



**MERGER
HEARING**

OUR 55TH YEAR OF PUBLICATION

NOVEMBER 1959

•The President's Page

AS reported elsewhere in this issue of the magazine, the Interstate Commerce Commission has approved the merger of the Norfolk & Western Railway and the Virginian Railway. Approval came within four months after the termination of hearings on their case.

In reading over the decision, I was very much impressed by the following three things the Commission said in reaching its conclusion:

1—"The evidence shows without doubt that the merger will have a favorable effect on transportation service. It will result in more adequate, efficient and economical transportation service to the public."

2—"Communities will enjoy better rail service, more adequate facilities and an improved chance of attracting new industries."

3—"A merger of the N&W and Virginian will plainly result in a larger and stronger company, better able to meet the challenges faced by the railroad industry and better able to attract and hold competent management personnel. Such is obviously in the public interest."

Certainly all of these conclusions can be applied in the case of the Erie-Lackawanna merger. This gives me added confidence that our merger will be similarly approved.

It is true that some opposition has developed in our case but I do not regard this as too serious. Because of considerations that must be given to their viewpoints, it may take longer for the I.C.C. to reach a decision in our case; however, I would consider it as a job well done if a favorable decision were forthcoming before the middle of next year.

H. W. Van Weller



Oldest Employee Magazine in Railroad Industry . . . Our 55th 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, 1959

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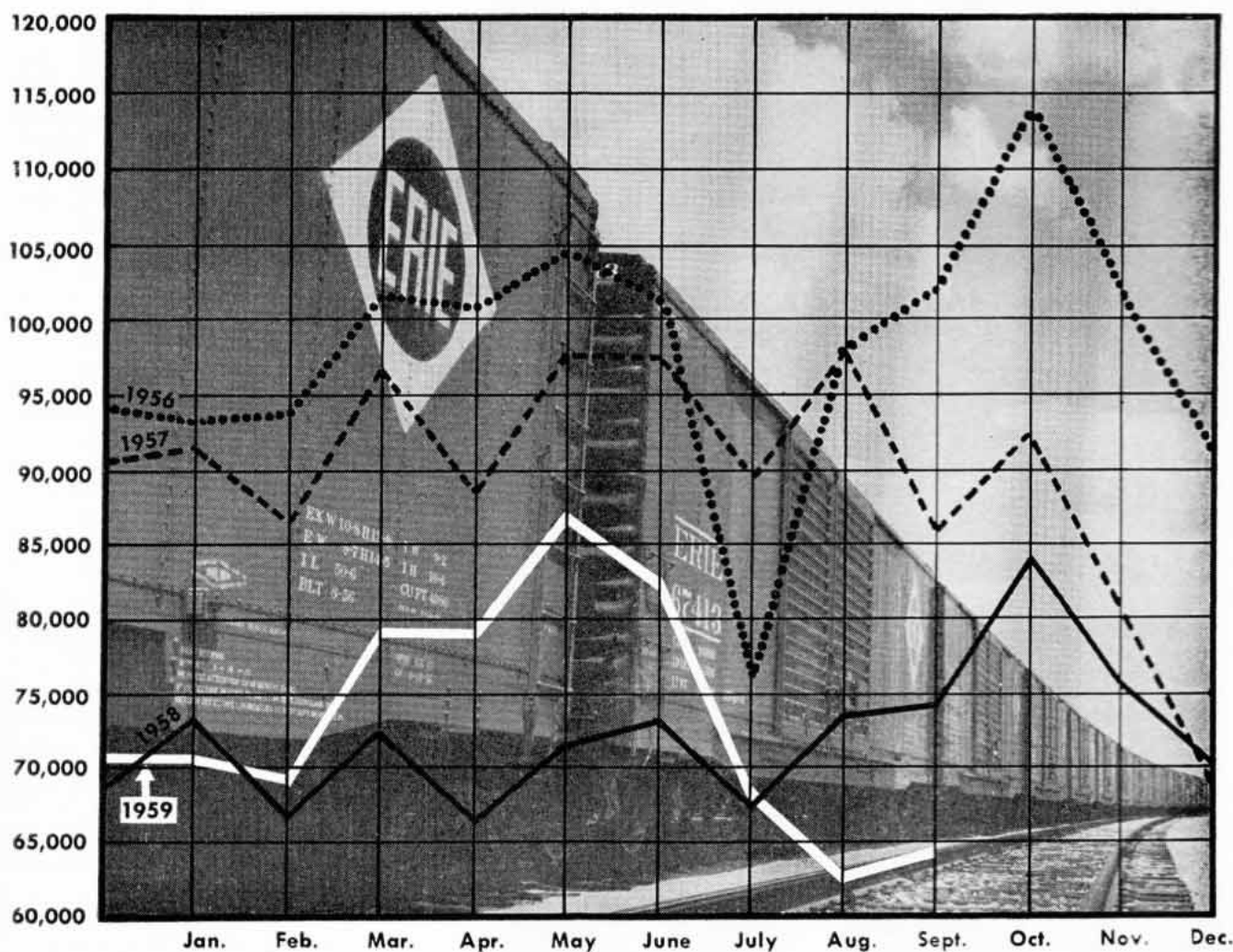
THE COVER:

Huntington, Indiana, the headquarters of the Erie's Marion division, looks quiet from the air. Smoke and steam rising from a factory, an eastbound Erie fast freight rounding a curve and activity in the Erie yards are all that give evidence of how busy the place is. More about Huntington and the division on Page 14.

George C. Frank Asst. to President
Talbot Harding Associate Editor
Muriel Poole Secretary
John F. Long Photographer-Reporter

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

Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or loss)
Month of September:			
1959	\$ 11,646,776	\$ 13,215,817	(\$1,569,041)
1958	12,853,431	13,442,919	(589,488)
Nine months ended September 30:			
1959	\$117,408,790	\$122,600,602	(\$5,191,812)
1958	113,180,137	118,667,702	(5,487,565)

() Denotes Loss

ICC Hears Why Erie, DL&W Should Be Allowed to Merge

Sessions Held in Buffalo, Washington

RAILROAD MERGERS don't happen very often in the lifetime of a railroader, in fact very few employees come in contact with an experience of this kind or even get to know what goes on in such a proceeding. As Erie employees are currently part and parcel of such an historic event, the Erie Magazine brings you this detailed account of the ICC hearings on the Erie-Lackawanna merger that have just been concluded.

As reported in the October issue, the merger agreement has already been overwhelmingly approved by the shareholders and bondholders of both railroads. The next step in the proceedings is to secure approval of the Interstate Commerce Commission. For the presentation of this case, the ICC scheduled hearings in Buffalo which started on September 29 before Examiner Hyman J. Blond.

M. C. Smith, Jr., general counsel for the Erie, presented an opening statement in which he detailed the several parts of the application that had been filed by both railroads on July 1. He then named the witnesses who would give testimony to support the application and the order in which they would appear.

Importance of Savings

Declaring that witnesses would point out the savings and other benefits that would accrue as a result of the merger, Mr. Smith said, "Obviously, the public generally will benefit from a reduction in the cost of, and an improvement in the quality of, the rail service of these two important carriers.

"This hearing is something of a landmark in the field of railroad development because it involves, to my knowledge, the first large-scale



A POINTED REPLY to a question is given by Erie President Harry W. Von Willer during cross-examination at the Buffalo hearing. ICC Examiner Hyman J. Blond, who presided, is in the foreground.

merger in the northeast in many years," Mr. Smith added. "It is quite fitting that the hearing is being held here, because Buffalo looms large in the plans of the merged company.

"Buffalo is one of the most important gateways in the United States and is served by both the Erie and the Lackawanna, which maintain connections with other railroads. These connections will be fully maintained, or improved, for the benefit of all concerned."

New Yard at Buffalo

He pointed out that plans call for the construction of a new modern electronic retarder yard in Buffalo at the site of the present Lackawanna yard.

"As is well known, it is the policy of Congress to favor railroad mergers when in the public interest," Mr. Smith stated. "Our proof will show that this merger meets that test. Therefore, we submit

that this merger would be welcomed as a forward step in the development and preservation of a good system of railroad transportation and should be approved."

In his statement Mr. Smith indicated he would call the Erie and Lackawanna witnesses in the following order:

Witnesses Called

John K. Thompson, director of the Erie Railroad, chairman of executive committee of the Union Commerce Bank, Cleveland, and former financial vice president of the Erie;

Harry W. Von Willer, president of the Erie Railroad;

Milford M. Adams, assistant to comptroller, substituting for George W. Oakley, Erie comptroller, who was ill;

Philip D. Jonas, vice president and comptroller of the Lackawanna;

(Please turn the page)

ICC Hearing

(Story begins on page 5)



PERRY M. SHOEMAKER, president of the Lackawanna, is sworn in by Examiner Blond before beginning his testimony.

Perry M. Shoemaker, president of the Lackawanna Railroad;

Lewis G. Harriman, a Lackawanna director and board chairman of Manufacturers and Traders Trust Co., Buffalo;

William Wyer, of Wyer, Dick & Co., independent consultants who analyzed and estimated the savings and other benefits which will result from the merger;

Garret C. White, Erie vice president operations, who testified in place of Stanley F. McGranahan, a member of the merger steering committee and former Erie assistant vice president, who was ill.

Officials of four important industries also gave support to the merger. These included Charles D. Duffy, general traffic manager of Westinghouse Electric Corp.,

Pittsburgh; Joseph C. Murray, assistant to president, Endicott-Johnson Corp., of Binghamton; John R. Staley, vice president of Quaker Oats Co., Chicago, and Edmund A. O'Brien, assistant general traffic manager of Union Carbide Corp., New York.

As the first witness, Mr. Thompson emphasized that terms of the proposed merger were fair, equitable and beneficial to Erie security holders. He explained the background and basis for the merger from a financial standpoint, detailing the many factors that were given consideration in determining the relative values for the various types of securities in the proposed consolidation.

"The merger terms represent the result of negotiation in which judgment necessarily played an important part," Mr. Thompson said. "There is no magic formula that can be used to produce mathematically the terms for a merger such as this one.

\$13.5 Million Increase

"In our negotiations, we took into account a great many factors and considerations, including reported records of earnings; extraordinary factors which are believed to have distorted the reported records of earnings such as Hurricane Diane in 1955 and certain large charges against income of the two railroads on account of service losses on non-depreciable property retired and not replaced; the savings expected to be realized from the merger; the revenues of the two railroads from railway operations; factors affecting prospective earning power, net working capital, and market prices."

He explained the proposed distribution of common stock which would give Erie holders $1\frac{1}{4}$ shares for each share of Erie common stock and share-for-share of Lackawanna capital stock.

Mr. Thompson testified that the combined 1958 fixed charges and contingent interest for the Erie and the Lackawanna were \$13,258,699 and that an anticipated increase in net income of not less than \$13.5 million before federal income taxes, is expected to come after the merger from elimination of duplicate facilities and more ef-



RAILROADERS ALL. The crowd at the hearing was made up of railroad men of all ranks and callings; railroad presidents, officials and brotherhood representatives.

ficient operations.

Mr. Von Willer was the next witness. In his testimony he said: "Railroads must take advantage of every possible opportunity to operate efficiently and economically. Unless costs can be brought down and kept in line with present revenues—and this merger is a most important step in that direction—the condition of the railroads would continue to deteriorate and eventually they would be forced into government ownership, which would be detrimental to the public interest."

Mr. Von Willer pointed out that railroads handled only 45.6% of inter-city freight traffic in 1958 compared with 67.3% in 1945, while motor carriers increased their percentage from 6.5% to 21.3%. He said American railroads earned a rate of return in 1958 of 2.76% of investment and estimated the Erie will earn only 2.07% in 1959.

(During cross-examination, Mr. Von Willer amended his forecast of the Erie figure and reduced it to .8% because of the continued heavy losses resulting from the prolonged steel strike since his testimony was first prepared.)

Co-ordinated Service

"These rates of return are grossly inadequate to enable the railroads to keep pace with the country's development and to perform the improved kind of transportation service the nation's economy requires," the Erie president said.

He pointed out that the Erie has had considerable experience in co-ordinating operations with the Lackawanna, mentioning joint use of the Lackawanna passenger terminal in Hoboken, coordination of freight house facilities in Binghamton and Elmira, and consolidations of 75 miles of track between Binghamton and Corning.

Identification of various financial statements presented as exhibits during the hearings was made by Mr. Adams. He was followed on the witness stand by Mr. Jonas, who identified statistical statements prepared by the Lackawanna.

