



**DELAWARE  
DIVISION**

OUR 53RD YEAR OF PUBLICATION

**OCTOBER 1957**

# • The President's Page

**R**ECENTLY I had the opportunity to spend some time inspecting a manufacturing plant in New England. I had never seen this particular product made before, so I asked a lot of questions not only of my guide but also of the employees.

It was a very rewarding experience principally because of the teamwork and high morale that was so evident throughout the plant. Each man I talked with showed great pride in his particular production job and the fact that his work was contributing toward making a fine finished product.

Never have I met so many employees who were so well informed about the product they were making, its ultimate use and the aims and objectives of the company in satisfying their customers.

After the trip the management of the company asked for my reactions. I told them that in my opinion two important factors stood out, and obviously they go hand in hand. First, the knowledge and pride that each employee had about his job, and second, the excellent two-way communication that existed between employees and supervisors to keep each other informed.

Naturally I thought about our own company. I know that Erie people have the basic knowledge and pride in their jobs, but I

couldn't help but wonder if we are taking full advantage of the benefits that would be available to all of us by improving our channels of communication to exchange ideas and information.

Good morale and better teamwork exists when employees have pride in their company—and that pride can best be developed by effective communication.

Effective communication is, of course, a two-way street. Management must make its policies and decisions known so that employees will be familiar with the objectives and procedures of the company and can work toward a common goal.

On the other hand employees should feel that they have an open invitation to ask questions of their immediate supervisors about the activities of the Erie and to advance their ideas and suggestions for improvements.

This kind of teamwork can mean better working conditions for Erie employees and more business through more satisfied customers.

A handwritten signature in cursive script, reading "H. W. Van Weller". The ink is dark and the handwriting is fluid, with a large initial "H" and "W".



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

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## OUR OBJECTIVE

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

October, 1957

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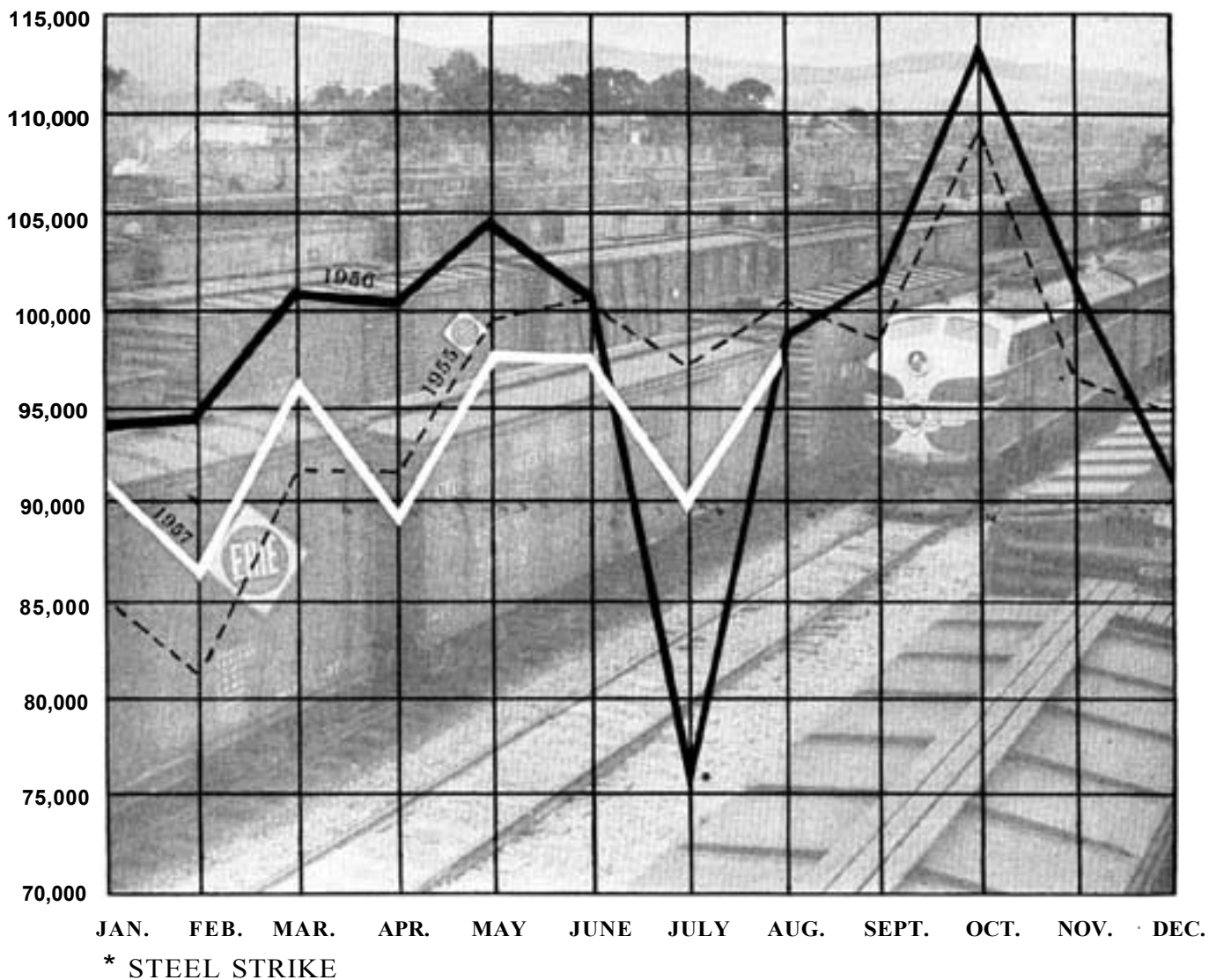
## THE COVER:

With a two-unit Diesel helper on the rear end, an east-bound Erie freight train crosses Gulf Summit after climbing the ruling grade on the Delaware division. For more about the Delaware division see page 12. Once Matt Shay engines, the most unusual articulated steam locomotives in America, acted on this hill as helpers. A picture of one of them will be found on page 13.

George C. Frank . . . . . Asst. to President  
 Talbot Harding . . . . . Associate Editor  
 Mabel I. Ross . . . . . 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 16, Ohio.**

# Business Indicator



**Freight Cars Loaded on the Erie and Received from Connecting Railroads**

# *Port Jervis Turns Fifty; 8,000 Visit Erie Train*

## **Sunbonnet Sues See Modern Diesels in Old Town**

ORE THAN 8,000 persons, many of them wearing whiskers and derbies, sunbonnets and crinolines, learned what the Erie Railroad has to offer in modern transportation when Port Jervis celebrated the 50th anniversary of its city charter.

Not that Port Jervis is only 50 years old—first records of settlement there run back to 1690—but it became a city, with a charter of its own, in 1907.

An important point on the Erie Since 1848, Port Jervis was the second station on the line to have a dinner stop in the days before the invention of the dining car. But even then the settlement, although it was but a hamlet before the railroad threw the world open to its trade, boasted of a history.

Early Dutch settlers, convinced that the mountains that surround the town held vast resources of gold, built the first carriage road in North America through the spot that is now Port Jervis.



**SUNBONNETS** from the horse-and-buggy age bobbed past Diesel engines.



**ONE OF THE LEADERS OF THE** Port Jervis celebration visits an Erie Diesel cab. She is Mrs. Irene Hoppey, civic co-ordinator of the week-long celebration.

By 1731 the area, no longer hunting gold in the hills, had become known as the Minisink Settlements. Ten years later the Dutch Reformed Church erected a parish on high ground close to the point where Port Jervis stands today, at the confluence of the Neversink and the Delaware rivers.

In 1760 men from Connecticut, under arms, occupied the area, claiming that it was theirs—as they were to claim much of Pennsylvania, New York and Ohio—under a grant made by Charles II.

But New York, even as a colony, had friends at court, and while the Yankees were allowed to stay, if they wished to, as peaceful settlers, Connecticut's claim to the land was thrown out.

### **Canal Fever Days**

Standing as it does in the Delaware Water Gap, the area attracted many early settlers, not only the Dutch, but English, Scotch, Irish and even, in the early days, large numbers of French Huguenots.

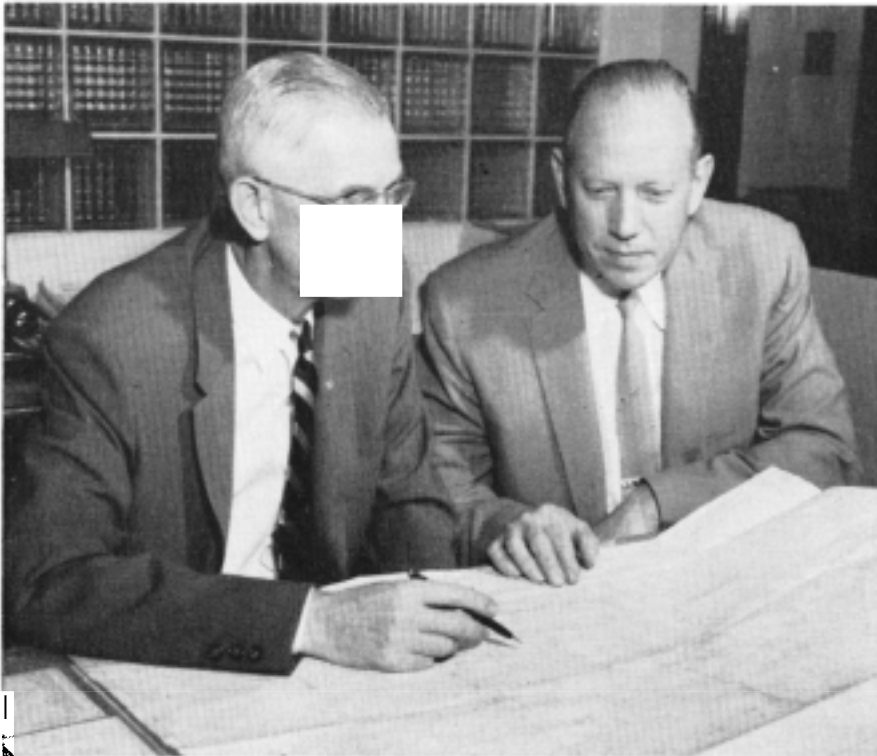
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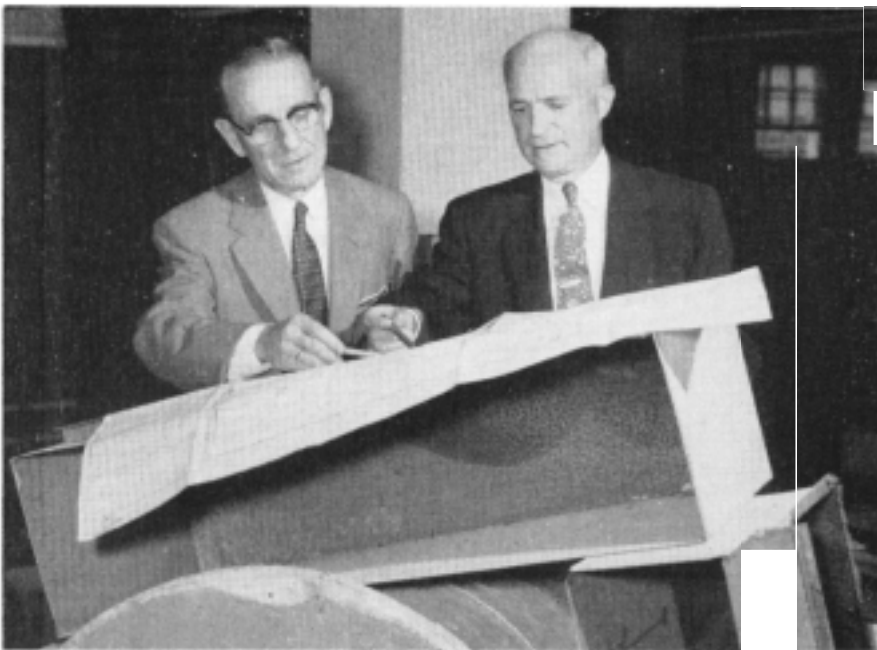
**FOR SIX DAYS** visitors poured through the display train in an almost endless stream.

Photos by Harold C. Whitford

# Erie Car Record Team Gets Office Tailored to Fit Job



GLEN F. DUNATHAN, CAR ACCOUNTANT, and Harold G. Strom, chief clerk, plan the arrangement of the new car record office, using blueprints of the remodeled Marine Building.



SURROUNDED BY BUILDERS' SUPPLIES, Henry C. Rath, jr., assistant auditor of revenues, and William J. Manning, auditor of revenues, study blueprints of the Columbia Building to determine placement of accounting machines.

**T**HIS MONTH the car record department will move into brightly - lit, ultra - modern quarters occupying all of the fifth floor of Cleveland's Marine Building and part of the fifth floor of the Columbia Building next door.

Put like that, the move sounds simple. But like so many things that sound simple, a lot of planning, and a lot of work, have gone into giving the **67** members of that department a pleasanter place to do their part on the Erie team.

Remodeling contracts called for an expenditure of more than **\$192,-000**. Planning involved, among other things, taking X-ray photographs of the floor on which the accounting machines will stand. Work involved hanging of acoustical ceilings, installation of **a** 30-horsepower air-conditioning system for the machine room, and driving holes through walls for new windows.

## "Projected" Windows

For the new car record office **will** have aluminum projected windows in all four walls on the **5,000** square foot floor. (Projected is the trade term for **a** type of window designed to let air in without creating drafts while keeping the rain out. Such **a** window requires no window stick.)

The work by the contractors' men also called for **a** good deal of patience on the part of members of the auditor of revenues office, which now occupies the fifth floor of the Columbia Building.

Auditing continued throughout the remodeling.

It seemed to some in **the** office that there were more plumbers, electricians, carpenters and plasterers in the room at times than Erie employees.

## Musical Chairs

But between April and September the clerks in the auditor's office got so used to plasterers working above their desks, carpenters around their feet and plumbers and electricians everywhere that more than one employee has got **so** used to the noise, dust and general confusion that he fears he'll be lonely on the sixth floor.

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*Erie Railroad Magazine*

Yes, sixth floor. **For** like all other moves, one forces another, and when the move is made the auditor of revenues and the car record department will begin to play musical chairs, a game of musical chairs involving tens of thousands of volumes of records, tons of accounting machines, and over a hundred people.

For **67** IBM machines will be moved from the sixth floor of the Columbia Building to the fifth floor; then the auditors will move into the vacated space.

### Thousands of Books

At the same time the car record department will move. Forty IBM machines, **5,472** volumes of wheel reports, 1,920 volumes of interchange reports, **3,740** record books, all in current use, plus **173** lineal feet of wall shelving to hold them must be moved from the eighth floor of the Midland Building to the Marine and Columbia buildings.

And nobody likes to move.

Moving upsets daily habits. It takes planning, as William J. Manning, auditor of revenues, and Glen **F.** Dunathan, car accountant, who, **for** many months, have been immersed in blueprints and talking to movers, in addition to doing their own jobs, can tell you.

### Rewards of Moving

But moving often has its rewards.

And it will have big rewards for the car record department this time. **For** the engineering department's plans were drawn with the comfort and well-being of the employees in mind.

The Marine Building's fifth floor, thanks to the planning led by Blair Blowers, chief engineer, has made a sow's ear into a silk purse. Brick walls that cut up the Marine Building's fifth floor have disappeared; blank exterior walls have been pierced for windows; tiny old windows have been enlarged; an acoustic ceiling hung an average of five

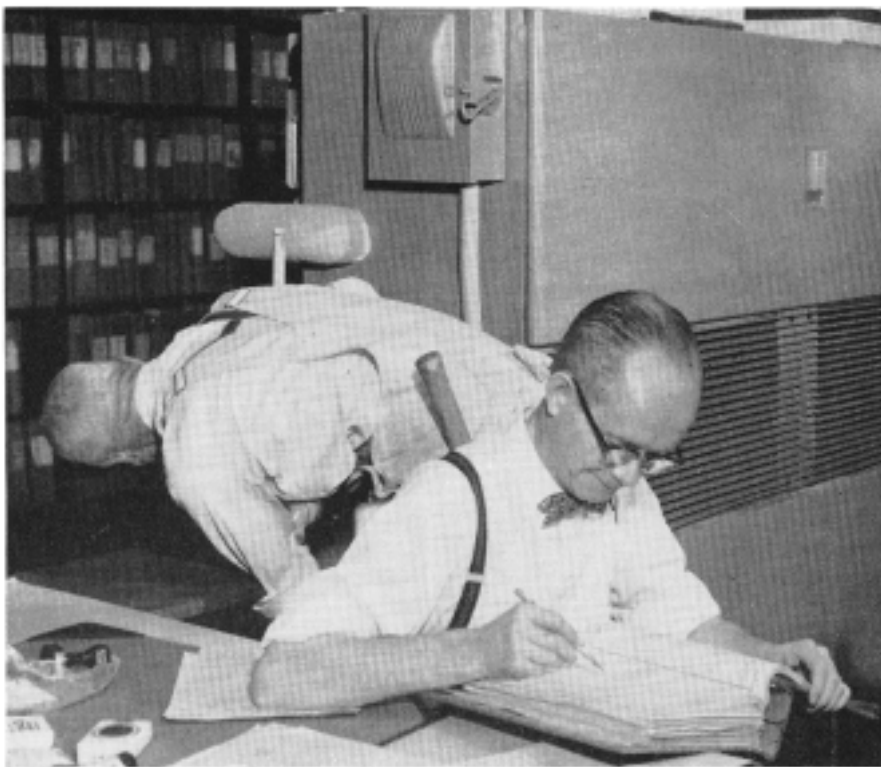
**NEW WINDOW'S** operation is checked **by** William Hicks.



**THE VIEW FROM THE NEW QUARTERS** of the car record ment includes the Cuyahoga River and the roof of the Scranton Road freight house.

feet below the old roof of the building will keep the office quiet, cool in summer and warm in winter; and the most modern instant-starting fluorescent lighting has been installed.

In the Columbia Building too, Blowers' plans have been carried out, with Wendell R. Swatosh, assistant superintendent of construction, and William D. Hicks, project engineer, (Please turn to page 31)



**CLERKS IN THE AUDITOR OF REVENUES** department have learned how to concentrate despite distractions. Here Daniel **J.** Spillane, rate revision clerk, works on despite the activities of a carpenter measuring an air conditioning unit.

# Hornell Accounting Team Spends Day at 25th Outing



**PROPER GRIP FOR HORSESHOE PITCHING** is demonstrated by Nancy Connor to Lorraine Cornish, Joyce Fuller and Shirley Watson.



**A PERCH ON THE FENCE** gave Dan Swift, Edward Kunicky and Edward Gillette a good view of the horseshoe pitching.

## Erie Men, Women Enjoy Sports at Club

**S**OME GOLFERS live only for golf and think that there is no other form of outdoor amusement. Fortunately for the members of the Erie's Hornell accounting bureau, not all the bureau's golfers feel that way.

So when the time comes—as it has every year for the last 25—for the golf association to hold its annual outing, all the members of the bureau are invited. Since the association plans many events besides golf all who come find plenty to do.

There is still golf, of course. But besides there is shuffleboard, horseshoe pitching, and for those who take their exercise sitting down, bingo. And for those who prefer no exercise, there are door prizes.

Of course, no true golfer, given a day at the Hornell Country Club, can neglect his sport and there is an annual tournament with three trophies, and numerous other prizes. Too, there is a putting contest.

### All-Day Event

But the other events are varied enough—there are even speeches on the day's program—and everyone from the accounting bureau goes, and spends the day. For that reason two meals are on the program, lunch and an 8 p. m. dinner.

There is only one rule—those who attend the outing must be members of the accounting bureau, or closely allied with it, and employees of the Erie Railroad. For on that day husbands and wives of employees must stay at home.

Most of the day is given over to pure fun. But the golfers do meet to elect new officers, and play a tournament to determine who shall hold the three trophies for the coming year.

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This year Edward Gillette was elected president of the association, Neil Crandall, vice president, William Sirianni, secretary, and William Cregan, treasurer.

Joseph Casey won the Comptroller's Cup for low gross, John Kelly the Waldorf Trophy for next lowest gross, and William Barnett the Auditor of Disbursements' Cup for low net score.

George Hussong was toastmaster at the dinner, and introduced the few visitors present: George W. Thompson, Edward T. Draney, Frank V. Matthews, Carl S. Kinback, Walter Coston, Benny Goodman, Bill Hollands, Ed Waldorf, Bob Pugh and Al Rawady.

In his talk Coston recalled the early days of the outing.

#### Results Announced

Results of the day's events, as furnished by the association, follow:

**GOLF**—Low gross scores: Joseph Casey, 79; John Kelly, 85; Francis Congelli, 86. Low net scores: William Barnett, 72; Francis Congelli, 72; Joseph Casey, 72.



**FRANCIS (COOTS) CONGELLI** holds the flag and **Neil Crandall** kneels to watch as **Thomas Hogan** putts.



**IDEAL FORM** was shown by **Bob Argentieri** in the horseshoe pitching.

**PUTTING**--Men, John Burlingame, won; David DeLany, 2d. Women, Miss Goldie Loghry, won; Miss Nancy Conner, 2d.

**HORSESHOES** — Men, Frederick Petersen and Frederick Singleton, won; James Vanderhoof and Theodore Tannler, 2d. Women, Miss Nancy Conner and Miss Shirley Walton, won; Miss Joyce Fuller and Miss Lorraine Cornish, 2d.

**SHUFFLEBOARD** — Men, Angelo Petrillo, won; Francis Crook, 2d. Women, Mrs. Marguerite Whiting, won; Miss Shirley Walton, 2d.

**DOOR PRIZES** — Jacob Heyberger, Miss Carolyn Benson, John Kelly, Frederick Petersen, Edward Shroyer, Clifford Friends, Howard Pascoe, Richard Wheeler, Richard Sayles, Donald Roberts, David DeLany, Mrs. Pauline Bove, Mrs. Barbara Sheridan, Francis Crook.

**BINGO PRIZES**—Frederick Petersen, Miss Goldie Loghry, Mrs. Mary Dahill, Robert Argentieri, James Donovan, Frank Bottomley, David DeLany, Walter Whitman, William Leonard, Edgar Bottomley.

• • •

# Costs up, Dividends Go Down

**I**NFLATIONARY FORCES in the form of higher wage and material costs, which were not offset by increases in freight rates, were directly responsible for a reduction in dividends to owners of Erie common stock.

At their meeting on August 23, held in Cleveland, the board of directors voted to pay a 25 cent a share dividend for the third quarter of 1957 compared with 37-1/2 cents a share that had been paid in the first and second quarters.

President Harry W. Von Willer, in a letter distributed to shareowners of common stock with their dividend checks on Sept. 30, gave the full background of the directors' decision.

He told how the railroads of the country had submitted voluminous data to the Interstate Commerce Commission earlier this year, pointing to the need for all lines to earn a fair return on their investments to keep their plants modern for future progress.

The ICC was asked for a 15% increase. The ICC granted a 7% increase, with lesser percents applying on many commodities, which reduced the overall increase for the Erie to about 4-1/2%.

"These new rates, which went into effect on August 26, fall far short of the industry's requirements," President Von Willer said. "In view of this it was the judgment of the Erie directors that it would be in the best interests of the shareowners and the future of the railroad to conserve cash for needed property improvements rather than to pay out too large a proportion of our earnings in dividends. Under the circumstances, I believe our shareowners will recognize the wisdom of the board's decision."

Meanwhile wage increases, including health and welfare benefits and "cost of living" adjustments, had added \$3.5 million to the Erie payroll for 1957.

As a result, the Erie's operating expenses rose 4.75% over those of a year ago. Meanwhile revenues from

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**GNAWING AWAY!**



## Further Track Studies Show Better Way

**F**URTHER STUDIES of ways to do a better, faster and more economical job of transportation in the area where the Erie's Susquehanna division is paralleled by the Delaware, Lackawanna & Western (Erie Railroad Magazine for July) have shown ways to save maintenance between Binghamton and Corning.

The original proposal concerned a 48-mile district between Binghamton and Parshalls Cove.

The new plan would eliminate the Lackawanna's double track main line over most of the distance between Binghamton and Gibson's, two miles east of Corning.

Maintenance costs would be saved on about 125 miles of track, the studies show. Since the cost of maintaining a mile of track averages \$5,000 a year, the annual savings would amount to \$625,000, a saving that would be shared by both railroads.

About 60 trains a day would operate over the Erie's double track main line, and the Lackawanna would keep some local freight lines to serve industries along its right-of-way.

The plan contemplates joint use of the present Lackawanna passenger station in Binghamton and the Erie stations in the rest of the territory, including Elmira.

## Don't Lose Out On Income Tax Report Forms

**N**OTHING is quite so pleasant as getting a personal income tax refund from the federal government, and few things are so unpleasant as the problem that confronts those who fail to file tax returns.

But to get the refund, if any is due, or to file your income tax at all, you must be possessed of a form W-2 from every employer for whom you worked during the year.

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 neglect to inform the accounting department.

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

The employee 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.

### Detectives Needed

And the problem of finding out the new address of an employee on an undertaking as wide-spread as the Erie—over 2,207 miles of route and with offline representatives all over the country—is not an easy job, or one that can be done quickly.

According to George W. Oakley, comptroller, about 24,000 W-2's will be mailed to Erie employees and former employees 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 employee, you can save yourself embarrassment by filling out the form

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**Erie Railroad**

# Careful Handling Keeps Business on Railroads

## Shippers Shift to Other Transport When Goods Are Damaged

**N**O ONE DOUBTS that rail delivery of manufactured products has advantages that other means of transport cannot boast. Yet all these advantages may be thrown away through careless handling of cars by operating employees.

Careless car handling leads to claims, we all know, for the merchandise damage. But it can lead to worse things still. Manufacturers may just cease to use the rails.

## Nine from Erie to Guide Youths in Business

Nine men and women from the Erie Railroad will serve as advisors to members of Junior Achievement companies in Cleveland this year, Ernest E. Seise, director of personnel and training, has announced.

Junior Achievement companies are made up of teen-agers who form their own organizations to manufacture and market items. The youths float their own stock, pay salaries, buy raw materials, choose and design products and perform all the other functions of management.

This year the Erie will sponsor two companies yet to be formed. One will be centered on Cleveland's south side, and its advisors will be Elizabeth A. Krych, auditor of revenues office; Richard S. Tibbits, industrial development, and Donald J. Madasz, auditor of revenues office.

Edward J. Herdmann, comptroller's office, Tom W. Murphy and Patricia Prentice, both of the auditor of revenues office, will advise a west side group.

Three veterans of the Junior Achievement movement, Ray A. Mylius, mechanical department, Joseph E. Keenan, comptroller's office, and George F. Mills, traffic department, will be special advisors to both companies.

Two companies sponsored by the Erie won three top prizes last year for the profit motive the spur of prizes is added—two local firsts, one for production, the other for general excellence, and one second national prize, for general excellence.

To bring home to everyone connected with the railroads the danger of careless car handling, and the advantages of careful handling, the Association of American Railroads has designated October as Careful Car Handling Month.

Erie employees have always prided themselves on careful handling of cars. Comparisons with competing railroads are odious.

But it might be worthwhile to look at what is happening in Britain, where the railroads are now government owned.

As you read this clipping from a September issue of an English paper (Worcester Evening News and Times) remember that B. S. A. is one of the world's largest manufacturers of motorcycles, and the English are one of the world's leading buyers of motorcycles:

The British motorcycle industry is changing over from rail to road transport. The cause is damage in transit, which is costing British Railways thousands of pounds a year.

J. C. Whitlock, secretary of the British Cycle and Motor Cycle Industries Association Ltd., said at Coventry yesterday: "This has always been a big problem with our industry, but the damage is undoubtedly getting worse. . . ."

Gordon Francis, sales manager of James Motor Cycles Ltd., Birmingham, estimated that almost half his firm's motorcycles were now sent by road (highway)—because of damage.

The loss to [in revenues] British Railways from his firm alone would be "several thousands of pounds."

"It gets me very hot under the collar," he said. "Rail damage has been going on for years, but it seems to be increasing."

"Our experience is only average among motorcycle manufacturers. British Railways cannot

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# Priority Holds Up Vaccine

**T**HE ERIE Railroad's program to inoculate all its employees who wished protection against Asian influenza struck a snag when priorities were established placing transportation agencies second in line for the vaccine.

First among privately-owned undertakings to offer the inoculations to its employees, the Erie literally had the needle dashed from its arm.

Dr. William E. Mishler, who inaugurated the program, to be administered along the lines of the railroad's successful polio inoculation project, had been assured of delivery of the vaccine before he offered the plan to all the members of the Erie team.

Shortly thereafter he was informed that production factors would delay delivery to the 15th of the month. Before the deliveries were made a series of priorities was established.

Under that system public health service workers were to have first chance for inoculation, and railroad, utility and general transportation workers were given second chance.

Uncertainties about the administration of the priority system then led makers of the vaccine to suspend all deliveries, pharmaceutical firm representatives told Dr. Mishler:

However, names of those employees who would like the shots at the expense of the railroad are still being taken, and the Erie still stands by its promise of free inoculations, to be given when the vaccine becomes available.

## Varnish Costs \$3,000,000

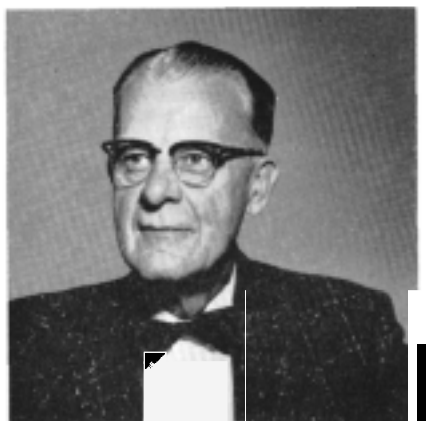
A typical long-distance passenger train may consist of a baggage car, three or four day coaches, six or eight Pullman sleeping cars, a dining car and a lounge car—twelve to fifteen cars in all—and be pulled by a two-unit Diesel-electric locomotive. A generation ago such a passenger train might represent an investment of around \$700,000. Today, such a train will cost in the neighborhood of \$3,000,000.

# Erie's Delaware Division

## Winds Through Mountains



**CARL S. KINBACK** is superintendent of the Susquehanna, Delaware and Wyoming divisions. His headquarters are at Hornell.



**STANLEY J. GLOVER** is division clerk for the three divisions.



**CHIEF TRAINMASTER** at Hornell is Harry E. Joyce.

### Curving Line Follows Delaware River, Gives Road Scenic Route Title

**I**T IS REASSURING to know that the contracts for the building of the Erie's Delaware division prohibited the use of ardent spirits by the contractors' workmen.

Otherwise anyone looking at the blueprints of the 104-mile division would have reason for suspicion, for there are 253 curves, and almost no tangent (straight) stretches between Sparrowbush and SR tower, just west of Susquehanna.

But anyone who has seen the division on the ground, or studied it on a map that shows the difficulties of the region will understand in a moment why *so* many curves, and such tight curves, were necessary.

He will also wonder how, in 1835, anyone dared to plan such a bold undertaking, a job that would rank as a wonder of the engineering world today, let alone 120 years ago, when black powder was the only aid for muscle.

For the division's right of way follows the Delaware River through the mountains that separate the eastern seaboard from the west. And the Delaware has cut its path through the mountains into a deep, narrow gorge, that twists and turns and doubles back upon itself, through the rock of the mountains, without any flood plain.

Nearly every step of the way the pioneer railroad men had to build

a shelf cut laboriously from the mountainside, and follow the bends the river took.

The result is almost pure main line. No map **is** needed to explain the division's complexities. Along these mountain-girt curves of the river there is no room for yards, or for industry that might make yards necessary.

#### Heritage of Beauty

Another result of the choice of route was the building, in 1848, of the Starrucca Viaduct, an engineering wonder of its time, and still an attraction for the pictorialist, whether he uses pen, brush or camera, and a triumph of engineering (see Erie Magazine for August) that has overshadowed the natural beauties of the line.

But if the pioneers were forced to choose a route through the mountains that could not be expected to pro-

(Next page, please)

**CHARLES H. ZIMMERMAN** is trainmaster at Susquehanna.



**ARTHUR WINTERS** is trainmaster and road foreman of engines at Port Jervis.

duce much revenue in order to solve the problem of connecting the lakes and the sea, they left a priceless heritage of beauty.

#### Deer Plentiful

This month the maple forests that cover the mountains on either side of the line are ablaze with gold and crimson. The oaks and beeches scattered through the maples contribute contrasting notes of brown and gray. Long noted as the most beautiful stretch of scenery along any eastern railroad, at any time of the year, the division is in its glory now.

Nor are the views from the train much different than those seen by Daniel Webster in May, 1851, when he ordered a rocking chair fixed to a flat car so he would miss none of the scenery.

For if the wild country kept out industry, it has kept its original character. Deer are plentiful along the line and in the afternoons may be seen browsing in open glades unmindful of the trains. Bear hunting is excellent, and that only three hours' train ride from New York.

Deer, in fact, can be somewhat of a nuisance, they are so plentiful.

#### Train's Round, Deer's Bout

Not long ago a deer disputed the right to the track with No. 8 not far from Lackawaxen, one of the principal towns along the division. No. 8 won the decision, but it was an empty victory. For the deer's body was thrown against the steel box at the base of a semaphore so hard that it was driven into the delicate electrical equipment there.

The signal reacted immediately, designed as it is to display the most restrictive signal if anything is wrong with it. It signalled stop. And the deer had its revenge, in death, by tying up the railroad.

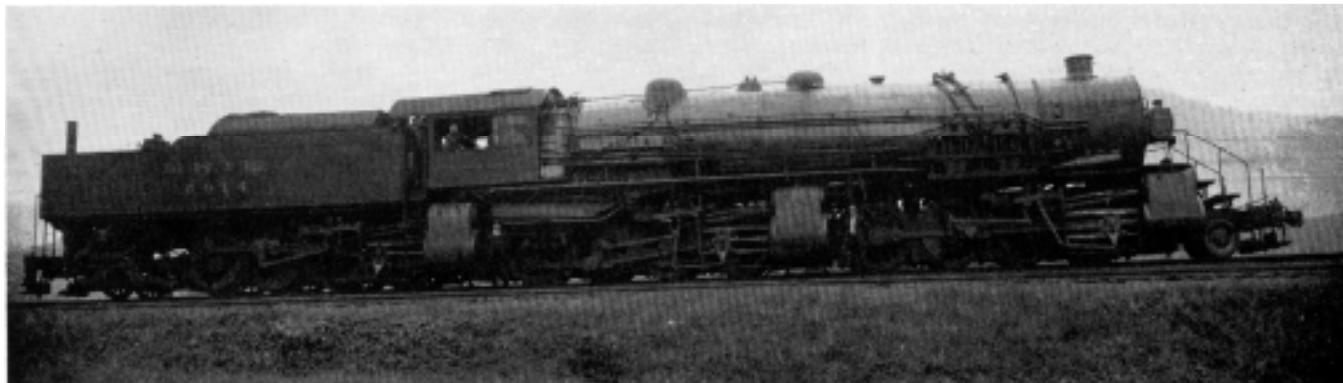
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ULYSSES S. GRANT was a guest in the hotel that once occupied part of the Susquehanna station. The building is the oldest brick structure in the United States in use as a passenger station.



THE DELAWARE DIVISION BEGINS and the New York division ends, here at Sparrowbush.



FORERUNNER OF TODAY'S multi-unit Diesels, used in pusher service on the Gulf Summit grades this articulated locomotive designed for the Erie was forty years ago. Only the Erie ever used engines of this type with drivers under the tender.

# Delaware Division

(Story begins on page 12)



**DOYLE'S STRAIGHT LINE** is one of the few tangents on the Delaware division. But it is hardly good running ground, for it is short, and there are sharp curves-by the standards of other divisions-at either end of it.

But most deer respect the Erie, and are *so* used to the movement of trains that they stay off the tracks, although some have been known to "race" trains for a hundred yards *or* so before giving up the unequal contest.

Deer and bear are not the only attractions that bring sportsmen into the area from all over the country. Here in its upper reaches the Delaware drains no large cities, and its waters are nearly as pure as they were before the white man came.

So its long riffles and deep **pools**-and the river is a succession of riffle and pool—are full of fighting bass, trout and yellow pike. Besides the game fish which attract sport fishermen, the river is a great source of eels. To catch them eel racks--long

traps built of saplings—are built in the river by commercial fishermen of the area, and when the eel are running, catches of a ton a night are not uncommon.

But if the river is pure, it is also winding. And that winding of the river is responsible for one of the many unique features of the Delaware division.

Most railroads name their curves, and the tangent tracks are sunk in anonymity. That is true, too, on most **of** the Erie's divisions. But on the Delaware division it is the tangents that are named, and most of the curves bear numbers.

So many and so sharp are the curves that passenger train speeds must be held to 50 miles an hour for the comfort of the passengers. **And**

the curves have been a maintenance problem since the line was first built.

But that very maintenance problem has its bright side.

"There are *so* many curves, and they are *so* sharp," Carl S. Kinback, superintendent of the Delaware, Susquehanna and Wyoming divisions, says, "that nothing less than perfect track is needed for safety and comfort. Therefore the Delaware division has always been maintained in the best of condition, ever since the day it was built."

Certainly the passenger on trains passing through at night is not aware of the curves, *so* smooth is the road and *so* skillful are the division's locomotive crews.

## Where East Is West

Nor are the "long" tangents very long as such things *go*. Doyle's Straight Line is the longest. Many believe that it is over a mile long, but the engineering department records show it is just **.99** of a mile. Dexter's Straight Line, to the railroad west of Narrowsburg, **is** runner-up for the straight track title on the Delaware division. It runs for **.82** of a mile.

The words "railroad west" are carefully chosen here. For, despite Kipling, East is West and West is East, and the twain do meet-on the Delaware division. Dexter's tangent, **for** example, is actually north and a little east of Narrowsburg.

And directions everywhere along the line, thanks to the curves, are as confusing. While the general line of the division is from northwest to southeast (**c o m p a s s**) eastbound trains at a point just to the railroad west of Narrowsburg are running **a** bit north of west by the compass.

## River Grades

This, of course, is due to the multiplicity of curves, their sharp curvatures, and their lengths. **For** example, curve No. 168, opposite the village Equinunk, is a good tight curve, **4 ° 51'** to **6 °**, and is long enough that **it** all but reverses the direction of any train using it, *so* that the locomotive is going in one direction, and the caboose, provided it is not on **still** another curve, is going the other way.

Standard-length Erie freight trains are often on three curves at a time.

But if the route has curves all but 13 miles of the division—the passage over Gulf Summit—have pleasantly easy "river" grades.

(Next page, please)

*Erie Railroad Magazine*



**SCENERY LIKE THIS** along the Delaware division has earned the Erie the sobriquet of "The Scenic Route of the East."

And it was for those easy grades that the pioneers chose the Delaware River route. **Two** other routes were suggested, but studies proved them impossible if locomotive power was to be used.

Back in **1835**, however, there were plenty of people to argue that perhaps inclines, with stationary engines to pull cars uphill by cable might be best. Fortunately for the railroad, the advocates of locomotives prevailed, and on Nov. **7, 1835**, ground was broken for the railroad.

For a number of reasons Deposit, on the Delaware division, was chosen **as** the site for the groundbreaking. First, it was realized that the divi-

sion would be difficult and long in the building. **It** would be well to start early on the job.

#### **Early PR Effort**

Nor was that groundbreaking over a hundred years ago one of your modern groundbreakings, with a pretty shovel dressed up **with** ribbon to be stuck a few inches into the earth and withdrawn.

Too, rumors had arisen that the road would not follow the route from the Atlantic to the Lakes that those living in the Southern Tier of New York had been promised it would. For public relations reasons the rumors had to be quashed by definite action.

Nor was it an afternoon affair. And, judging from the prohibition against ardent spirits written into the early construction contracts **by** James Gore King, no cocktail hour followed it.

The **30** men who attended in that remote spot met at dawn. After a short speech by King, then president of the Erie, in which he predicted freight revenues of **\$200,000** a year within a few years, and then modified to "eventually," when his hearers objected, the proper

Both the shovel and the wheelbarrow used were borrowed. Yes, wheelbarrow. For every man present

(Turn the page, please)



**THESE MASSIVE PIERS** once carried the Delaware & Hudson Canal across the Delaware at Lackawaxen. Today they support a highway bridge.



**EQUINUNK CURVE, NAMED FOR THE TOWN** on the opposite bank of the river is one of the curves that nearly reverse the direction of trains.



**EEL RACKS LIKE THIS** catch eels by the ton for Delaware River fishermen on the nights when eels head out to sea to spawn after spending their growing years in the river. The long arms of the trap lead the eels into the large box at the downstream end of the rack.

was really expected to break ground. President King filled the first wheelbarrow, wheeled it away and dumped it. Then the rest of the railroad and New York state officials present took their turns with shovel and barrow.

Among the latter were the lieutenant-governor of New York and two judges. But all were aware of the new era the railroad would bring, and every one took his turn. When they got through there was quite a hole.

Not exactly a useful hole, as it turned out, for the track, when laid, passed some distance away. But later, when the railroad was opened, and for many years thereafter, their children were able to point from the car window at the depression close to the station and tell the digger's grandchildren the story of the starting of the work of building the Erie, and say: "Your grandfather was there, and helped dig."

#### Shovel Vanishes

Both shovel and barrow were lent for the occasion by Maurice R. Hulce of Deposit. When President King returned to New York he took the shovel with him, and it was kept as a memento of the groundbreaking until 1868, when it disappeared.

Soon after the ceremony contractor's men began the arduous job of cutting the shelf for the right of way out of the cliffs along the river, of building up roadbed, and making the necessary cuts.

Then on 16, 1835, a fire broke out in a warehouse on New York City's waterfront.

(Next page, please)

*Erie Railroad Magazine*



**FREQUENT LANDSLIDES** forced the Erie to relocate the river at Boucheaux in order to move its own right of way. The stone revetment of the old embankment may be seen at the right of the picture.

Just as human muscle was the chief source of power in building the railroad along the Delaware River, so human muscle was the only power supply for New York's fire department. The warehouse was filled with turpentine, pitch and other naval stores.

### Great Rail Mystery

Volunteer firemen pulled their pumps and hose carts to the fire. But every drop of water thrown on the fire had to be pumped by hand. A stiff, cold wind was blowing. The firemen were heroic—but there is a limit to human endurance, and in those days New York was a city of wood. After the fire it was almost a city of ashes. America was not to see another fire of a similar size until the Chicago fire of 1871.

And the New York fire struck hardest at the group of businessmen who had the greatest stake in the Erie's future—New York's merchants, who saw their stocks of goods, and their places of business destroyed, in the early hours of the blaze. Many of those who had pledged large sums toward the construction were bankrupt.

Work had to be suspended, and the first train over the Delaware division did not run until Dec. 27, 1848. That it did so successfully was due in large part to the efforts of an Erie crew that inspected the work of the

contractors, wading through waist-deep snow to do so—and on Christmas Day they found a gap of three miles in the rails between Hancock and Deposit.

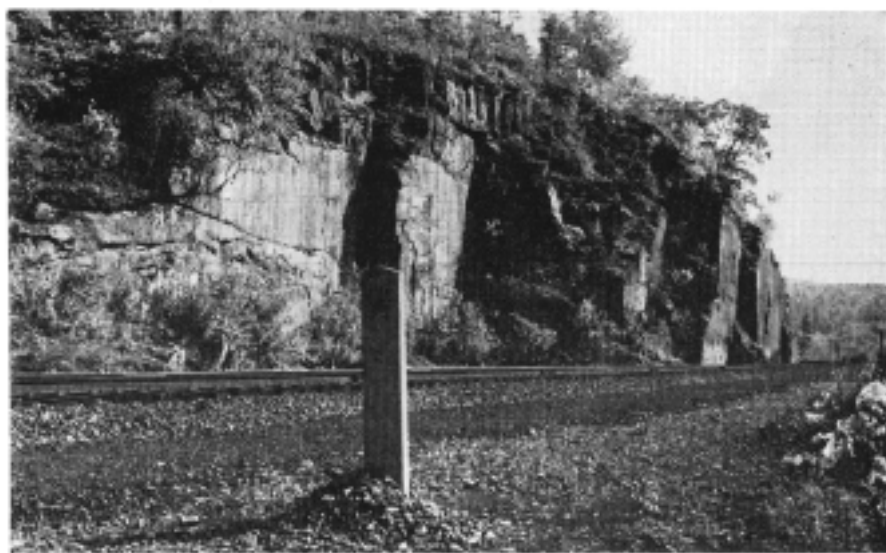
They sent for more rail, and saw it laid.

On the 26th a group of Erie directors, New York officials and businessmen left New York for Pier-

mont, where, on the 27th, they took the train. A tougher test of the new road, and the men who operated it, could hardly be imagined.

For a heavy snowstorm was raging. Snowplows were undreamt of; locomotives might be described as "powerful," but by modern standards they were puny; and the locomotive cab had yet to be invented.

(Turn the page, please)



**CUTTING THROUGH ROCK** like this is hard enough today, when engineering forces have modern machines and explosives to help them. A century ago, when the Delaware division was built, black powder was the only aid to muscle. Rock was drilled by hand, and the blasted material moved away by human and horse power.

# PEOPLE YOU KNOW



**MAYNARD R. BALL**  
Ticket Clerk



## All Working on the Erie at Salamanca



**ARTHUR J. BAILEY**  
Relief Dispatcher

**JAMES G. AINEY**  
Trainmaster



**MARK T. LYCETTE**  
Manager, Telegraph Office



**JOHN W. CLOSE**  
Construction Man,  
Communications



**HERBERT F. CORTS**  
Third Trick Dispatcher

**GEORGE E. SWARTWOOD**  
General Foreman—Wreckmaster



**FRANK NOLAN**  
Gang Foreman  
Cripple Track

**JOSEPH M. LETRO, jr.**  
First Transitman  
Maintenance of Way



**JOHN B. RICE**  
Car Inspector



**JAMES D.**  
Extra Train Dispatcher

**MACY BAILEY**  
Monitor



**FRANK W. HAUDENSCHILD**  
Captain of Police



**LLOYD E. RODGERS**  
Track Supervisor

**LUIS de MARTORELL**  
Assistant Division Engineer



**ROBERT E. HOWE**  
Agent

# Erie Veterans News

## Buffalo-Rochester

By Ruth Nise Munger

One hundred sixty veterans and wives attended our annual picnic Aug. 4 at California Grove park.

The country store did very well with their sales.

Congratulations to Mr. and Mrs. T. J. Martin who have a new daughter, the wife of their son, Donald.

F. K. Corlett, assistant general freight agent, was at Middletown, N. Y., recently, when the private railroad car used by President Grover Cleveland on his honeymoon in 1886, was purchased.

H. A. Perry and wife visited their son, Cpl. Howard Perry, in Washington, D. C., before he left for Turkey where he will be embassy guard for the Marines.

Birthday greetings to Mrs. Len Overs, Mrs. Gordon Sears, Mrs. M. A. Redding.

Wedding anniversary congratulations to Mr. and Mrs. William Windelberg.

On Aug. 18 Mr. and Mrs. Ernest Jimenez entertained the auxiliary

board members at their summer home in Evans. The husbands were included and supplied most of the chuckles.

Guests included Mr. and Mrs. Henry Schultz, Mr. and Mrs. Leo Overs, Mr. and Mrs. Charles Lanza, Mr. and Mrs. Fred Kern, Mrs. William R. Stretton;

Mr. and Mrs. George Cunio, Mr. and Mrs. Joseph Duane, Mr. and Mrs. George Adams, Mr. and Mrs. Adelbert W. Render, Mr. and Mrs. Frank Halbleib and Mr. and Mrs. Michael Redding.

## Jersey City

By G. C. Kalle

Our genial treasurer, Frank J. Reichardt, apparently is well on the road to recovery from a recent illness. We hope to see him at our meetings soon.

Douglas Horn and Charles J. McGowan are much improved after illnesses. Charles Kottowski still is on the disabled list.

Events of interest to all veterans, and particularly our own chapter, are the United Veterans convention at Portland, Me., and the New York Division Welfare fall dinner-dance.

Dues outstanding total 25. Why not get in the clear?

Meetings are the first Wednesday of the month at 320 Market St. Patterson, 8:30 p.m. Also, we have a splendid auxiliary and ladies are invited to join.

## Youngstown

By Rex Reebel

We gladly welcome the following new members: G. C. Minze locomotive engineer; Donald K'mple, secretary to general manager; Harry A. Chrell, track foreman; E. C. Durney, track foreman; C. P. Tillotson, leading maintainer; Charles Paules, tower watchman; Walter Orr, ticket clerk; L. R. Henderson, assistant division engineer, and E. Mandirh, signal maintainer.

The fine time we had at our 15th annual stag sort of livened things up, and we are hoping for a good season.

Ray Lewis attended the stag party, took a look at the Mahoning County fair at Canfield, the beaded for the Southland ahead of the migrating birds.

Jack Dempsey is hobbling around on a bad ankle.

Regular meetings are the first Wednesday of the month with refreshments and a small door prize.



"I must be cracking up. I keep hearing the road foreman's voice telling me when to speed up and when to slow down."

## Salamanca

With the weatherman cooperating, a fine attendance was recorded at our annual family picnic Aug. 17 at Gargoyle Park, Olean.

Chairman Lynn Tullar and his dinner committee did an excellent job. The food committee, supervised by Stanley Ambuski, turned out their usual fine lunch. From all observation points the picnic was a huge success.

Contests and games, with Supt. D. A. Logan in charge, resulted as follows:

Track spike driving, Philip Minneci, seven and one-half seconds; ladies' nail driving, Mrs. Anthony Policastro, seven and one-half seconds; rolling pin throwing, Mary Zaproski ; .

Boys' nail driving, John Jones, five seconds; boys' 50 yard dash, 6 to 10 years, Terry DeBoy; boys' and girls' 50-yard dash, over 12 years, Toni Minneci; boys' 50-yard dash, 14 years and over, Glenn Paoletto; girls' 50-yard dash, 14 years and over, Joan Lindner ;

Shoe scramble races, Alex Logan. Sharon Lauser, Kathleen Veno and Glenn Paoletto; three-legged race, David and Ronnie Veno, Sharon Lauser and Louise Baer;

Bag races: First race, Candice Printup and John Stang; second race, Terry DeBoy and Toni Minneci.

Guests were Olean Mayor Ivers Norton and family, W. W. Turner,



**ROBERT F. DENTON** has retired as chief clerk to the chief engineer after working continuously for the Erie since 1911. He and Mrs. Denton have moved to Fort Lauderdale, Fla., where Bob hopes to find plenty of time to fish, bowl, play cards and watch baseball.

veterans' president, and Mrs. **Turner**, Meadville.

Speedy recovery wishes go to **Les** Southworth and Martin Arend who are hospitalized.

Vacation's over so let's get together again and make the regular meetings successful. Your cooperation is needed.

Kent-Akron

By Besse Westbrook

The two chapters in this area sponsored a picnic at Fred Fuller Park in Kent early in August, and about 125 attended. Baked ham, beans, pop, lemonade and ice cream were furnished, and the ladies came with well filled covered dishes.

There were games for men, women and children.

In the drawing of tickets for prizes, **G. L. Hannan**, Akron yard conductor, won first prize, a clock radio, **E. E. Ekmark**, Akron yard conductor, second prize, an electric clock, and third prize, a table lamp, went to Mrs. **Hazel Coop** of Kent.

Those attending from out of town were **W.W. Turner**, Meadville, system president; **Edward McCue**, Youngstown, past system president; **Mrs. Joe McAllister**, Youngstown; from Marion, Supt. **E. J. Robisch**, Mrs. **Robisch** and daughter, **Karen**; Chief Dispatcher **D. J. Schoonmaker** and wife; General Yardmaster **C. A. Haywood** and wife; Mrs. **George Handy**, and Mr. and Mrs. **Elston A. Blair** (supervisor of stations and car service).

The committee in charge consisted of **Don Green**, chief clerk, Kent yard, and president of Kent chapter; **Roger Naftzger**, clerk, Kent yard; **M. E. Evans**, foreman at Akron and president of Akron chapter.



**FINALISTS IN THE BALLOON INFLATION** contest held at the picnic given by the Kent and Akron chapters of the Erie Veterans Association included, left to right, Mrs. **Fred Bott**, wife of the chief clerk, Akron freight; Mrs. **M. A. Buzzelli**, daughter of **D. A. Ottaviano**, retired section foreman, Kent; Mrs. **George Hannan**, wife of conductor, Akron; Mrs. **Forrest Brandt**, wife of the car inspector, Kent.



NAME	POSITION	LOCATION	YEARS	
			DATE	SERVICE
Leason H. Allen	Engineer	Hornell	8-16-57	40
Nelson A. Anderhalt	Laborer	Meadville	8-29-57	47
William C. Arthur	Engineer	Hoboken	6-19-57	49
Tindaro Ballato	Track Foreman	Weehaken	9- 7-57	34
August Bieler	Plumber	Buffalo	8-13-57	33
Alphonse Bonauto	Track Foreman	Goshen	9-30-57	48
Lester W. Brillhart	Chief Clerk, Rev. Bur.	Akron	9-30-57	40
Grover J. