbell family. Robert K., locomotive engineer, enjoyed three weeks traveling National Glacier Park and the West Coast, over Redwood Highway 101. If you want to see some beautiful color picture slides--we got 'em.

A. F. Hartman, engineer, Mrs. Hartman and daughter Marian motored to Paris, Texas, to visit with Mrs. Hartman's mother. Everywhere that Attic traveled, through the Central States and along the Mississippi, the rain was sure to follow him.

Engineer P. J. Carney and family spent three weeks on the Atlantic shore in Miami. Swimming, beach-combing for shells, and a king-fish, the spoils of his deep-sea fishing cruise, kept Patty on the move.

John J. Fader, locomotive engineer, and Mrs. Fader enjoyed their vacation in the warm sun of Miami and spent a good bit of their time at the home of Mrs. John Barker, who recently acquired a new home in Miami.

W. G. Coleman, road foreman of engines, with Mrs. Coleman and Mr. and Mrs. George Emery of Susquehanna and now retired, saw much of Miami Beach and the pleasures of its warm waters.

We had 35 degree weather here, and cards from Mr. Coleman saying it was 79 in the shade made us just a little envious. But it is nice to know somebody is enjoying fine weather.

Jack Fay, locomotive engineer, and Mrs. Fay vacationed in the State of Michigan, and Jack found the only way he could cross the new Mackinaw Bridge was to pay that $3.25 toll.

November 1958
A. V. Hail, locomotive engineer, used his new car on short jaunts to Toledo, visiting with his sick brother.

Engineer J. H. Peterson and Mrs. Peterson packed their automobile, and away they went, no destination in mind. They traveled the Smokies, and Mrs. Peterson says, "no more mountains for me." Stopping off at New Orleans, they returned via Little Rock.

Fireman R. R. Campbell and family toured the State of Virginia, pitched camp several times, fished and hiked. They really roughed it for a wonderful two weeks. Something different, no?

Traveling a little further away, into Canada, we find Locomotive Engineer Robert E. McMahan and family vacationed at Crow Lake, Maydock, Canada. Though Robert was not too successful vamping the fish on the hook, his young son Bruce came home with two muskies.

J. F. Purtle, locomotive engineer, and Mrs. Purtle spent some pleasant time visiting relatives at North Bay, which offset the fruitless days of fishing, says Mr. Purtle.

POLICE DEPARTMENT

By J. O. Sheets

A. Herrick, patrolman, and B. R. McKay, patrolman, both intend to do a lot of hunting in Pennsylvania this fall.

E. Matanin, patrolman, has moved into a new home and is busy getting the lawn in shape.

D. H. Karr, patrolman, and son Duane enjoyed a camping trip together recently.

E. J. Conricote, patrolman, took his Cub Scouts on a trip to Cleveland recently.

R. E. Hamilton, patrolman, is proud of son Robert, age 13. Young Bob is quarterback for his school football team at Ashland, O.

M. OF W. YOUNGSTOWN

By Catherine Holzbach

L. R. Henderson, assistant division engineer, spent his vacation visiting friends and relatives in Jersey City and vicinity.

Congratulations and the best of luck to William Hosa, assistant master carpenter, who has been promoted to master carpenter at Hornell, N. Y.

We wish a speedy recovery to Mrs. W. L. Lace, wife of Master Carpenter W. L. Lace, who has returned to her home from the hospital after a foot operation.

Mr. J. Mahoney, assistant supervisor of communications and signals, vacationed at Long Island at the home of his sister.

Stores

MEADVILLE SCRAP & RECLAMATION

By George Smith

Happy Birthday to the following: Ralph Farzalo, Ralph Foster, Ralph Hansen, George Lewandowski, A. Spearhouse, Carl Stadler, Roosevelt McClure, R. J. Wade, Willie Carter, Dezzie Faulk, Verlin Greathouse, Alton Hills, Marian Krollkowski, Tony Pero, Ed Zelasko, Thomas R. Carr, Rodney Besanson, Nick Galle, Ralph Galle, Francis Ketchem.


Stockkeeper Stanley Lawhead recently attended the Odd Fellows convention in Philadelphia. Stanley is Past Master of the order. Leading Dismantler Forest and Mrs. Bernice Greathouse announce the marriage of their daughter Ellen, to Gordon Spenkle, of Waynesboro, Pa. The ceremony took place at St. Paul's Evangelical United Brethren Church, at Hagerstown, Maryland.

Mr. William and Marian Baker presented Leading Stockkeeper George Hood and wife Mildred with a granddaughter, Kay Elaine.