Both Mr. Von Willer and Mr. Shoemaker indicated it would be

(Please turn the page)



TESTIMONY OF WITNESSES was closely followed by Erie officers. Here the camera catches mixed expressions to testimony. Left to right: Milton G. McInnes, executive vice president; Garret C. White, vice president, operations; Paul W. Johnston, chairman of the board, and Harry W. Von Willer, president.

• • •

PRR President Endorses Merger

James M. Symes, president of the Pennsylvania Railroad, appeared before the ICC examiner at Buffalo on Oct. 7, and warmly endorsed the merger in these words:

"I am strongly in favor of railroad mergers, providing they are in the public interest, economically feasible, and not unduly harmful to other railroads. Merging the railroads of this country into a fewer number of larger systems is an absolute necessity.

"The economies to be derived therefrom are in the public interest and essential to industry survival under our free enterprise system. Otherwise Government ownership will eventually prevail—and it will not stop with railroads alone.

"I think the proposed merger of the Erie and Lackawanna Railroads is desirable, and if consummated, will go a long way in furthering the cause for mergers. I say this because here are two railroads, both operating in the red, with the future outlook not very encouraging.

"They are endeavoring to solve their problem by merger, and if approved, probably will solve it. This should be a good example and encourage other railroads to do the same thing. It would be a catas-

trophe if these roads went into bankruptcy when a merger would have made them solvent.

"It is true that some roads, including two in which the Pennsylvania Railroad has a large financial interest, are fearful that this particular merger would adversely affect their best interests from a service and traffic standpoint.

"Perhaps they are right in their contentions, but it would seem that the Lackawanna and Erie should be able to compose the difference of opinion presently existing by agreement.

"If that is not possible, then the Interstate Commerce Commission, upon the evidence submitted, should stipulate conditions in their Order, as they have in the past, that would amply and fairly protect all interests.

"This case is so important to the entire railroad industry that minor differences of opinion should not be permitted to obstruct the overall progress that this merger would create."

ICC Hearing

(Story begins on page 5)



MAP OF THE PROPOSED SYSTEM was shown to two witnesses by Eugene J. Dean, Erie assistant vice president, traffic, New York (standing). On left, Joseph C. Murray, assistant to president, Endicott-Johnson Corp.; right, Charles D. Duffy, general traffic manager, Westinghouse Electric Corp.

the policy of the merged company to maintain all existing routes with connecting railroads, and stated, "We are entirely willing that the Commission attach appropriate conditions to its order requiring their maintenance." They added that all trackage rights under existing agreements will be recognized along with obligations

of both companies for rights to operate over other properties.

In his testimony, Mr. Shoemaker stated he is convinced that railroad consolidations will result in

1. Better service to the public.
2. Greater security in jobs provided by the railroads.
3. A stronger transport network for the nation's defense.



SITTING IN AT THE PRESS TABLE in Buffalo to help reporters from the newspapers, financial journals and wire services were three railroaders. George C. Frank, assistant to the president, Erie, at far left; Charles N. Demian, manager, press relations, left rear; Martin P. Nelson, assistant to the president, Lackawanna Railroad, against column.

4. A chance for passenger railroads to make some money again and to improve their methods.

"In my opinion," said Mr. Shoemaker, "the merger of the Lackawanna and the Erie will prove greatly beneficial to the public and to the security holders of the two companies. Very substantial savings will result from the unification. With this greater strength and stability, the unified company will be enabled to take advantage of and make a more rapid expansion and improvement in technological improvements. We will be able to expand our research activities."

Improved Buffalo Service

The railroad executive made it clear that the freight service through Buffalo would not in any way be impaired, but on the contrary would be improved. His testimony included detailed freight train schedules proposed for the merged company, as well as passenger train schedules.

"The basic passenger pattern contemplates five round trips between Hoboken and Hornell, operating via Scranton, and one round trip to Binghamton operating via Port Jervis with connections at Binghamton with Chicago trains.

"Two of the round trips via Scranton will operate as through Buffalo trains. The other three round trips via Scranton will operate as through Chicago trains.

Hornell-Buffalo Train

"One westbound Chicago train has a connection at Hornell to Buffalo and one eastbound Chicago train has a connection from Buffalo. The accomplishment of such combinations will help reduce the passenger deficit of the two railroads.

"The very light passenger business on the Lackawanna west of Corning does not warrant the operation of passenger train service over the Lackawanna," said Mr. Shoemaker. The operation will be over the closely parallel Erie route between Hornell and Buffalo.

"As is true of any business in the American system," said Mr. Shoemaker, "economy of operation and maintenance is an obligation.

We owe economy to the public who are using our service and who are entitled to know that a full measure of efficient operation is being provided in relation to the amount we charge."

Harriman Testifies

Echoing the earlier testimony of Mr. Thompson, concerning the interest of security holders in the merger, Mr. Harriman represented the Lackawanna's board of managers. He explained the extensive studies made to determine the relative value of securities and the feasibility of a merger between the Erie and Lackawanna.

Mr. Wyer's testimony told of the two-year economic study made of the merger possibilities and outlined details in justification of the application. His study indicated the merger should produce an increase in net income, before federal taxes, in excess of \$13.5 million within a five year period.

Mr. Wyer said a net cash expenditure of only \$257,075 would be required to start realizing savings. He estimated that \$1,610,086 would be the maximum cash requirement at any one time. (A summary of the plan of operation as outlined in the Wyer report was recorded in the October issue of the Erie Magazine.)

1,781 to Move

Discussing personnel, he said it is estimated that 1,632 officers and employees would ultimately be deprived of employment by the merger and that location of employment would be changed for approximately 1,781 additional employees.

"Nevertheless," he said, "over the four or five years of the transition period the number of jobs normally created through retirements, deaths, resignations and dismissals, estimated to be in excess of 2,000 annually, so far outnumber the jobs abolished or transferred, that the occasional hardships and inconveniences resulting from merger would be experienced by a relatively few individuals, and all of these would be protected financially under any order which the Interstate Commerce Commission might make permitting merger," he added.

Mr. White, Erie vice president



JOHN K. THOMPSON, executive committee chairman of the Union Commerce Bank of Cleveland, and former financial vice president of the Erie was the first witness. Here he goes over some facts and figures with Milford M. Adams, assistant to comptroller, Erie Railroad.

testifying in place of Mr. McGranahan, stated that heavier traffic density over the proposed through freight routes of the merged companies east of Buffalo will permit more frequent and regular trains than is now practical by either company in operating over individual routes.

Improved Car Supply

Mr. White explained the merger plan contemplates the use of a single freight yard at common points which will eliminate a great

deal of the present interchange delay caused by duplicate handling. In addition, combined interchange receipts and deliveries with other connecting lines at common points should improve service as compared with present individual line interchange practices.

"There will be an improved freight car supply from which the merged company will have greater flexibility in servicing its customers as compared with individual

(Please turn the page)



COUNSEL TABLE CONFERENCE. Attorneys for the two railroads and William Wyer, of Wyer, Dick & Co. discuss a point. From lower left around the table: James F. Mulligan and Leonard D. Atkins, appearing for the DL&W; Rowland L. Davis, jr., vice president and general counsel, DL&W; Wyer (standing); M. Cayley Smith, jr., general counsel, Erie; Thomas D. Caine, assistant general attorney, Erie and Edward W. Bourne (back to camera), appearing for the Erie.

ICC Hearing

(Story begins on page 5)



CONFERENCE DURING A RECESS was held by these five men. Left to right: Eric C. Hallberg, assistant vice president, traffic, New York; David R. Thompson, vice president, both of the Erie; Perry M. Shoemaker, president of the DL&W; Harry C. Schmidt, vice president, traffic DL&W, and John R. Staley, vice president, Quaker Oats Co., Chicago.

supply," Mr. White testified. "I also visualize the strengthening of the financial position by reason of the merger which will allow the management to take advantage of future technological improvements as they are advanced in the railroad industry to a much greater degree than would be possible for

the individual railroads to undertake."

Mr. White said future growth of the merged company will be dependent to a great extent on traffic generated by new industries located directly on the railroad.

Pointing out that there are relatively few undeveloped industrial

sites within the communities served by Erie and Lackawanna, he said that elimination of duplicate facilities will make available a considerable amount of real estate for location or expansion of industrial plants. This possibility will benefit communities by increased tax receipts and greater employment.

Mr. White explained a change of policy regarding a portion of the Wyoming Division which was scheduled to be abandoned in the original application.

Instead of eliminating the entire distance between Hillside Junction and Hawley, he said, "It is our considered judgment that the Wyoming Division should be retained with exception of that portion between Milepost 48.2 at Hawley and Milepost 35.4 at Gravity, a distance of 12.8 miles. There are no stations or industries on this segment and the overhead bridge traffic can be adequately handled over other retained trackage.

Shippers Endorse Change

"We believe we can better analyze the propriety of such abandonments, both from the standpoint of public interest and our own interest after having the benefit of some reasonable period of experience after merger," Mr. White explained.

Mr. White detailed the remaining abandonments and the new connecting tracks that are proposed for the merged company. These were as outlined in the October issue of the Erie Magazine.

Testimony of the railroad officials was followed by endorsements of shippers. In urging approval of the merger, Mr. Duffy testified that "All users of Erie and Lackawanna services stand to gain from this proposed merger which holds promise of increased operating efficiency and improvement in service."

Transformer Car Fleet

He explained that Westinghouse, shipping huge transformers, has required the Erie to increase its fleet of depressed center, heavy duty flat cars from six in 1946 to 31 today. These cars cost approximately \$80,000 a piece. He said that without these cars Westinghouse could not have fulfilled its



ERIE GENERAL CHAIRMEN study a map of the proposed system. Left to right: James J. O'Connor, Brotherhood of Railroad Trainmen, Youngstown; William E. Nestor, International Association of Machinists, Hornell; John J. Schreur, Brotherhood of Railway & Steamship Clerks, Cleveland and Alex Gawron, Brotherhood of Railway Carmen, Susquehanna.

role as a principal producer of electrical transformers and additional cars will be needed in the future. He said a prosperous merged company would be in a better position to finance purchase of additional cars of this kind.

Mr. Murray said Endicott Johnson is an important shipper on both railroads, having plants in Endicott, Johnson City, Binghamton and Owego, adding the company is supporting the merger because "we believe it will result in improved services."

Mr. O'Brien declared communities to which new industries are attracted will benefit from greater employment and more taxes while shippers will be getting more efficient freight service.

Sees Stabilized Rates

Testifying that Quaker Oats Co. has experienced 15 freight rate increases in the last 13 years, Mr. Staley expressed confidence the economies of a merged railroad will stabilize freight rates.

"We have had an opportunity to observe effects of consolidation of other properties, the most recent being the L&N and NC&StL," Mr. Staley said. "We are gratified by the results of that consolidation, for they have improved our service and eased many vexing routing problems."

He said Quaker Oats is engaged in an expansion program at Marion, Ohio, which may increase freight business by 5,100 cars in which the Erie is expected to share. He added, "That gives us added reason to see their railroad gets every break it can in the way of reducing costs and improving service to us."

Some Intervened

Several railroads intervened in the proceedings as did the Railway Labor Executives Association, one group of minority stockholders of the Lackawanna Railroad, and a group representing communities in the vicinity of Bath, N. Y., who were protesting the proposed discontinuance of passenger service in that area.

This latter group was informed by Examiner Blond that the subject of passenger train discontinuance was not being considered in the present ICC hearing and that



TESTIMONY BY THE BOXFUL was the stock in trade at this "store" run by Harry P. Gizler, managing clerk of the Erie's legal department. He saw to it that copies of direct testimony were available to all interested parties.

they would have an opportunity at a later date, presumably before the New York State Public Service Commission, to state their case. As a result of this decision, they subsequently withdrew from the hearing.

Through stipulations dealing with the maintenance of existing traffic routes the objections of the Akron, Canton & Youngstown, Chesapeake & Ohio, Delaware & Hudson, Lehigh and Hudson River and New Haven Railroads were satisfied and those who had intervened also withdrew from the case.

NKP Asks Conditions

However, the Nickel Plate, Wabash, Lehigh Valley and New York Central remained active. Their interests related mainly to traffic losses they expected to experience from the merger, and they desired to have the Commission impose certain protective conditions in its order.

The Nickel Plate submitted a list of 12 conditions designed to protect as much of their present revenue as possible. In rebuttal testimony Mr. Von Willer stated that while some of the conditions would be acceptable to the merged company,

the others were too restrictive and went far beyond the established practices in situations of this kind.

On this point he said, "The merged company is perfectly willing to accept conditions as laid down by the ICC in previous merger proceedings, such as the Detroit, Toledo and Ironton Railroad case, but by no stretch of the imagination could we agree to the broad conditions the Nickel Plate is seeking."

"To do so would virtually tie the hands of the future Erie-Lackawanna management, to the detriment of the shipping public. Their position in this case is directly opposite to the one they advocated when they merged with the Wheeling & Lake Erie Railroad several years ago. In other words, they want to eat their cake and have it at the same time."

The Wabash and Lehigh Valley were attempting to have the Commission require the merged company to give them trackage rights between Black Rock and East Buffalo as well as to sell them certain East Buffalo freight yard property that would be released after

(Please turn to page 23)

Apply Now for Erie Scholarships

Now is the time for children of Erie Railroad employees to apply for one of the five 1960 Erie Scholarship awards.

Each of the five scholarships amounts to \$1,000 a year for four years, and the competition is open to boys and girls whose Erie-employed parent did not earn more than \$9,000 in the previous year.

Applicants must be in their senior year of high school, and whether they will be graduated in June or the mid-year, they should apply now. However, one of the requirements is that the applicants must not have attended a college or university at the time the qualifying tests are given in April, 1960.

A special post card will be distributed with pay checks during this month which may be used by the student to request the formal application forms.

Eligibility Rules

Eligible are:

1. Sons and daughters of Erie employees whose earnings did not exceed \$9,000 in the previous year.
2. Children of deceased or retired Erie employees, provided the deceased or retired parent was an Erie employee at death or retirement.
3. Only boys or girls now in the senior year of high school and who plan to enter college in the fall of 1960.

Prompt Action Urged

Paul J. Kindler, assistant to the president of the Erie Railroad, is secretary of the Erie Railroad Scholarship Committee. He has urged promptness in asking for the forms, and in the event that the post card form is not available, points out that application forms may be obtained by writing to: Secretary, Erie Railroad Scholarship Administrative Committee, 1302 Midland Building, Cleveland 15, O., and giving information as to name of parent and railroad occupation.

Should the parent be retired or deceased, that information should be given, together with the parent's last job and the location where the parent last worked be-

THE BIG BITE



fore retirement or death.

Members of the scholarship committee are:

Raymond J. Wean, president, Wean Engineering Co., Warren, O., and a director of the Erie Railroad Co., chairman; David R. Thompson, vice president, traffic; M. Cayley Smith, jr., general counsel; George C. Frank, assistant to the president, in charge of public relations, all of the Erie Railroad, and Kindler.

Meadville Shop Force Stands at Record Level

Today the Meadville car shop is operating again, and with more men at work than ever before. The call-back started on Oct. 5, when a program of repairing box cars in anticipation of increased freight business began.

By Oct. 16, 100 men were at work in the plant, and authorization to hire 84 more had been given. This 184-man force, together with nine supervisory and clerical employees brings the total at the shop to 193 persons.

Activities at the Erie's \$4 million car repair shop, which was opened a year ago, had been curtailed since last June, just prior to the beginning of the steel strike. The plant has been operating with a skeleton force during the summer months. Work has been concentrated on installing special loading devices to be used transporting parts and assemblies which will be used in the 1960 automobiles.

Loomis Calls for 8-Point Rail Plan

Daniel P. Loomis, president of the Association of American Railroads, has called for the public's help in putting into effect an eight-point program to reverse the downturn in rail passenger service.

"If people really want to help preserve passenger trains, they should not simply blast rail management but should turn instead to the nation's legislators and demand equality of treatment and a fair deal for the railroads," he declared.

Stating that "the major culprit in the passenger train's loss of ground is a complex of government policies so shortsighted and destructive as to be almost unbelievable," Loomis said the plan to correct such abuses could give the nation "unprecedented new levels of train service."

Asks End of Subsidies

He called especially for relief from "mountainous, service-killing taxes" and for measures to end subsidies to uneconomic forms of transport.

When he addressed the annual meeting of the American Association of Passenger Traffic Officers in Washington, Loomis cited as an example of why railroads are in trouble the fact that Washington's Union Station, which cost the lines \$32 million to build, last year bore the highest tax assessment of any single piece of property in the District of Columbia.

"Yet right across the river in Virginia lies the Washington National Airport, also built at a cost of \$32 million—but of taxpayers' money—which serves the competing airlines year after year without paying a cent in property taxes," he pointed out.

Freedom to Expand

In addition, more than \$62 million has already been appropriated by the government for construction of a new airport at Chantilly, Va., not including the cost of access highways or other facilities, he added.

Freedom to expand and contract
(Please turn to page 29)

Don't Lose Out on Income Tax Report Forms

If you have moved since last year, let the company know now.

It is just as much to your interest as it is to that of the railroad. For early next year you will have to file an income tax return, and unless you have a form W-2, prepared by the accountant at Hornell, you won't be able to file.

And if you don't file, the Internal Revenue Service will take a very dim view of your failure. Too, you may have some money due you from the government.

Some Returned

For Erie Railroad employees, the form W-2 is prepared by the railroad and mailed to their home addresses as soon as the year ends. However, every year hundreds of employees move, and many of those hundreds neglect to inform the accounting department.

Then, after the forms are mailed, they are returned to the railroad's accounting office at Hornell, embarrassing the railroad

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ICC Approves Merger of N&W, VGN

On Oct. 8, 1959, The Interstate Commerce Commission rendered a favorable decision approving a merger of the Norfolk & Western Railway and the Virginian Railway to become effective within thirty days after that date.

Both of these lines are predominately coal carrying railroads and derive the bulk of their tonnage and revenues from that one commodity.

A joint application was filed on Apr. 6, 1959 and hearings were held during the month of June. There was practically no opposition to the merger.

The N & W operates 2138 miles of railroad and the Virginian 608 miles. The combined railroad will have approximately 2746 miles of railroad compared with 2961 miles for the proposed Erie-Lackawanna Railroad.

These Anthracite Users Never See Ashes or Bin

ANTHRACITE HEAT can be just as carefree for the consumer as gas, and a lot cheaper, a Newark, N. Y., retailer told the annual convention of New York State fuel Merchants recently.

And one of his customers, who tried gas for a year, switched back to anthracite, when he found out how much more it cost. Cost is the only basis on which another fuel can compete with the dealer's customers, for the retailer, Floyd Waltz, sees to it that none of his customers need ever go downstairs to the furnace.

In fact, they don't even have to watch the coal bin and reorder.

No Shovel Needed

"In 1931, when I began selling stokers," Waltz said, "I realized that I would have to give more than just good coal service in order to compete with the latest entries in the home heating market—gas and oil.

"To make hard coal heating as automatic as oil or gas heating I offered customers a complete heating service for \$35.00 a year which made it unnecessary for them to touch either coal or ashes.

"This included daily filling of hopper, removing ashes from premises and periodic greasing and oiling stoker. I hired and trained a service man whose job it was, and still is, to visit every stoker installation as often as necessary to keep the customer's home warm and comfortable.

Houses and Theatres

"This service not only included domestic consumers but also apartment houses, one movie theatre and other commercial buildings.

"Shortly after the service started customers found that their homes received a steady, even heat, and they never had to go downstairs. In fact they didn't even have to order coal because the service man kept track of fuel requirements and ordered coal when needed.

"Many customers," said Waltz, "told me that they gain a feeling of security and satisfaction in knowing their heating plant is

(Please turn to page 29)

Kinzua Bridge Sold to Salvage Metals Dealer

The Erie Railroad's Kinzua bridge, long an attraction for sightseers, has been sold to a scrap dealer.

Announcement of the sale was made by Garret C. White, vice president, operations. The buyer was Nick Kovalchick of the Kovalchick Salvage Co., Indiana, Pa., who bought the bridge and the land on which the bridge stands. Considered one of the wonders of the world, the present viaduct is built of steel, and was erected in 1900. It is the second bridge at the site—the first, of wrought iron, was built in 1882—and is 2,053 feet long and 301 feet above Kinzua Gorge.

When it was built in 1882 the bridge was said to be the longest and highest railroad bridge of its kind in the world; when it was rebuilt in 1900, it was still the fourth largest.

Recent changes in operation, whereby the Erie runs on a parallel route over the B&O under trackage rights agreement, has made the bridge superfluous. Once, in the boom days of the oil fields on the Bradford division, both railroads had heavy traffic, and the bridge was a vital link in the economy of the nation.

Kinzua Bridge has the distinction of having a man named for it—Andrew Kinzua Stauffer, retired bridge inspector for the Erie. Andy, who now lives at Jamestown, N. Y. was born in the shadow of the 1882 bridge, which his father had helped build, and which his father maintained.

Andy drove the last rivet in the new structure, and worked on Erie bridges from 1900 to 1948, when he retired. He has asked to remove the first rivet when the bridge is dismantled.

Powerful Diesels Ended All Huntington Pusher Service

Second Sub-Division of Marion Division Is Super-Railroad



WILLIAM M. WIARDA is assistant superintendent, Marion division, Chicago.



KARL W. DINGLE is general yardmaster, Hammond.



ENOCH M. WILT is track supervisor, Huntington to Chicago.

THE SECOND SUB-DIVISION OF THE ERIE'S Marion division begins at Huntington, where the divisional offices are located, 142.9 miles from Chicago and 126.6 miles from Marion.

Huntington was also the operational headquarters for the Chicago & Erie, the division's predecessor (See Erie Magazine for October), and is a logical place for the boundary between the sub-divisions for many reasons.

Besides being at about the middle of the division Huntington is an industrial city of importance—its list of products is long—but it was, before the coming of the Diesel, an important base for pusher engines.

For, in the days before the Diesels, the fact that Huntington lies on the banks of the Little Wabash, in a deep valley between two hills, meant that both east and westbound trains had to be pushed out of Huntington. Today crews on eastbound trains change in the yards to the west of the station, and those on westbound trains change east of the river, thus taking advantage of the down grades for the start. With the powerful Diesels no pusher is needed.

Divisional headquarters are located in the station, just west of

the Wabash Railroad crossing, and the dispatcher and car distributor have their offices in a new building beside the station.

A Strange Device

The station itself is interesting for several reasons.

Once the building housed a hotel; the yard office, located next to the waiting room, is remarkable for the glass in its door.

There, etched in glass, is a peculiar emblem. Part of it comprises the familiar Erie diamond, familiar to everyone. But this diamond is different; it is held in the grasp of some large beetle or insect. Both the artist and the etcher allowed themselves some freedom in the design, and it is hard to say just what the creature is.

GENERAL YARDMASTER, Huntington, is Harold Tuttle.



ROAD FOREMAN OF ENGINES, Huntington, is William E. Boh.

MYSTERIOUS INSECT on Huntington yard office door holds the Erie diamond in its grasp. It's probably a scarab, but just how it got hold of the diamond, and what the bug represents is a hotly debated question.



Some say it is a scarab, or doodlebug; others maintain as hotly that it is a flying cockroach. Members of this latter party say the insect was the trademark of a restaurant chain that operated lunch rooms in many Erie stations, all along the line, and that the door once led into a restaurant.

It seems an odd emblem for a restaurant chain, but just as odd for a railroad. At any rate the animal is there, and gives rise to heated discussions.

The city itself is noted as a center of heating and air conditioning equipment making; railroad cranes, wreckers, derricks and shovels; liquid soap, disinfectants and allied products; automobile brake linings; rubber products and publishing. Quarries near the city are noted for the high quality of crushed stone they produce.

The Little Wabash

The Little Wabash, at MP 126.30 is crossed on a deck plate girder bridge 158 feet long; from that point, at an elevation of 739.93 feet, the road climbs, crossing the Wabash Railroad, passing in front of the passenger station and past the main Huntington yard to MP 129.6, and in that distance climbs 86.78 feet on grades as steep as 0.59%.

(Please turn the page)

November, 1959



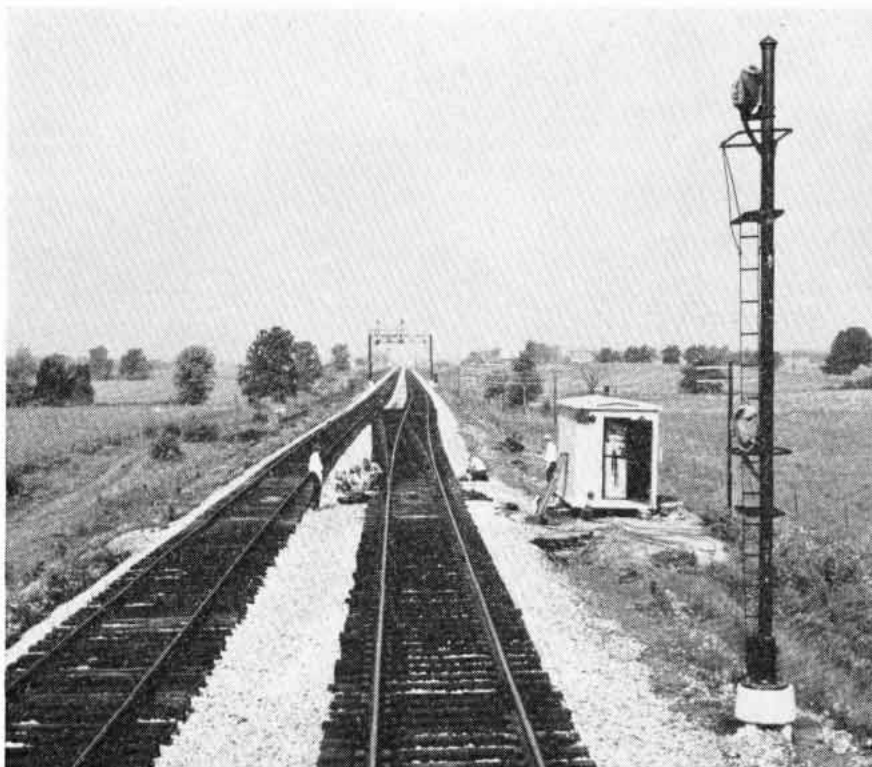
NUMBER SIX clatters across the Wabash diamond just east of the Huntington station on its way to New York.



A YARD SWITCHER pulls a cut of cars along the main in front of Huntington station, taking advantage of the time between the departure of No. 6 and that of No. 78, fast eastbound freight, to occupy the track. It is early morning, and the sun is low in the heavens to the "north" of the two-story station and office building.



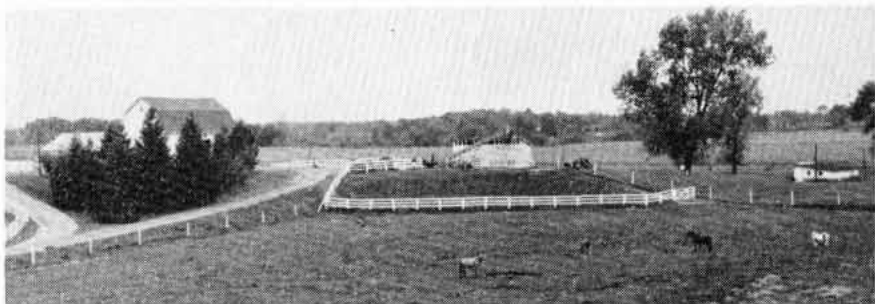
FAST FREIGHT FOR THE EAST, No. 78, begins to roll eastward, making use of the downgrade just west of Huntington station.



MODERNIZATION PROGRAM in progress. Signal crews work at WO, installing circuits for the control of the new single track territory that will begin at MP 134.



FASHION NOTE IS STRUCK by these dark blue towers of an elevator at Laketon.



AKRON DOESN'T ALWAYS MEAN RUBBER. Here at Akron, Ind., it means green pastures and ponies.

Marion Division

(Story begins on page 14)

On the early part of this run geography forces the tracks into a nearly north-south direction through Huntington, so that west-bound trains run nearly north. Thus, for many Erie people, the sun rises in the "north" in Huntington.

Soon after leaving Huntington the line curves to the westward, passes a golf course, and then curves westward again. The ground is rolling here, and cuts and fills succeed one another on the long climb. Clear Creek is crossed, and two highways cross the Erie on through plate girder bridges.

George J. Bippus

Quail and dove rise from the track as trains approach, and then the land suddenly becomes level again, and broad farms stretch out on either hand. The railroad runs straight for as far as the eye can see—in fact from MP 132.24 to 147.06, the line is a perfect tangent.

Gentle grades carry the road up to Bippus, at an elevation of 850.94 feet, MP 135.5. It has been suggested that four successive station names, taken from east to west in this area, would make an ideal name for a law firm: Markle, Simpson, Huntington & Bippus.

As a matter of fact Bippus is named for a Huntington financier of the 1880's and 90's, George J. Bippus, who had much to do with organization and building of the Chicago & Atlantic (see *Erie Magazine* for October).

Single-Track Program

As this is written the double track between MP 134.1, east of Bippus, and MP 148.27 is being single-tracked. MP 134.1 will be known as WO; 148.27 as RX. Traffic between these two points is to be controlled by Traffic Control System from Huntington, and the westbound track from WO to Huntington will be signalled for operation in either direction.

These changes are to be complete this month. At the same time the double track between RX and AN, MP 158.60, will be signalled for operation in either direction on either track.

Beyond AN, and stretching to AD, MP 192.97, single-tracking is already complete.

Such changes are typical of the progress in railroading often overlooked by the outsider, for literally, a railroad is never "complete" in the sense that a building is. For when the first builders of the line from Chicago to Huntington "finished" their work in the 1880's it was a single track line following the contours of the ground. In the following years the road was ballasted, and the track raised.

Between 1911 and 1916 the road was improved by grade separations, fills, cuts, double tracking, and block signals; in the early 1930's another sweeping improvement program saw heavier ballast, rails and ties installed.

Now the advent of the Diesel and modern train detection and dispatching systems make it possible to have a single track line carry traffic in a greater volume than double could in steam days.

Solid Blue Silo

But to return to Bippus: a grain elevator and coal yards here are served with side tracks. From Bippus the tracks begin descent on easy grades into the valley of the Eel River, a tributary of the Wabash. Still running in a perfectly straight line, the rails pass through Servia, where the signal department headquarters for the current single-tracking are set up; through Bolivar and Newton to Laketon.

At Bolivar (MP 144.3) there is a crossing of, and an interchange with Big Four; at Newton (MP 146) with the Pennsylvania. The interlocking is now controlled from BO, Bolivar and WN, Newton, but after the present single-tracking program is ended, both will be controlled from Huntington.

West of Newton, at MP 146.6, is Laketon, on the banks of the Eel River. One of the shippers here, a grain elevator, has some of its silos enameled a deep blue color. Besides grain, asphalt traffic originates here, and many briquets, and much agricultural tile, is shipped to Laketon.

Leaving Laketon the Eel River is crossed on a 178-foot deck plate girder span, and the line then runs



NEW SIGNAL BRIDGE AT MP 148.20, near Disko is sign of modern railroad practice.

along the top of a long and very high fill, and crosses a highway on a 43-foot through plate girder bridge.

The tracks run side by side along the fill, and slowly climb out of the Eel River valley together until MP 148.64 is reached. Here the two separate, and the westbound track, first on a fill, and then in a cut, climbs at a rate of 0.2%, curving as it does so.

At first the westbound track is the higher; but it climbs while the eastbound descends on grades as steep as 0.5%. At Disko, MP 152.82, the two are side by side, and then the eastward track is the higher.

The two meet again at MP 157.28 just east of Akron, at an elevation of 867.42 feet. This is the highest point on the subdivision, and aptly

(Please turn to page 25)



GRADE SEPARATIONS were part of the modernization program of 1911-1916. Today they enable freight trains to run at speeds undreamed of then. Here the two tracks are about to reach the same level, just around the curve and under the highway bridge.

Erie Veterans News

Fellow Veterans,

It's a good thing I have only one more of these letters to try and compose because I am running out of subjects.

I can really appreciate now the effort and concentration that **Mr. Harding** and his associates have to put forth in getting together the material necessary to put this magazine in your hands each month. They are to be highly commended for the wonderful work they do.

Of course there is only one subject uppermost in my mind, and that is obtaining new members for our association.

During the year I am sure that all of you have become very tired of hearing me talk on this subject, but if this constant nagging has brought in at least one new member, I am very happy that I have kept at it.

We are approaching the time when those men who were hired in 1940 are about to reach their twentieth year of service, and it is these men I feel we should be most interested in, they will make the young blood so badly needed in any organization for survival.

Won't all of you try and keep in touch with these employees so that we can get their names on an application card the day they reach the eligible time for admittance into the Erie Railroad Veterans Association?

Fraternally yours,
H. A. Kelly
President

Marion

By **Lucile Osmun**

Members of the Marion Chapter of the veterans and auxiliary members enjoyed a hamburger fry at their September meeting.

Due to inclement weather it was necessary to have the party indoors, however, a large number attended.

Reminder! We still have a few 1959 cards which have not been secured.

Jersey City

By **G. C. Kalle**

Judging from reports, our membership committee under the leadership of our committee chairman, **Jack Hazzard**, assisted by **George Venturini**, **A. W. Holley** and **George Kalle** are going all out to sign new members or reinstated members.

Keep up the good work men.

A note to all veterans, if these men can do it why not talk to your friends and fellow employees who are eligible and ask them to join?

The Ladies Auxiliary enjoyed a trip to Hershey, Pa. under the leadership of **Mrs. David Tice**.

Rudy W. Stoeckly, former chief clerk to the general foreman, Se-caucus roundhouse, was given a testimonial dinner in Paterson. A large number of veterans and friends were present to wish Rudy a long and happy retirement.

Plans are now being made for the Christmas Party of the chapter and the auxiliary.

Are your 1959 dues paid? If not, your secretary will see that there is no delay in delivering your 1960 card. Just drop a note with the dues to your secretary.

That time of year will soon be upon us when we will again nominate our officers for the coming year. Won't you come out and take part in selecting them.

Youngstown

By **S. D. Bean**

Joe and Nan Hartman planned their usual trip to Florida, and we have a hunch they saw our old friends, **Ray and Katie Lewis**, at Eustis, Florida.

Jack Beilby of Pompano Beach, Florida visited our office.

Ralph and Aalga Fero are in North Dakota and **Jimmy and Ann Bowser** are in California.

We are happy to welcome the following new members to our chapter: **P. L. Crow**, retired assistant division engineer, M. of W.; **G. H. Lacy**, operator, De Forest, Ohio (Warren) and **J. D. Wolfe**, signal maintainer, Youngstown.

Not long ago mention was made of **H. E. Ross**, retired clerk to superintendent and general manager.

We are glad to say that **Mr. Ross** is a member of this chapter. His address is 306 Olin St., Fullerton, California.

Buffalo-Rochester

By **Jan Bender**

Best wishes are in order for "**Barney**" **Kelly**, conductor, who retired after thirty-nine years of service.

The **William R. Strettons** celebrated their forty-fifth wedding anniversary last month.

Other wedding anniversaries recently celebrated were the **Frank Halbleibs**, thirty-seven years and the **Henry Schultzs**, thirty-six years.

A party was held in the auditorium of the Amherst-Bailey Buffalo Savings Bank with **Mrs. Leo Overs**, auxiliary president; **Mrs. Henry Matthies**, **Mrs. Ernest Jimenez** and **Mrs. Henry J. Schultz**, co-chairmen of the luncheon and party.

A December 3rd auxiliary board meeting and luncheon will usher in the Yuletide season with Christmas table decorations and a gift exchange, it will take place in the MacDoels restaurant.

Plans are being completed for the annual Christmas party which will be held in the Harugari Temple on December 12th.

• • •

Akron

All those attending the Hobo dinner-dance had laughs galore. Had there been any prizes awarded, **Mrs. C. L. Lods**, **Andy McCullough** and **Hubert VanCleave** would have been winners.

Among the eighty-one present, we were happy to welcome from **Marion Mr. and Mrs. E. A. Blair**, **Mr. and Mrs. C. A. Haywood** and **Lucile Osmun**; from **Kent Mr. and Mrs. Roger Naftgzer** and **L. E. Isham**.

Following the dinner, short business meetings were held by both the veterans and the Auxiliary.

Chairman **Coffman** appointed a nominating committee to select officers for 1960. The committee consisted of **C. D. Carnes**, chairman, **E. E. Ekmark** and **W. R. Wachter**.

The Auxiliary elected the following officers for 1960 to be installed in January: **Mrs. Dohme Jenkins**, president; **Mrs. A. W. McCullough**, vice president; **Mrs. C. D. Carnes**, secretary and **Mrs. W. R. Wachter**, treasurer.

• • •

Latest Chatter About All the Erie Family

Car Accountant

CLEVELAND

By Wilma Kerzman

Marian and Cliff Palmer spent an enjoyable weekend at Niagara Falls, N. Y. While there they met Bill Van Houten, former Erieite, and family from Toronto, Canada.

We welcome to the force our newest stenographer, Hilda Hinkle.

Congratulations to Mr. and Mrs. Dan Lazor on the birth of a son, Daniel John.

Roy W. Sturr's guests for a week were his daughter and son-in-law from Minneapolis and other members of his family.

The Ray Hoppers spent an enjoyable week vacationing under the Michigan sun.

Wilma Kerzman and girlfriend had a wonderful trip to the west coast. The first week was spent with relatives in San Diego. The last two weeks were spent on a tour of California.

Accounting

AUDITOR OF REVENUES

By Neil Crann

Wedding bells rang for Kay McGreal and Chuck Shea, after the ceremony and reception the couple left for a honeymoon in New York State.

Marge Pharis and Tom Edwards, both of the office crew, were married recently and honeymooned in the Pocono Mountains.

Another recent wedding was that of Charlotte Royer, credit union, and Joe Braunlich. The honeymoon spot was Mexico.

Toni and Peggy Nicolay announced the arrival of a son, Tom, Jr. He is the couple's first child.

Joann Stelbasky announced the arrival of a baby boy, Jeffrey David.

Paul and Ursula Jureisin announced the arrival of their third child, Thomas Robert.

Twenty-two members turned out for the latest get-together of the Sportsman's Club. They had dinner in a downtown restaurant and saw a football game between the Cleveland Browns and the Chicago

Bears.

Bowling season started again for the Erie men and some of the Erie girls.

Four teams from our department have been entered in the men's league.

The Columbians held down second place; Interline, third; Revision, fifth and the Station Accounting team, last year's champs, were at the other end of the list in last place.

The top five averages are Jim Petonic, 175; Bill Lash, 174; Al Fitch, 173; Marty Marcellino, 172 and Charlie Von Duhn, Jr., 170.

Bill Lash has the high series with a total of 612.

Jay Murray is one pin behind the leader for high single game with a 233.

Dick Bruyere has returned after two years of military service. Since he left, Dick has been married, is a father and has purchased a new home.

Bob Ostrander has left us to go back to Kent State. Jean Funk, Tom La Barbera and Marilyn Murphy have also left our ranks.

A temporary leave of absence was taken by Betty McCloskey for a rest and vacation.

Deanne Carlson vacationed in California and Mexico, and brought back a souvenir for Betty Krych.

The Ice Capades were taken in by Jean Verdone, Mary Lou Hnatt, Florence Cregan and Betty Krych.

NEW YORK STATION

By Joe Barry

Mr. & Mrs. Henry Kaegi paid a visit to Jim Farrell, former rate clerk. Jim now resides in Palenville, New York.

Recent visitors to the accounting department were Meta Murray and little Jerome Collins, son of Jerry.

Bob Walker looks the picture of gloom since his San Francisco Giants failed to win the pennant.

Ted Carlsen sailed around the harbor of New York on his vacation.

Vera Boyd, comptometer operator, has gone western, the title of the book Vera is reading is "The Lure of the Golden West".

Peter Lamprakos and family covered a lot of countryside on his vacation. Pete knows, he paid the

gasoline bill.

Phil O'Brien and family vacationed by the sea, where Phil pulled an old shoe from the deep.

The Hughie McCrane family and the merry Malones are now sporting new cars.

Gabriel Chiconne celebrated his 23rd year with the Erie.

Those who celebrated birthdays were Margaret Cull, Anthony Massimino, John Roach, John Scott, Carmine Gioiosa, Bill Lund, Ted Carlsen, Isador Markowitz and Tom Collins.

The man about town with the boxer is Howard Roselle. Who is taking who for a walk?

Jim Lenahan is back after vacationing in the White Mountains of New Hampshire and Daytona Beach, Florida.

Polishing up their bowling equipment for the bowling season are John Roach, Francis Dunne, John Wilson, Marcel Rogers, Ted Gaidis, John Sliwicki, Bill Kearns and Jim Whalen.

HORNELL ACCOUNTING BUREAU

By Eleanor Trowbridge

Hedwig Haberli, former bureau employe, has moved to Westwood, N. J.

C. L. Ordway has moved to Florida.

Jane Moore of Buffalo was a visitor at our office.

Welcome to new employes Sharon Powers and Kenneth Schaumberg.

Happy birthdays to Lillian Karl, C. M. Corwin, W. B. Geary, R. J. Argentieri, T. V. Halloran, E. E. Bottomley and R. F. Clark.

Good luck to the accounting bureau bowling team. Bowling captains are Fred Petersen, Fran Crook and Ed Bottomley.

Susquehanna Division HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

William J. Rogers, painter, Hornell Diesel shop, has retired after 40 years service.

Arthur J. Maloney, machinist, Hornell diesel shop has retired after 35 years service.

Mason J. Brunskill, Diesel clerk, is now in politics filling a vacancy of alderman in the first ward.

Kent Division

MARION

By Lucile Osmun

We welcome **Bruce A. Field**, chief clerk to division freight agent and **John E. Shipp**, commercial agent to division.

Congratulations to **Paul M. Swarts**, clerk-stenographer and **Mrs. Swarts** on the arrival of a daughter.

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TOLEDO 4, OHIO**

Verna Mae McWherter, division freight agent's office, attended the district meeting of the National Association of Railway Business Women in Pittsburgh.

Charlie Sidenstricker, assistant chief clerk to division engineer, and wife, **Geneva**, file clerk in the superintendent's office, attended the state meeting of the Jaycees, it was held in Columbus, Ohio.

Bus Gruber, fireman, and **Lloyd Strickland**, yard brakeman, bagged a full grown bear, two cubs, twenty-four partridge and eight wild ducks on a five-day hunting jaunt into the wilds of Ontario.

Leo Berry, division freight agent, and wife enjoyed their vacation in Fresno, California.

Verden Martin, stenographer in the chief dispatcher's office, and husband vacationed in California and Honolulu.

AKRON

By Besse Westbrook

E. H. Huffman, general agent, and wife spent the weekend with his sister in Springfield, Ohio.

The **Huffmans** are enjoying their recently purchased home in Silver Lake.

Odette Herz, retired general clerk, and husband and **E. R. Paul**, commercial agent, attended the American Legion Convention in Minneapolis, Minnesota.

We welcome **Dave Carano**, new clerk-stenographer in the general agent's office.

A recent caller at the Akron station was **Stella Watson**, operator agent at West Salem, Ohio, she will be in Arizona soon and plans to spend her retirement at Casa-grande.

Miss Watson began her railroad career in Green Camp, Ohio as an operator.

E. J. Dice, cashier, received his 50 year pass from **C. D. Carnes**, freight agent.

Allegany-Meadville

SALAMANCA

By S. Minneci

Howard G. Stephens, yard clerk, visited relatives in Lock Haven, Pa.

We wish long and happy retirements to **Ernest G. Abers**, chief caller in the Salamanca yard; **Albert C. Burley**, chief clerk to division engineer, Salamanca; **A. E. Hoffman**, Bradford division engineer and **Ike Mann**, Meadville division conductor.

Recent visitors at Salamanca were **C. G. Bucher**, retired master carpenter; **James E. Mook**, retired Meadville division conductor and **Frank Rober**, assistant valuation engineer.

GENERAL FOREMAN & WRECKMASTER, SALAMANCA

Pete Pedacchio and **Ed Sheare** captured trophies in a recent archery shoot.

Joe Milanoski, retired car inspector, celebrated his 50th wedding anniversary.

Bob Forness returned from a vacation trip to Canada where he said the fishing was good.

Tom Paprocki's youngest daughter, **Barbara**, was married to **William Kalamanka**.

Happy retirement to **John Brown**, who retired after 42 years with the Erie.

Ed Rogers, retired car repairer, was a recent visitor at the shop.

Jim Miess, retired division car foreman, has returned to Miami. He spent several weeks with his daughter in Buffalo and a few days in Salamanca.

Jack Rice is building a new home on East Race St.

Buffalo Division

BUFFALO MACHINE SHOP

By W. G. Christ

Frank Krzyzanowski, boilermaker, retired after 46 years service. A gift was given him by fellow workers at the shop, it was presented to Mr. Krzyzanowski by **Mr. Maahs**, master mechanic.

Best wishes for a long and happy retirement to **Frank Staybolt**.

Robert R. Faltyn, machinist apprentice, has now joined the married men's club. Congratulations **Robert**.

RAILROAD

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SIGNAL AND TRACK DEVICES

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Edward Bayer, second trick foreman, enjoyed his Canadian vacation. He intended to do some fishing, but the weather was too cold and the fish didn't bite.

**Marion Division
TRANSPORTATION DEPT.
AND
M. OF W. DEPT.
By H. V. Welker**

Best wishes for a happy retirement to **W. H. Leatherman**, track supervisor, after 47 years service.

Mrs. Marlene Trainer, secretary to division engineer, and her husband, "**Peaches**" toured to the Gulf of Mexico and returned through the Smoky Mountains.

Paul Schnecht, track supervisor at Huntington for the past 14 years, has moved to Lima, Ohio to take over his new assignment of track supervisor.

H. V. Welker, wife and son, **David** enjoyed their vacation with a trip to the south.

The **Welkers** visited their daughter at Fort Benning, Ga.

**14th STREET, CHICAGO
By Chris Hardt**

Maureen Ricketts, stenographer and **Friedolph Lindquist**, cashier, celebrated their birthdays with a generous box of chocolates.

John Novotny, claim clerk and family enjoyed a vacation through the Colorado Rockies. They visited their son, **John, Jr.**, who lives in Colorado Springs with his wife and two boys.

George Wherry, rate desk, likes the safety talkie automobile that tours Chicago's streets, where traffic is heaviest, advising jay walkers not to take chances. It says "be a patient pedestrian, or you will be a pedestrian patient."

Edward C. Wise, O. S. & D. department, enjoyed his vacation fixing up the old homestead and celebrating his 32nd wedding anniversary with wife, **Eleanor**.

Friedolph Lindquist, cashier, enjoyed the honor of having bestowed upon him the degree of Doctor of Philosophy. We congratulate **Friedolph** on this accomplishment.

Friedolph vacationed for the following two weeks with **Robert Gould**, general clerk, at the home of Bob's mother at Hayward, Wisconsin.

HAMMOND CONSOLIDATED

By Grace Connole

A. P. Mitchell, fruit inspector, spent his vacation at Arbor Vitae, Wisconsin, and the folks up there are short one 12 lb. muskie and some other fish.

H. L. Kinzie spent three weeks in California, where they visited their children and grandchildren.

Patrolman **A. L. Barton**, wife and family spent their vacation in Missouri.

Janet Underwood became the bride of **Kenneth E. Cutler** in a double ring ceremony.

Mrs. Cutler will be a nurse at the Montgomery County Hospital School of Nursing, Gary, Indiana, while her husband is attending school.

Mr. Cutler is the son of **R. E. Cutler**, bill clerk.

Timothy Todd was the name chosen by **Mr. and Mrs. M. K. Tegtman**, yard brakeman, for their second son. Tim has a brother, **Mike, Jr.**, 3 and a sister, **Cynthia Lou**, 5.

Congratulations to **Mr. and Mrs. Tom McCarthy** who became the parents of **Michael Kevin**. Michael has a brother, **Pat** and a sister, **Cherry**.

Mr. and Mrs. R. N. Martin, son and daughter-in-law of your correspondent, were the proud parents of **Dana Marie**. Dana has a brother, **Robert Kent**, 22 months old.

(Turn the page, please)



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

Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount

Employment Department

By V. T. Bustard

Jack Hazzard and Blake Rhodes both celebrated their 30 anniversaries with the Erie by treating the office force to ice cream and cake.

John Bakker vacationed by taking a West Indies cruise aboard the Santa Clara.

Mrs. H. E. Kelly has become interested in photography since she received a camera as a birthday gift.

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POLICE DEPARTMENT

By J. O. Sheets

Patrolman **A. Herrick** is teaching his son, **Robert**, age 12, how to play golf.

Patrolman **R. E. Hamilton's** son, **Robert**, age 14, has been voted a member of the student council of his freshman class at Ashland High School, Ashland, Ohio.

Patrolman **J. M. Buda's** daughters, **Barbara** and **Susan**, are looking forward to another good school year.

Patrolman **L. E. Owens' son**, **James**, 13, is playing center on the Edison Jr. High School football team at Niles, Ohio. His other son, **Lewis**, age 18, is enrolled as a freshman at Youngstown University.

Patrolman **L. Tackett** and family spent their vacation in New York

• • •

Lighterage

NEW YORK CITY

By Regina F. Frey

Herman Miller and Laura Coleman have retired.

Dorothy Shea has been promoted to assistant chief clerk, **Al Kennedy** promoted to general clerk, **Bill Gannon** promoted to shore foreman, and **Eileen Kuhn** promoted to stenographer and file clerk.

Al Posochowicz won two blue ribbons for his roses at the Metropolitan rose show in which he competed with rose growers from the entire state.

We welcome **Audrey Klimkiewicz** to this office as typist and **Geraldine Spizzirri** as stenographer.

Jim Kelly spent his vacation in Erie, Pa.

Bertha Trefrey and family spent their vacation visiting Los Angeles, San Diego, and San Francisco.

A retirement dinner was given **Laura Coleman** in Jersey City. A great many of Laura's friends from Jersey City and Duane St. were there. **V. J. Derner**, agent, was the toastmaster.

Birthday congratulations to **F. M. Kearns**, **F. McGarrity**, **Al Posochowicz**, **O. A. Frauson**, **Charles Messeneo** and **Edith Petrone**, retired clerk.

Recent visitors to our office were **Charles McGowan**, assistant boat dispatcher and **Bill Evans** and his wife from Florida.

New York Division

SUPERINTENDENT'S OFFICE HOBOKEN

By Mary A. D. Meyer

Mr. and Mrs. J. R. Ebert spent their vacation at Montauk Point, Long Island.

Mr. and Mrs. Cliff Beckwith and family, **Mr. and Mrs. Frank Bookstaver** and family, **Mr. and Mrs. Leo Harrington** and **Ester Del Ghiaccio** all took local day trips during their vacations.

Mr. and Mrs. E. Welke and son spent a week at Long Island.

Tom Rooney spent one week of his vacation around his home.

Mr. and Mrs. Harold Kaufman and **Mr. and Mrs. Robert Smith** went to Virginia.

Alice Shama chose the Poconos and Virginia Beach for her vacation.

Mr. and Mrs. Joe Nalewaiski are the proud grandparents of a baby girl. The parents are **Mr. and Mrs. Raymond Nalewaiski**.

Danny Rooney was a recent visitor to the office. Danny is the son of **Tom Rooney**, chief car distributor. Danny is a freshman at St. Peter's Prep School, Jersey City.

Barbara Ann Meisten married **John W. Fitzpatrick**. Barbara was formerly clerk stenographer in this office, now pass clerk in office of assistant vice president and general manager, Jersey City.

Welcome back to **Joe Nolan**, relief operator in the Hoboken telegraph office.

A testimonial dinner has been held honoring **Laura Butler Coleman**, clerk, formerly of this office and later at Pier 19, who retired after more than 41 years service with the Erie.

Among the 50 attending the dinner were **Antoinette Geerinck**, **Christina McNamara**, **Alice Shama**, **Mary A. D. Meyer**, **Mr. & Mrs. John McBride**, **Tom Decker** and **Al Whalen** from the superintendent's office.

Evana Van DerWoude from passenger department and **Helen Hopple** from DL&W.

A correction from the September issue. **Mr. and Mrs. George De Puy** celebrated their 27th wedding anniversary in August.

Good luck on retirement to **John McBride**, usher at Hoboken.

PASSAIC, N. J.

John Sees, assistant rate clerk, enjoyed a portion of his vacation taking short trips.

Marion Kaiser, cashier, went to her summer residence by the seashore.

Harry Flanagan, OS&D clerk, enjoyed a week's fishing in New Jersey.

Arthur J. Katz, assistant agent, went to the Adirondacks.

Robert Bashaw, trucker, spent his vacation fishing in the upper regions of New York state.

WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

Atlantic City was a popular vacation spot this year. It was chosen by **Mr. and Mrs. Frank Smith**, dock clerk; **Mr. and Mrs. J. Murphy**, cost clerk, and family and the **J. Zmyslowskis**, dock laborer.

P. De Candia, trucker, spent his vacation in the Hoboken Parks.

Barney Benzoni, retired cooper, visited our office.

Jack Dillion, retired agent, was another visitor. He keeps aware of Erie affairs via our Erie magazine.

Birthday greetings to **Arthur Viaud**, claim clerk; **Helena Minogue**, timekeeper and **Frank Smith**, dock clerk.

Frank Hans, dock laborer and Patrolman **H. Newby** spent an enjoyable day at Cape May and Wildwood.

The 39th wedding anniversary of the **B. S. Reeds**, demurrage clerk, was celebrated at a surprise dinner party given by their daughter, **Joan**, and son-in-law, **Don**.

Mr. and Mrs. Leo Hudson, dock clerk, celebrated their 33rd wedding anniversary, and were the guests of their daughter and her family for the occasion.

Congratulations to **Mr. and Mrs. Joe Welsh**, general foreman, on their 29th wedding anniversary.

Mr. and Mrs. F. Pizzuta, west-bound clerk, are the proud grandparents of a fourth granddaughter. The baby's parents are **Mr. and Mrs. Heinz**.

Mr. and Mrs. H. H. Brown, agent, had son, **Charles**, daughter-in-law and family as their guests.

Rose Marotta, telephone operator, and a few friends motored to the restaurant in the mountains.

ICC Hearing

(Story begins on page 5)

the new \$5 million electronic freight yard is built for the merged company in the vicinity of the present DL&W freight yard.

As one of its conditions, the Nickel Plate also requested trackage rights over a portion of the same line to improve its interchange with the Lehigh Valley if similar rights were granted to the Wabash.

Traffic Density

G. C. White testified in answer to these requests by saying, "It is my opinion that the question of additional trackage rights cannot and should not receive any consideration until the merged company has had an opportunity to operate for a reasonable length of time. Only then can we determine whether or not such trackage proposals are practical and fair."

He went on to point out that the traffic density on this segment of line would be extremely heavy and that such a proposal would be unsound from an operating standpoint as it would interfere with the efficiency and dependability of the merged company in interchanging traffic if the trains of the Wabash, Lehigh Valley and Nickel Plate were to use this line.

"Furthermore," he said, "the suggested use of the freight yard property by the Wabash and Lehigh is also unsound because the portion of the yard to be abandoned will be completely surround-

ed by the merged company's lines and every entry and departure would have to cross one or more of our tracks that would remain in use. Additionally, some of Erie's present switching leads are among the tracks to be retained. We must also not overlook the importance of this property for our own industrial development purposes in order to bring in additional revenue for the merged company."

In closing, Mr. White said, "There is nothing in the proposed merger plan that will in any way interfere with the interchange now provided at the Buffalo gateway. The merged company proposes to continue to maintain the same interchange that it now maintains, with service at least equally as good as the present service provided at this point. In fact, as other witnesses have stated, we contemplate that the merger plan will bring about a more effective and efficient interchange service at the Buffalo gateway."

Answer to NYC

As to the New York Central's participation in the case, they requested that the merged company preserve separate routes and rates to cover shipments to and from present Erie and Lackawanna common points.

In reply to this request, Mr. Von Willer said, "The surest way to have a merger and then not have a merger is to do what the Cen-

(Please turn the page)

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ICC Hearing

(Story begins on page 5)

tral suggests. Furthermore, this practice would tend to diminish rather than strengthen industrial development opportunities for the merged company."

Mr. Symes Appears

On October 7 during the second week of the hearings, Mr. James M. Symes, president of the Pennsylvania Railroad, appeared as a witness and presented a very strong statement in favor of mergers in general and the Erie-Lackawanna merger in particular.

In his remarks, he said, "Merging the railroads of this country into a fewer number of larger systems is an absolute necessity. The economies to be derived from mergers are in the public interest and essential to our industry's survival in a free-enterprise system, otherwise government ownership will prevail not only with respect to railroads, but also other industries."

In endorsing the Erie-Lackawanna merger Mr. Symes said, "I think this proposed merger is desirable and if consummated will go a long way in serving the cause of mergers. They are endeavoring to solve their problems by merger and if approved, probably will solve them. It would be a catastrophe if these railroads went into bankruptcy when a merger would have made them solvent."

Mr. Symes went on to say, "It is true that some roads, including two [Lehigh Valley and Wabash—Ed.] in which the Pennsylvania Railroad has a large financial interest, are fearful that this particular merger would adversely affect their best interest from a service and traffic standpoint."

But he said he thought these differences could be reconciled by agreement, adding, "This case is so important to the entire industry that minor differences of opinion should not be permitted to obstruct the overall progress that this merger would create."

The Railway Labor Executives Association was represented during part of the hearings but no affirmative testimony was presented into the records in their behalf.

Considerable time was consumed in cross-examination by an attorney representing ten Lackawanna shareholders owning 14,950 shares, or less than one percent of the total outstanding Lackawanna stock. They were contending that Lackawanna shareholders were entitled to more than a share-for-share division compared with 1¼-to-one shares to be distributed to Erie shareholders.

Both Erie and Lackawanna witnesses related in response to his questions the detailed studies and various factors that entered into the negotiations by the two companies in determining the relative fairness of the stock values as sub-

mitted to and approved by the shareholders.

In summary statement on the last day of the hearings, Mr. Shoemaker stressed the need for a speedy decision on the proposed merger in view of the present weakened financial condition of the two roads.

He indicated the problem was almost of an emergency nature in view of the heavy losses both companies are experiencing during the present steel strike. In the first nine months of this year, the combined losses of both railroads was nearly \$9 million.

"With the \$13 million savings inherent in this proposed merger, we would be in a stronger position to withstand economic pressures of this kind. The merger would greatly improve the ability of these roads to be more progressive and make capital expenditures in order to give better service to the public," he said.

13 Days of Hearings

All in all, thirteen days were devoted to hearings on the Erie-Lackawanna merger application. After three days at Buffalo the scene shifted to Washington where hearings continued at the ICC headquarters and were concluded on Thursday, October 22.

A voluminous record was compiled. All of the evidence submitted in the case, including the direct testimony, cross-examination, rebuttal testimony and briefs will be studied by the Interstate Commerce Commission.

At the close of the hearing the Erie and Lackawanna requested that in the interest of saving time for a final decision, a proposed Examiner's report be omitted. This was denied by Examiner Blond, however, he did give the applicants the opportunity to petition the Commission itself for such a ruling. A petition to that effect was subsequently filed.

If the formality of an Examiner's report is omitted, the case will be decided by three Commissioners who constitute Division 4, known as the Finance Division. However, in either case, it is expected it will take at least six months before a final decision on the merger is rendered.

• • •



Marion Division

(Story begins on page 14)

named, for Akron is the Greek word for summit or hilltop.

Akron, Indiana, has little in common with Akron, Ohio. The station is at MP 158, and all around lie broad fertile fields, a lush green in summer.

Akron is not entirely agricultural, however. There is a large shipper of hardwood here, and a paper company specializing in the manufacture of mailing tubes and other tubular paper products is an important customer. As in all this part of the corn belt, elevators contribute their part to the flow of Erie freight.

Single Track Begins

But Akron is principally noted for the fine ponies bred in the surrounding countryside, and more than one farm has paddocks full of the little horses right beside the tracks.

Just west of Akron, at MP 158.60, a signal bridge across the track marks the beginning of single track territory. This is AN, and from this point to AD, at MP 192.97, the line is controlled by Traffic Control System from Huntington. Three sidings each about three miles long, with remotely controlled switches, allow meeting and passing movements.

This portion of the line was single tracked in two steps, beginning at the western end. In 1955 21.18 miles, and in 1956 13.19 miles were converted to the new system.

From Akron the line descends through Athens, MP 163.25, the birthplace of James M. Moonshower, assistant general manager, western district. At 165 MU, the west end of Manitou siding is reached. This is one of the three sidings mentioned earlier, and is 2.86 miles long.

At 167.86 the Nickel Plate crosses the Erie, and an interchange track is maintained north of the Erie's main line. Just the other side of the crossing Rochester siding, 3.90 miles long begins.

Rochester itself is a busy place. Here the Erie enjoys a busy inbound traffic in fertilizer, stock feed and farm equipment, and outbound grain and cheese.



LATTICEWORK OF THE GIRDERS of the bridge over the Tippecanoe makes an interesting abstract pattern.

GR is at MP 171.79, the west end of Rochester siding. GR came by its call sign in an interesting way. Today the town is called Pershing, but before the 1917 war it was known as Germany, hence the letters GR. During the war it changed its name twice—first to Loyalty and then to Pershing, for the leader of the American Expeditionary Force.

Leiters, MP 177.8, is the next station west. It is a favorite place to tie up for two reasons: first, the track pattern allows a train to get into the clear on the spur siding that drops off the single track, and secondly, a restaurant here is noted for its cleanliness and excel-

lence of its food. The meals are prepared and served by the women of one family, and there are always freshly baked home made pies.

From Leiters the line runs 1.9 miles west to DeLong where there is an interchange track and a crossing of the Pennsylvania. Just west of the crossing DeLong siding, 3.28 miles long, begins; just west of the west end of the siding is Monterey, a water point in the days of steam. Today the short spurs here are used to set off bad order cars.

Here the countryside has become more rolling; there are hills

(Please turn the page)



AT NORTH JUDSON the Chesapeake & Ohio and the New York Central both cross the Erie, and cross one another between the Erie tracks, and just beyond the tower in the background the Pennsylvania crosses the Erie. (The NYC tracks are those closest to the camera on the right.)

Marion Division

(Story begins on page 14)



THE TIPPECANOE RIVER looks dreamy and sleepy in the late summer. In spring it can be a raging torrent.

and cuts and curves. Set in the fields here is a startlingly blue barn, the more remarkable because most Northern Indiana barns are either red or white.

Ora is reached at MP 187.4, and Bass Lake at 190.3. Bass Lake today is purely a summer resort, and the Erie no longer maintains a track to its shores.

But in the old days the lake itself was used by the railroad in winter as a source of ice, and in the summer at least one private car used to make long layovers beside the water.

AD, the end of the single track district, is reached at 192.97; here there is a No. 24 turnout, and speeds up to 70 miles an hour are permitted through the switch.

Now the rich farmlands give place to woods on both sides of the tracks. At MP 194 Aldine is reached, and at MP 198 a long siding beside the westward track begins; this is the first sign of approach to North Judson.

Here at North Judson, at AH tower, MP 199.42, the Erie is crossed by the Pennsylvania, the Chesapeake & Ohio and the New

York Central, and the Central crosses both the other roads. The Erie interchanges traffic with all three at this point.

13.66-Mile Tangent

North Judson's knot of railroad lines hints of the complications to be met with ahead, when the Chicago area is reached. It is the first stitch in the increasingly complicated network of railroads serving Chicago.

Once westbound trains have thumped and rattled over the last of the diamonds here they have a perfectly straight track ahead of them for 13.66 miles to Kouts. Too, grades are minimal, and this is one of the best running grounds on the railroad.

At Lomax there is a church summer camp with brick buildings in the woods beside the railroad; at Wilders the Monon crosses, and there is an interchange here. The crossing is remotely controlled from Kouts.

Woods and Pastures

From Wilders the tangent track continues, and after Clanricarde is passed it rises gently to Kouts, where the PRR crosses and the two railroads interchange traffic. Just before Kouts is reached a 31-minute curve breaks the tangent.

At Wilders the woods give way to rich farmlands, but with a difference. The nearness of the Chicago cattle market encourages the feeding of cattle, and the rich corn lands are interspersed with feed lots full of white-faced cattle eating their fill of corn as they are "finished" for the slaughterhouses.

The line from Kouts through Boone Grove and into Palmer crosses many huge drainage ditches—some of them almost as large as rivers—and runs alternately in cuts and on fills through the rolling land. As the train passes blue herons rise from the ditches and flap lazily away across the countryside.

From a point just east of Boone Grove to MP 229.73 the line is tangent. At the latter point the straight line gives way to a typical Marion division curve—a curve of 1 degree. On the way the line passes Palmer, MP 226.1.

Palmer was a famous place during the double tracking of the di-



A SWITCHER ROLLS BY the Hammond passenger station at supertime.

vision. Here a long embankment had to be constructed, and the ground was so unstable that it swallowed thousands of yards of fill, so much, in fact, that hillocks began to rise in nearby fields.

It was famous for other reasons too. The men on the job were young, and recently graduated from engineering schools. Their camp at Palmer took on some of the aspects of a fraternity.

There weren't many amusements readily at hand, and after hours the men swam in the water that had gathered in the borrow pits from which the earth to construct embankments had been taken. Comforts were few, and the construction camp became known as "Camp Skunk."

Had Payday Trouble

The Erie management did all it could to make the camp pleasant. The dining car department was called upon to furnish the best chefs as camp cooks.

"That was fine," one of the veterans of Camp Skunk recalls. "But while they might have been the finest cooks, naturally the men picked weren't those that the dining car department thought were irreplaceable. The result was that we often got the kind of cooks who disappeared after payday, and until another cook could be sent out we had some very strange meals indeed."

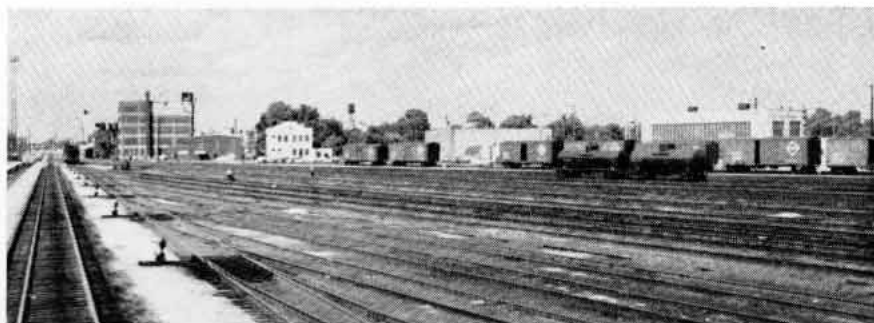
From Palmer the road runs west and north past the Lake County Home, and on to Crown Point, county seat of Lake County and long known as a Gretna Green for Chicagoans, for at one time the Indiana laws concerning marriage licenses were much more liberal than those of Illinois. Too, John Dillinger escaped from jail here.

At this point the Erie turns sharply northward for the run to Hammond and the state line.

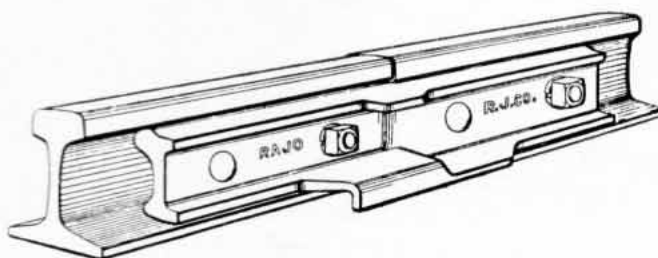
From the end of the curve to MP 240.34 in Griffith, the westward track runs straight for more than 7.2 miles.

GF tower at Griffith is a center of heavy railroading. For here the Erie, Elgin Joliet & Eastern, Michigan Central, Grand Trunk and Chesapeake & Ohio all cross,

(Please turn the page)



HAMMOND YARD, gateway to Chicago and the Calumet district, is ordinarily a very busy place, but when this picture was taken, the steel strike had made heavy inroads into the traffic and the company's business



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RAIL JOINT COMPANY

DIVISION OF POOR & COMPANY (INC.)

New York, N. Y.

Marion Division

(Story begins on page 14)



NUMBER 74 RUSHES toward the complicated trackwork of the crossings at Griffith. Here the Michigan Central (farthest from camera) and the Elgin, Joliet & Eastern tracks cross the Erie at right angles; the Grand Trunk and the Chesapeake & Ohio (closer on right) cross at acute angles.

• • •

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and the Erie, EJ&E and MC interchange traffic.

The C&O comes in from the north and east at this point, and as soon as it has crossed the Erie's main tracks runs parallel to it. From Griffith to 165th Street in Hammond the eastward track is owned by the C&O, and the westward track by the Erie. The Erie maintains and operates both tracks. The tracks are equipped with traffic route control and both are operated in either direction from HY tower at Hammond.

The rapid expansion of the Calumet district is underlined as the trains roll through Highland. Many new streets cross the tracks, and new schools and houses are rising on either side of the line.

In this area the two tracks are widely separated—80 feet on centers instead of the more normal 13 for most of the division—until HY is reached, at MP 246.73, where the C&O property ends, and the C&O rights over the Erie to the Illinois State line begin.

New Bridges

Once Highland is passed, the road runs into a mixture of wasteland, farmland, and land being developed for urban use. Here, at MP 244.42, the road crosses the Little Calumet River. Both tracks are carried on identical bridges, built in 1957. Both are steel pile trestles, 114 feet 6 inches long.

Just beyond HY the Hammond yard begins. Here the Erie interchanges with the Baltimore & Ohio Chicago Terminal, Monon, and Rock Island.

Erie crews from this yard deliver and pull from Clearing yard of the Belt Railway of Chicago, and the Indiana Harbor Belt delivers from its Blue Island and Calumet City yards, and the Erie delivers to the IHB's Calumet City yard.

The Erie delivers to the Rock Island's Chicago yard, and the CRI&P delivers to the Erie.

At the railroad west, and geographical north, of the yard the Monon, coming in from due south, runs beside the Erie, and the Erie shifts its course further northward from the northwesterly line it has followed for some miles on the approach to Chicago.

At this point the Erie-Monon joint passenger station, a modern building of glass and Bedford limestone, is located.

From the northern end of the yard the Monon and the Erie run side by side, in a direction just west of north, in a compromise between the Monon's due north-south line and the Erie's nearly-north line. A short distance farther on the Nickel Plate comes from the east and swings into line beside the Erie.

A Strange River

Then all three cross the Indiana Harbor Belt and the Michigan Central; the Monon moves a bit farther to the west, and the NKP tracks join the Erie's to cross the Grand Calumet River.

A strange stream indeed is the Grand Calumet. Sometimes it flows one way, and sometimes the other, so close in elevation are its source and mouth; it is not as large as the Calumet River, and the Little Calumet River is larger than either of the others.

The bridge on which the two roads cross—the Monon has its own bridge a bit farther west—is a through truss bridge 228 feet long built jointly by the Erie and NKP under an agreement made in 1902. The NKP owns the eastward track, the Erie the westward track. The bridge is at MP 249.05 and the NKP track ownership begins at MP 248.99 and ends at MP 249.16, where it turns off to the westward.

A short distance farther on the Erie crosses the B&OCT, and reaches the Indiana-Illinois state boundary at MP 249.57, 967.2 miles from Jersey City. The rest of the run to Chicago and the Erie facilities there is made over the tracks of the Chicago & Western Indiana, a railroad jointly owned by the Erie, Chicago & Eastern Illinois, Grand Trunk, Wabash and Monon.

(This is the 23rd article of a series about the Erie Railroad, tracing the road's route from the Atlantic to the Great Lakes. A forthcoming installment will describe the line's facilities in Chicago.)

Loomis

(Story begins on page 12)

services according to changes in public demand is another pressing need, Loomis said.

"This means we must be allowed to prune back the dead branches of unpatronized and unprofitable passenger operations so that the main limbs of needed services may be strengthened," he declared.

Appeal to Labor

Government development programs of air, highway and water transportation mean that every taxpayer in America is supporting the railroads' competitors, Loomis continued. He said that if other carriers had to pay their own way like railroads, "then these overgrown nurslings of the transportation family would be forced not only to fend for themselves but also to contribute something to the general cause."

He also called for more realistic federal corporate income tax policies to spur railroad investment in new plant and equipment, and full repeal of the 10 per cent federal excise tax on passenger tickets.

The A.A.R. president concluded with an appeal to railroad labor leaders to end featherbedding work practices, which he said inflate operating costs and weaken the carriers' ability to compete for passenger travel.

Terming labor's defense of outmoded work rules "economic madness," Mr. Loomis warned union leaders that they "cannot protect jobs by perpetuating practices that undermine the industry that provides them."

Anthracite

(Story begins on page 13)

looked after daily. They look upon my service man in the same way as they do their postman or someone whose periodic visits make life pleasant.

Market for Cinders

"The service man gets up early on cold winter days and manages to take care of the complete route. Of course in the spring and summer months there is less for him to do but he receives the same weekly wage the year around. He has a profitable side line with customer's ashes. He usually sells all he can haul. People use them for driveway fill in and aerating soil.

"One of the benefits of this service route system," said Waltz, "is that it keeps people happy with coal. They're happy with the steady even heat and they're delighted with the low fuel bills."

• • •

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THE BUCKEYE STEEL CASTINGS COMPANY
New York, N. Y. Columbus, Ohio Chicago, Ill.
St. Paul, Minn. San Francisco, Calif.

Losses in the Erie Family

W-2 Forms

(Story begins on page 13)

accounting department and the employe.

The employe is embarrassed because he cannot file his return without the form, whether he is claiming a refund or not; the accountants are embarrassed because they, like any other Erie Railroad team, take pride in doing a good, complete job, with no loose ends dangling.

And the problem of finding out the new address of an employe on an undertaking as widespread as the Erie—over 2207 miles of route and with offline representatives all over the country—is not an easy job, or one that can be done quickly.

19,000 of Them

According to George W. Oakley, comptroller, about 19,000 W-2's will be mailed to Erie employes and former employes shortly after Dec. 31. Some hundreds of these will go to men and women who have moved, and not notified the accountants.

So that those who have moved may avoid embarrassment and delay, the magazine has prepared a form that can be torn or clipped from the magazine, and sent via company mail, to the district accounting office in Hornell, where the correction will be made before the first forms are mailed.

If you have moved during the year, and are not a general office employe, you can save yourself embarrassment by filling out the form now and sending it in. General office employes should notify their department heads of their new addresses. All others should use the form.

The form, already addressed, will be found on this page.

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1. A man struck a match to see if the gasoline tank in his automobile was empty. It wasn't.
2. A man patted a strange bulldog on the head to see if the critter was affectionate. It wasn't.
3. A man touched a trigger to see if the gun was loaded. It was.
4. A man speeded up to see if he could beat the train to the crossing. He couldn't.

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Baker, Gerald Eugene	Locomotive Engineer	Meadville Division	9-12-59
Baker, Martin Lester	Trucker	Hornell, Susquehanna Div.	9- 8-59
*Beck, Otis Harry	Brakeman	Meadville Division	9-20-59
*Benz, John	Conductor	Buffalo Division	8-22-59
*Bllem, Frank Peter	Bridgeman	Marine Dept.	7-19-59
*Bock, Frank	Carman Helper	Chicago Car Dept.	6-25-59
Bockover, Leroy	Clerk	Port Jervis, New York Div.	9-15-59
*Buxton, John Harrison	Maintainer Helper	Kent Division	7-15-59
Carter, Ruben	Ex. Stower	28th St. Station, N. Y. City	8-15-59
*Close, Edwin DeForest	Clerk	N. Y. Term. Div.	8-15-59
*Curren, Clyde	Engineer	Susquehanna Division	6-28-59
*Davis, Clarence Enclie	Machinist Helper	Marion Shop	3-22-59
*DeJola, Emil	Machinist	Meadville Shop	9- 1-59
*Dunkerton, John Abraham	Trackman	Mahoning Division	5-21-59
*Duro, Vangel	Engine Preparer	Hammond, Ind.	7- 6-59
Galowacz, Stanley	Float Clerk	Jersey City, New York Div.	8-18-59
*Gray, Thomas	Janitor-Porter	Lighterage Dept.	5-14-59
*Gumiela, Andy	Boilermaker	Meadville Shop	9-22-59
Gustafson, David Emanuel	Ex. Operator	Meadville Division	9- 8-59
*Haselhurst, Samuel Richard	Boilermaker	Meadville Roundhouse	9- 1-59
*Heckman, Raymond Sedgwick	Engineer	Jefferson Division	7- 7-59
*Hughes, Martin Francis	Conductor	New York Division	6- 1-59
Janssen, Andrew John	General Clerk	Weehawken	8-15-59
*Johns, Ross George	Capt. of Police	Akron	9-23-59
*Keating, Fred	Conductor	Jefferson Division	6-25-59
*Knowles, John Edwin	Clerk	Aud. of Rev. Dept., Cleve.	9- 9-59
*Koehl, Arthur Robert	Locomotive Engineer	Buffalo Division	8-14-59
*Lane, Wilford	Conductor	Kent Division	8-25-59
*Loughlin, Frank Joseph	Purchasing Agent	Cleveland	8- 1-59
*Loux, Arthur Montgomery	Car Repairer	Port Jervis	9-14-59
*Mannion, Martin	Trucker	Bloomfield	
*McGowan, Thomas Joseph	Gang Foreman	Buffalo Shop	9-22-59
McGregor, William Lester	Yard Brakeman	Hornell	9-13-59
*Melvin, Duncan	Blacksmith	Marine Dept.	
Morse, Albert Earl	Yard Clerk	Cleveland	8-28-59
*Nelson, Samuel Syvert	Barge Captain	Marine Dept.	5-23-59
*Nickerson, Jesse Winfield	Mail Handler	Binghamton	7-28-59
Norch, Salvatore Aloysius	Engineer	New York Division	9- 4-59
*Ochs, Frederick William	Plumber	New York Division	8-28-59
Olsen, Osker	Communications Foreman	New York Division	9-14-59
*Peters, Albert Nicholas	Carpenter	Meadville Division	5-24-59
*Porch, Dana Lee	Travelling Auditor	Aud. of Disbursements	6-30-59
*Prince, Frank Gleason	Machinist	Jersey City	9-21-59
*Quay, Alva Ellsworth	Engineer	Susquehanna Division	6-25-59
*Reischman, John Peter	Engineer	Mahoning Division	7-23-59
*Risk, Marcus Donald	Barge Captain	Marine Dept.	
*Ross, John Lawrence	Engineer	Allegany Division	9-18-59
*Rudd, Earl Syrel	Engineer	Meadville Division	9- 8-59
Ruffino, Thomas	Program Clerk	Hoboken	8-26-59
*Russell, Harry F.	Brakeman	Marion Division	8-14-59
*Stephens, Willis Delevan	Trainman	Allegany Division	7- 1-59
*Sullivan, Daniel Patrick	Asst. Chief Clerk	Aud. of Revenues, Buffalo	8-18-59
*Tederick, Michael John	Engineer	Delaware Division	9- 1-59
*Terrill, James Dick	Section Laborer	Meadville Division	5- 3-59
*Thiessen, Aldert	Information Clerk	Jersey City	9-11-59
Thornton, Joseph Thomas	Marine Oiler	Marine Dept.	8-27-59
*Welch, Edward Joslin	Gateman	Duane St. Stn., N. Y. City	6-30-59
*Whitman, Adelbert George	Car Repairer	Hornell	9-19-59
*Williams, Edward	Chef-Cook	Dining Car Dept.	6-23-59
*Zeltwanger, William Fred	Engineer	Susquehanna Division	6-25-59

*Retired Employees

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Morross Winters
District Accountant
Erie Railroad Co.
Hornell, N. Y.

VIA COMPANY MAIL

Dear Mr. Winters,

I have moved since Jan. 1, 1959, and am not a general office employe. So that my form W-2, which I will need to file my income tax return, will reach me promptly, I have filled out the attached coupon.

Name _____
Address or RFD _____
City _____ Zone _____ State _____
Shop or Division _____
Payroll No. _____
Social Security No. _____

伸びゆく鉄道

(Meaning: Progress on Japan's railroads!)



In Japan, the government encourages railroads to modernize and expand.

For the Japanese know that strong railroads are the sinews of an industrial nation today — essential to success in the fierce economic rivalry for the world's markets.

As Japan has aggressively promoted its railroads, the nation has grown in economic strength since the war. Freight traffic increased some 90% from 1946 to 1956 — and over-all efficiency has gone up with it

* * *

In the United States, by contrast, the government appears indifferent to the strength and stability of the railroads while it promotes and encourages the railroads' competition.

Railroads are burdened with discriminatory taxation — while their competition uses highways, waterways, and airways built and maintained by the government. When we handicap our railroads, we promote inefficiency, high costs and high prices. And all America is the loser.

* * *

The railroads of the United States ask no special favors. All they ask is equality of treatment — and the opportunity to compete *on an equal basis* — to the benefit of the public.

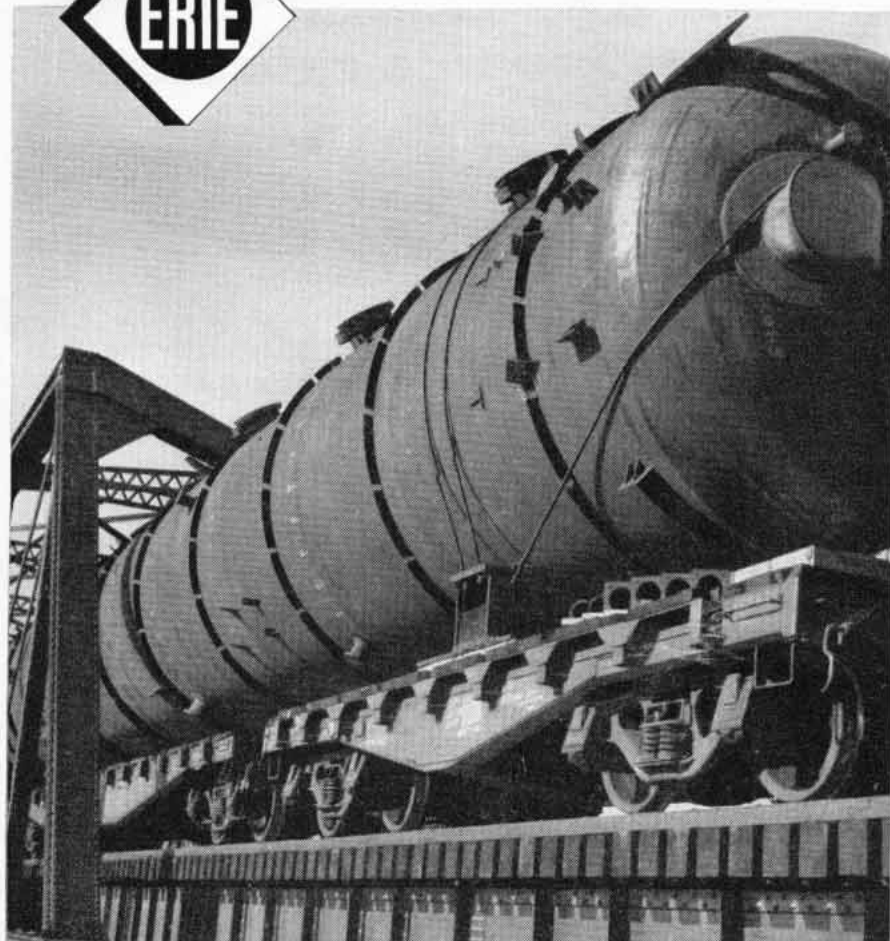
The nation's railroads are its greatest transportation asset. They should be given a fighting chance to show how much they can do for America.

ASSOCIATION OF

AMERICAN RAILROADS

WASHINGTON 6, D. C.

INDUSTRIAL GOLIATH



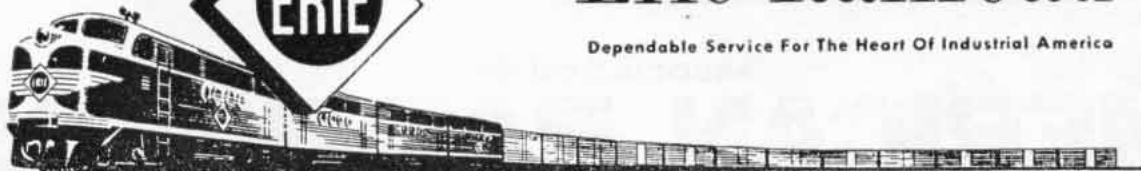
**... ERIE TAKES
CARE OF THE
BIG ONES**

It's no picnic for most railroads to squeeze modern industrial giants like this fractionating tower through their bridges and tunnels or past other freights on curves. But the famous high and wide clearances of Erie Railroad whittle this shipping problem down to a size for easy handling.

Time and again, Erie's high and wide clearances have made it the only railroad between Chicago and New York capable of transporting some of the huge products made possible by modern technology. And constant improvement of clearances all along the way, has kept the Erie

ahead of these developments and their extra demands on railroads. Here is another example of Erie's progressive railroading — providing safe, dependable transportation service for business and industry. It's another reason why more and more shippers every day are saying, "Route it Erie!"

symbol of dependable
customer service



Erie Railroad

Dependable Service For The Heart Of Industrial America

(REPRINTED AS AN EXAMPLE OF MAGAZINE ADS RUN TO INFORM SHIPPERS OF ERIE SERVICES)