Eugene Duane Kuhn, grandson of Generator Plant Attendant Stanley and Mrs. Miller, is a freshman at Pennsylvania State University, enrolled at Behrend Center at Erie.

For the first time in eight years all the children of Edgar and Elizabeth Balizet, machinist, were together as a group recently.

Daughter Rita Seabrook and husband John with their three children came home from Dallas, Texas to attend their 20th annual high school class reunion.

Daughter Alexa Engel and husband Frederick, with their three children returned from Teheran, Iran. Then son Robert Balizet and wife Pat dropped in on the family from Cape Canaveral, Fla.

To complete the happy reunion they sent for son Thomas Balizet, his wife Jean and their three children from Emporium, Pa., just a few miles from Meadville.

They all stayed at the parents' home, which had a "No Vacancy" sign on the front door for several days. The odd part of this reunion was that it was not planned.

Bessie McCartney, clerk-stenographer, has again left us for a position at Meadville freight house, and her successor again is Joseph DeJoria.

Richard Hood and his wife and two children moved to Florida. George is the son of George and Mildred Hood, leading stockkeeper. George Smith and wife have moved to California. George is the son of Foreman George (your writer) and Alma Smith.

By a strange coincidence both sons and families left the same day, September 29. Richard by automobile and trailer, George by airplane.

The committee has again started working on our annual Christmas Party to be held on Tuesday night, December 9th.

Marion Division

TRANSPORTATION DEPT. & M. OF W. DEPT.

By C. R. Swank

Congratulations to Engineer William K. Parker on his promotion to road foreman of engines on the Meadville and B&SW divisions.

Marlene Trainer, stenographer to division engineer, and husband spent their vacation visiting relatives in Arizona and touring interesting sites in the west.

Word has been received that Stephen J. Michael is a member of the famous 100-member marching band at Indiana University. Stephen was formerly employed as an operator on Marion Division and is the son of J. R. Michael, chief dispatcher at Huntington.

A. C. Smith, ass't, chief clerk to division engineer, his wife and son Harry and wife spent part of their vacation visiting Mr. Smith's daughter, Mrs. Fred Berggren at
November, 1958

Knickville, Tenn., and seeing their new grandson for the first time.

**CHICAGO GENERAL OFFICE**

*By Bernie Klein*

The following folks are celebrating November birthdays: Bob Randall, Roger Hilpp, Ed Larsen, Bill O’Dea, Art Hofer and Edna Anderson.

Grace Battaglino enjoyed a week’s vacation with relatives in Missouri.

Marilyn Minch’s latest motto is “Stay off my new suede shoes.” It’s a pleasure to welcome Doug Christiansen, our new public tariff file clerk.

Evelyn Coakley has, not one, but two new hats.

Tom Carlton is the latest new member of the Crewcut Club.

Marie Giangreco paid us a visit recently and showed us her new little baby, Pamela. Helen Hill and son Mark dropped in for a few minutes. Both are ex-Erieites.

Steve DeWitt, retired Erie employee, came and renewed old acquaintances the other day.

Len Schukei is planning another fishing trip even bigger and better than the last one.

Ron Bullard is leaving the Erie and therefore is willing his 25% ownership of the philodendron in the tariff department to Edna Anderson.

Al Watkins has moved into a new home.

Ellsworth Breland has lost 10 more pounds since the beginning of his diet.

Evelyn Coakley is planning a western trip which will include Denver, Salt Lake City, San Francisco and Los Angeles. Denver, Salt Lake City, San Francisco are students at the University of Illinois.

Our new clerk-messenger is Louis Gene Pintoy, a brother of our former office associate, now resigned, Burt Pintoy.

Dominick Pacella of the rate desk, westbound freight--who has been called "Danny Blake" since he was a member of the Little League in his neighborhood--could not make up his mind where to enjoy his vacation.

After going through many travel folders, Danny finally enjoyed two weeks of nice vacation weather at Washington Park and Berwyn, Illinois. Danny says that all his life he heard about Berwyn, and he wanted to see just what the town looks like.

Clement Wohr, maintenance of way, enjoyed a few months visiting friends and relatives in Germany.

Wanda Kelley, general clerk, who left to become the mother of a fourth child, resigned, “to perform the duties of a housewife and mother”--or, as Wanda said, “to assume a life of ease” bringing up two boys and two girls.

Wanda was a very capable and efficient clerk and we will miss her very much. She was with 14th Street Station for 15 years and served faithfully in various clerical positions.

Edward C. Wise, o. s. & d., and wife Eleanore celebrated their 31st wedding anniversary on September 26th with neighbors, friends and relatives. We congratulate them.

Oliver T. Lee, head of the rate desk, is enjoying his vacation as host to his vacationing California relatives. This is the first time in years that Ollie did not travel to California for his restful vacations with his California relatives.

**HAMMOND CONSOLIDATED OFFICE**

*By Grace Connole*

The Trinity Lutheran Church of Des Plaines, Ill. was the scene of the wedding on Sept. 6 of Miss Jean Margaret Pease and Roy M. Emrick. The bride is the daughter of Mr. and Mrs. H. Pease of Palatine, Ill., and the groom is the son of Mr. and Mrs. Norman T. Emrick, road foreman of engines, Hammond.

After the 7:30 p.m., double-ring candlelight ceremony the young couple greeted 160 guests at a reception held in the church hall.

They traveled to New Mexico on their honeymoon and are residing at 704 W. Stoughton St., Urbana, Ill., where both Mr. and Mrs. Emrick are students at the University of Illinois.

The Owensville Baptist Church of Owensville, Ohio was the scene of the wedding on Sept. 6 of Miss Dorothy McGaw and William A. Martin, Jr., son of the correspondent. Brother Robert N. Martin served as best man.

After the 2:30 p.m. double-ring ceremony a reception for approximately 75 guests was held in the church hall.

At the conclusion of a buffet dinner at the home of the bride’s parents, the young couple left for a short honeymoon in Cincinnati, Ohio. They will make their home at 200 E. 7th Street, Bloomington, Ind., where the groom is a Junior at Indiana University.

The bride, a former dental assistant at LaGrange, Ill., went to school in Cincinnati. The groom is an Air Force veteran and was employed by the Inland Steel Company before entering Indiana University.

George Berg, relief clerk, accompanied by his mother and father, enjoyed a very nice vacation in

**Let practical railroad men move you up!**

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

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.
Ed Furmanski, car inspector, and wife visited Cedar City, Utah, Yellowstone National Park and the Grand Canyon during their vacation. The Furmanskis traveled by train and rented cars at their various destinations in order to fully enjoy the sights.

During their vacations this summer both Mr. and Mrs. A. B. Jarvis, asst. chief yard clerk, and Mr. and Mrs. R. K. Ward, relief clerk, traveled to the Mackinac Straits to view at close range that engineering feat of the century.

Newest addition to our cradle roll is Robin Paulet, born August 26th to Mr. and Mrs. Paul Benton, car inspector. The little Robin weighed in at 8 lbs. 1 oz. and has two brothers, Donald, age 9, and Frank, age 4.

Michael James, born August 8th, to Mr. and Mrs. James Stewart, weighed 8 lbs. This important arrival happens to be the first grandchild of C. L. Stewart, yard brakeman.

The LaSalle Extension University of Chicago, Ill. informed Agent W. G. Witwer on Sept. 17th that Allen G. Kindt, assistant rate and bill clerk, had been awarded a diploma by that institution for successfully passing their traffic management course.

Marine

By Jesse E. Baker

Congratulations to Neil Peter Duffy, clerk, who married the former Dorothy Margaret Cox on Saturday, Oct. 18. The ceremony took place at St. Vincent’s R.C. Church, Bayonne, N. J.

And congratulations also to Hollis Mapin, mate on the tug Hornell, on the birth of a baby boy Sept. 22. The baby was named Kurt Jeffery. The father is said to have stood up well under the ordeal.

Harold Wright, retired engineer, was down to see Captain George Moser on the tug Marion. Harold had a lung removed several years ago, but asked how he felt, he said, "Never felt better."

By the time this goes to press your correspondent will have had two weeks’ vacation in Florida.

New York Division

SUPERINTENDENT'S OFFICE, HOBOKEN

By Mary A. D. Meyer

A testimonial dinner in honor of George F. Erwin, freight agent, Paterson, was held at the Tree Tavern Restaurant, Paterson, on Saturday, September 27th.

Attending were:

- Mr. and Mrs. J. R. Ebert, Mr. and Mrs. J. W. Conway, Mr. and Mrs. J. T. Corbett, Mr. and Mrs. H. A. Rhoads, Mr. and Mrs. W. J. Betz,
- Mr. and Mrs. R. L. Downing, Mr. and Mrs. N. J. DeVito, Mr. and Mrs. A. L. Whalen, Mr. J. G. Meulener, Miss Rosemary Van Ripper,
- Mr. and Mrs. O. A. Frauson, Mr. and Mrs. R. R. Coleman, Virginia Rhoads (former Erie employe), Mr. and Mrs. E. Lukow (asst. vice pres. and gen. mgr.’s office, Jersey City).
- Mr. E. F. Bunnell, Mr. A. Cohen, Mr. R. M. Scott (retired) and his son, E. W. Scott (asst. divn. engr.),
- Christina McNamara sailed Mon., Sept. 8 on the 1958 Lourdes centennial Mediterranean cruise organized by Cardinal Spellman.

Mr. and Mrs. Al Whalen are enjoying their vacation time at Saranac Lake.

Mr. and Mrs. Leo Harrington decided to motor through New York State on their vacation.

Mr. and Mrs. N. DeVito say that one-day trips can’t be beat for relaxation and variety as vacation-time activity. Mr. and Mrs. Richard Vandereloster enthusiastically agree.

Barbara Coan writes that the water’s fine at Miami Beach.

Mr. and Mrs. Tom Decker visited Akron, O. on a vacation trip.

Mr. and Mrs. J. W. Conway spent their vacation at Cape Cod, Mass.

We welcome Bill Baggar as operator at Hoboken telegraph office.

Recent visitors to the office include Tom Dooley from Florida and Bill McLeod, retired agent, Rutherford.

R. L. Wands, extra train dispatcher, is in service now and would like the boys to keep in touch with him. His address: Pvt. R. L. Wands US 51424943, CoT. USA TCTng. Comd. (9250), Fort Eustis, Va.

PASSAIC, N. J.

John Lucas enjoyed his vacation taking short trips in and around New York.

Cards were received from Charles Dalzell who spent his vacation in the Catskills.


WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

Mr. and Mrs. Edwin Boyce, retired assistant foreman at Weehawken Crane Shop, celebrated their 31st wedding anniversary at the home of their daughter and son-in-law, Mr. and Mrs. Robert Harms of New Castle, Delaware.

Their three grandchildren, Robert, Carol and Richard helped to make the occasion a most enjoyable one.

"Wally," as Mr. Boyce is known at Weehawken, and grandson Robert recently visited Weehawken Docks where the youngster got
Mr. and Mrs. Frank Smith, dock clerk, are finally in St. Petersburg on that long awaited vacation that was interrupted when Mrs. Smith went into the hospital last month. All is well that ends well, and we hope the highly advertised Florida sunshine will be beneficial to the Smiths.

C. Wilson, checker, had an enjoyable trip to Illinois to visit with his niece and her husband. Since he likes to keep busy, he helped his host and hostess with some interior painting.

Jimmy Murphy, jr., son of Mr. and Mrs. J. Murphy, cost clerk, has realized one of his ambitions in becoming a drummer in St. Michael's High School band.

Andy Janssen, general clerk, spent the usual vacation in Hoboken watching T.V. in his favorite haunts. Now he just sits and admires the result.

Bob Pelletreau, dock laborer, displayed some colored pictures taken of his wife, son Bob, jr. and himself with the Florida surf as a background. Any of them would do justice to a magazine.

Accounting

OFFICE OF CAR ACCOUNTANT

By Ella Carpenter

Betty Schneider is going to put her interior decorating course to practical use in the near future her engagement to Frank Jazbec has recently been announced. A spring wedding is being planned.

The Sunshine State has been a popular vacation spot this year. Our night tab. operator, John Sarli, had such a good time that his buddy Karl Stoffel decided to try it.

And Irene Canterbury flew to Miami for her vacation and came back with a beautiful tan.

Mr. and Mrs. Roy Sturr stayed at home this year and had their daughters and families from Los Angeles and Minneapolis visit them.

Olga Tanka and some friends drove through the Pennsylvania Dutch country around Hershey and Lancaster, stopping at many points of interest.

Lula and Elgin Featherston attended the triennial conclave of the Knight Templars in Indianapolis during their vacation and then relaxed at Atlantic City. Recently they attended the State Masonic Convention in Columbus.

It was a great day for the Irish when Carol Kilbane went to Chicago for a week end where she had a wonderful time visiting with all the "Greenhorns."

Doris Fashempour had an enjoyable week end in Chicago recently. Your correspondent has just learned that Doris' son Roger is with the Marines at Parris Island, S. C.

Marian and Cliff Palmer also spent a week end in Chicago visiting relatives.

We enjoyed a visit from Donna (Medley) Van Duhn and daughter Therese Marie who is growing to be a very sweet young lady.

Welcome back to Mollie Gaines who has returned from a leave of absence.

We are also happy to have Alice Seferian back with us after her sojourn in the hospital.

HORNEII ACCOUNTING BUREAU

By Dick Crowley

October was the month for picnics and parties. The Brotherhood of Railway Clerks family picnic was held in Maple City Park with about 70 members and guests present.

A wonderful dinner was served, after which games were played...
and several prizes awarded to the contestants. Everyone present reported they had a good time.

About 30 fellow employees were present at a party given for Jim Donavan at a local restaurant and Jim, who recently resigned, was presented with a gift.

A bridal shower was given at the Hornell Country Club for Pauline Bove who was married to Tom Piacenti on Saturday, October 4th. Dinner was served, at which time the ladies of the office presented Pauline with a gift.

Later Olga Nazar showed movies of her recent vacation and of past parties. Ruth Hoyt was chairman, with Helen Huff and Lillian Karl acting as co-chairmen.

A party was held for John Larson who was married on October 4th. Ed Shroyer, acting as speaker, presented John with a gift on behalf of employees of the office.

Harry Vanderhoof was recently awarded the Moose Pilgrim Degree of Merit for devoted service. Harry has been a member of the Moose Lodge for 23 years.

Ronnie Ordway’s latest addition to the family was a boy, Timothy Jay.

Mary Elaine is the latest girl in the Bob Young family.

Clarence Buck attended the State Republican convention held in Rochester.

J. C. Heyberger made a trip to Cleveland.

Fred Cortese traveled to Florida for his vacation. Fred’s son will attend the University of Florida this year.

Bill Siriani and Dick Scheider were in New York City to watch a performance of “My Fair Lady.”

Mary Stitt visited relatives and friends in Toledo, Ohio.

"Abber" Burdette, Frank Bottomley and Angelo Petrillo did some fishing at Black Lake recently.

Harold Stevens and wife have returned from a trip to Washington, D. C. and Williamsburg, Va.

Your reporter and his wife were also in Virginia and West Virginia recently.

Ed Leferink, his wife and his parents visited Niagara Falls.

Harry Lemen and Lyle Marvin are sporting new cars this month.

Mr. Krider is back to work after being in the hospital.

Danny Swift’s wife and former employee Bill Pawling’s wife have purchased the Mar-Fran Bridal Shop. Good luck to them in their new business venture.

Three bowling teams have been organized at the office this year. The lineups are:

Team no. 1: captain, Harry Lemen; Franny Crooks, Tom Hogan, Leo Harkins and Tom Piacenti.

Team no. 2: captain, Fred Petersen; Tom and Dick Halloran, Neil Crandall and Angelo Petrillo.

Team no. 3: captain, Bill Barnett; Bob Argentieri, Jack Meehan, Ray Clark and Ed Bottomley.


AUDITOR OF REVENUES

By Ray Stevens

September marked the advent of the fall season and it also brought about the fall of the Pickwick Lodge 885 softball team.

After finishing the regular season in a tie for first place, the Railroaders were derailed in the playoffs to the tune of three straight losses.

Such are the breaks of the old ball game, as the saying goes, but the team deserves to be congratulated for a fine season. Manager Steve Miko named John Senytko, first baseman as the winner of the most valuable player award.

August Steinhibber, who had been back at the Erie only a few short months, departed September 12th to attend the School of Law at Georgetown University in Washington, D.C.

Max Payne and his wife took a trip back east to visit Max’s father -- who, by the way, is 90 years young.

Department of movie stars: the TV movie addicts may recall seeing Chester Morris as Boston Blackie on their screens. Our office has its own Boston Blackie, and his name is Ken Blask.

Gloria de Carlo took a 10 day trip through the New England States. Ex-Erieite and now government worker Doris Morley was one of her fellow vacationers.

St. Michael’s Church was the scene of the wedding of Jean Schollear and Pat Verdone on September 13th. Following the reception at the Ampol Club, the couple motored to California for a three week honeymoon.

Nancy Kasson of this office was one of the bridesmaids.

Jennie Adelson took a two-week trip through Canada.

Welcome back to Joe McManus, jr. and Paul Steinmetz after two-year tours of duty in the Army.

Fenn College has four Erieites in its enrollment. Lynn Covey and Art Neff are currently enthralled by the mechanics of railroad rates and tariffs and also in a course in American government.

Railroad rates must be a popular subject as Bill Lash is another one burning the midnight oil to master it.
Bill Broestl is carrying the tremendous load of 12 credit hours this semester. His backbreaking schedule includes engineering math, chemistry and English.

Cleveland College has two railroaders on its scrolls. Neil Crann is looking into the elements of political science, and Yours Truly is struggling with American history and sociology.

Jennie Sakarozak, Adeline Stelmak, Alfreda Jasinski, and Mary Falasco took a week-end trip to the windy city of Chicago.

September 6th was the day that Nancy Roberts picked to become the bride of Lyle A. Staffeld. After the reception at the Mantua Methodist Church, scene of the nuptials, the couple took a week's trip to New Hampshire.

Jim Laggan and family finished painting their home in September. Lucy Percic, key punch supervisor, returned to her duties after having an annoying set of tonsils removed.

The dawn of September 27th began with rain. It subsided, however, and Jane Klamert and Al Fitch wound up having a beautiful day for their wedding.

Kent Division
MARION
By Lucile Osmum

Harold C. Thomas, division clerk, and wife are enjoying a two-week vacation.

Marie P. Baker, clerk in the division engineer's office, has moved into her recently purchased new home.

Leonard L. Shepherd, commercial agent, and wife announce the arrival of their first grandson.

Verna Mae McWherter, div. frt. agt.'s office, and nephew Dave McWherter, yard clerk at Galion, recently attended a performance of "My Fair Lady" in Chicago.

Verden Martin, stenog., in chief dispatcher's office, has returned from an enjoyable two-week vacation.

Anita Wise, car distributor's office, spent her vacation visiting in Akron and Cleveland.

Paul E. Swartz reports a very enjoyable vacation "just resting."

Marion C. Murphy, ret. chief dispatcher, called recently. After visiting friends and relatives in Marion and surrounding communities, he returned to Tucson, Ariz., where he is making his home.

We welcome Leo E. Berry to the division as division freight agent. This is a "welcome home" for Leo as well, for he is a former resident of Marion.

AKRON
By Besse Westbrook

Carol Carnes Carr, former general clerk, and husband announce

OUR COMPLIMENTS TO
THE ERIE RAILROAD---
on an excellent record in the field of transportation.

As ERIE's supplier and servicing agency for Air Brake Equipment and repair parts, we are proud to have participated in this performance.

The New York Air Brake Company
230 Park Avenue, New York 17, N.Y. Plant: Watertown N.Y.
the arrival of a son, Michael David. 
C. D. Carnes, freight agent, and Mrs. Carnes are the maternal grandparents. Congratulations to all of them.

Harold Bennett, chief clerk in the traffic dept., is enjoying his vacation in Florida.

Roland Monroe, delivery clerk, and wife spent their vacation at Newport, R. I. with their son and went on to Cape Cod and other points of interest in the New England States.

John E. Baskerville, trucker, is the proud grandfather of a baby girl.

Al Hornish, ticket clerk, enjoyed a few days in New York City.

Esther Martin, general clerk, drove to Columbus for the weekend.

POLICE DEPARTMENT
By George Goldfish

V. A. Gillis, patrolman, and his wife are spending their vacation in Boston.

Roger V. O’Dea, captain, has moved to a rural residence. He says that any advice on farming will be appreciated.

Lighterage

NEW YORK CITY
By Regina F. Frey

Al Posochowicz won third prize for his roses at the New York Rose Show.

Neil Ardes’ son Ronnie won second prize at the New Jersey State Fair for his Guernsey cows.

Two new grandchildren were acquired recently, a boy for Bill Evans and a girl for Charles Messineo.

Bill Gannon is at last the proud father of a baby boy born on September 30th. After four girls, it’s about time!

Mr. and Mrs. O. A. Frauson and Mr. and Mrs. H. R. Coleman attended the retirement dinner in honor of George Ervin, agent, September 27th, at the Tree Tavern in Paterson.

Mr. and Mrs. H. Coleman enjoyed a motor trip to Brattleboro and Manchester Center, Vt. recently; and Edna and Ed Andrews spent their vacation motorizing from Cape Hatteras, N. C. to Vermont, stopping at Norfolk, Virginia Beach and Ausable Chasm on the way.

Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarry at Huntington, Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

Birthday greetings to those celebrating October birthdays: O. A. Frauson, F. M. Kearns, F. McGarrity, Al Posochowicz, Q. Doyle, C. Messineo and Edith Petrone, retired.

We are happy to welcome Ethel Fields as clerk-typist, transferred from Newark.

Charles King, former boat dispatcher, and his wife visited us recently, both looking well.

Tom Lynch, chief messenger, has returned from military service.

Joe Piegari is getting back into harness after three months touring Italy.

Mahoning

(Story begins on page 12)

and 136.21 a series of crossovers converts the double tracks into two parallel single tracks—one for the first subdivision through Sharon and Youngstown, and the other for the second subdivision by way of North Warren.

Soon after the crossovers are past the two tracks hint of their coming separation as the second subdivision track takes the higher ground, and the first the lower, and at 136.71 they curve away from one another.

Pymatuning Swamp

This is Pymatuning. And here in the Pymatuning Swamp, a rich agricultural land, strange things happen. In the old days farm horses wore wide pattens on their hooves in place of horseshoes. The pattens were so large that at a distance the horses looked as if they were wearing snowshoes, but they did prevent the animals from sinking out of sight.

In the triangle formed by the Erie’s tracks the natives say that a man jumping up and down can make the trees shake, so unstable is the ground. Here one hears tales of construction trains that disappeared beneath the surface.

Engineering department men—and they are to be believed—say that it is possible to take a six foot long surveyor’s rod and push it right into the ground without hammering. Once the rod has been shoved in for five feet, what little

(Next page, please)
resistance there is suddenly vanishes—the rod has broken through the spongy top-soil and into the almost-liquid subsoil, a stratum that is said to be over 300 feet deep.

**Long Tangent Track**

This is an area of long tangents, and what few curves there are are long and gentle. At MP 139.27 a low point of 895 feet is reached, and the line then climbs through Orangeville, where at MP 141.38 the Pennsylvania-Ohio line is crossed, and on to Burghill, where the road curves gently, to head a trifle south of west.

Ahead stretches more than 6½ miles of tangent track, straight as an arrow. The line crosses Mill Brook, rises slightly to a crest of 1.079 feet, and then dips again. At Latimer (MP 147.25) the Erie crosses two lines of the NYC at grade, and then crosses a branch of Yankee Creek, and begins the climb to Johnsons, where there is a siding with remote controlled switch-point heaters, for here at MP 150 the road is 1,130 feet above the sea.

Beside the tracks there is a reminder of the days of steam—a large reservoir built to provide water for the steam engines that used to be thirsty at the top of the long grades from east and west.

**Downhill Bun**

From Johnsons (so spelled by the railroad, but it is in Johnston Township) the road descends, and turns in a wide arc through Cortland. The curve is easy but long, and there is a flange lubricator on the north rail at the east end of the curve.

Just beyond Cortland the road turns westward again, and a five-mile tangent track begins. However, before the end of the tangent is reached, the line crosses Mosquito Creek. A mile later the long downgrade from Johnsons is at an end, and the line climbs again over a small rise, and the North Warren industrial area is entered.

Here is MK siding, a siding that stretches for nearly two miles, and numerous private sidings drop off it and the main line here. For North Warren is so-called for the convenience of the railroad. It is really a part of Warren, and industry lines the tracks of both subdivisions here like beads on a necklace.

Among the plants at North Warren are one of the largest designers and builders of steel mill and other special machinery; an outstanding maker of road machinery; steel mills and users of primary steel products, among them a maker of steel kitchen cabinets; a maker of bands used to secure loads in box cars; a tank manufacturer and a fire extinguishing system maker.

In North Warren the line is carried across the Mahoning River on a deck plate girder bridge 279 feet long, and leaves the city limits of Warren at MP 163.26.

Now the first and second subdivisions run parallel to one another within a stone's throw, and be-

(Please turn the page)
THE NORTH WARREN industrial area lines the Erie right of way.

tween their tracks lies a yard. This is Leavittsburg, an important piggyback loading point, an interchange point with the B&O, but above all, one of the busiest points on the railroad, operations-wise.

For at the west end of Leavittsburg is SN Junction. Here the first and subdivisions cross; here eastbound freights from Chicago for New York take the road via North Warren, while those with freight for the Youngstown area turn off onto the first subdivision.

All passenger trains operate over the first division; and Chicago-bound freights leave the first division here, while long ore trains out of Cleveland for Youngstown keep to the first division tracks.

This interweaving of traffic is controlled from SN tower, and railfans interested in the operation may watch from the highway bridge just west of the junction.

On the Chicago Line

Once through the double-slip switches of the junction trains on the first division find themselves back in double-track territory, and ideal running ground stretches out before them. Once a train is past the curve just west of SN, most of the way to Kent bears 65 to 70 mile an hour speed limits, an improvement over the 50 to 70 mile limits east of the junction.

The curves, save for one at the entrance to SN Junction, are easy, few and far between. For some distance after leaving the junction the line to Cleveland can be glimpsed through the woods; then the line again crosses the Mahoning, for Leavittsburg lies in a big bend of that very crooked river.

A little more than 3½ miles west of SN the Erie reaches Braceville. Here the NYC’s Alliance Branch has a junction with the Erie; until last month the two roads crossed here, and the Alliance Branch continued north to join the Erie lines to Cleveland at Phalanx, but last month this short stretch of track, long little used, was being torn up.

Eleven-mile Fence

A little more than two miles farther west, at MP 270.94, the eastern boundary of the Ravenna Arsenal is reached, and for the next 11 miles or so the woven wire fence that protects the government property runs along the south boundary of the right of way. At 171.40 is Atlas, or AD, one of the

THE WALTON R. COLLINS CO.
RAILWAY SUPPLIES
90 WEST STREET, NEW YORK 6, N. Y.
A WEST-BOUND FREIGHT enters Leavittsburg, where the two subdivisions of the Mahoning division cross.

two rail entrances to the reservation.
The other is near the western end of the arsenal, between mileposts 181 and 182. Both these entrances, and the railroads within the arsenal were built by an Erie man on leave during the emergency, John S. Parsons, now chief engineer of the Erie.

Construction of the arsenal, which runs from the Trumbull-Portage county line to the boundary between Ravenna Township and Charlestown Township, cut many former public highways, and today there are only two highway crossings at grade in the whole stretch—one is Windham’s Main Street, and the other is at Freedom.

Deer in Sanctuary

From MP 172.50, where the elevation is 940 feet, to MP 180.15, where it is 1,192 feet, the road climbs steadily, and there are a few gently sweeping curves. Inside the arsenal grounds deer can be seen, and apparently feeling secure under the government’s protection, they appear quite undisturbed by the passage of trains, and take no more notice of them than cattle do.

At Freedom the line crosses Hinkley Creek on a concrete beam bridge; and soon after leaving the arsenal the West Branch of the Mahoning River passes through a concrete arch under the line, and the outskirts of Ravenna are reached.

Ravenna’s products include all sorts of manufactured articles—everything from nursing bottles to magnesium castings. Steel fabrication and casting in steel are both Ravenna specialties.

Here in Ravenna the line turns slightly northward, and near city limits the two tracks separate. The westward track follows the line established by the A & GW surveyors; the eastward track was once part of the Cleveland & Pittsburgh. From 1911 to 1945 the Erie used this line as its eastward main line under lease, and in 1945 bought the line, which is about 2½ miles long.

The tracks diverge, at the most, about 2/10 of a mile; but they join again before milepost 188.45, and the end of the division, is reached.

(This is the first of a series on the Mahoning Division, and the 16th article of a series about the Erie Railroad. Forthcoming installments will trace more of the line’s route from the Atlantic to the Great Lakes, and the numerous branches of the road.)

November, 1958


### THE ERIE DOCK COMPANY

**CLEVELAND, OHIO**

**IRON ORE UNLOADING DOCKS**

Unloading Capacity 2,400 Tons per Hour from Vessel

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**BUCKEYE CAST STEEL PRODUCTS**

- Truck Side Frames
- Yokes and Draft Attachments
- Truck Bolsters
- Freight Car Castings
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- 6- and 8-Wheel Trucks

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**THE BUCKEYE STEEL CASTINGS COMPANY**

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**THE BUCKEYE STEEL CASTINGS COMPANY**

New York, N.Y.  Columbus, Ohio  Chicago, Ill.
St. Paul, Minn.  San Francisco, Calif.
America's atoms-for-peace program moves ahead on rails of steel...

Another example of how railroad progress goes hand in hand with U.S. progress

From the very start of the nation's vital atoms-for-peace program, America's progressive railroads have played an essential role. The transportation job required in the construction of nuclear projects is vast and complex—and will become more so. And no other form of transportation can handle it with the efficiency and economy of the railroads.

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How we turned a shipper's nightmare into a pleasant dream

Those objects in our friend's subconscious form a 55-ton rotor in a rotary air preheater. This giant mechanism will be an integral part of a boiler producing two-million pounds of steam per hour for the generation of electricity.

How to get it to its destination could become a shipper's nightmare. Each section is nine feet, eight inches wide—seventeen feet, eight inches from the top of the rails. And note—each is round on the bottom.

We repeat, it could become a nightmare—if it wasn't for the Erie.

Erie takes these oversize shipments in its stride—is famous for its extra, high, extra-wide roadbed—super strong bridges. What's more, Erie personnel are fully experienced in transporting these oversize loads. Know how to handle them, get them to their destination—promptly—safely—dependably.

The men of Erie are proud of their reputation for dependable service. Whether it's a problem of transporting a 55-ton rotor or a less-than-carload shipment—you can "Route it Erie" in complete confidence.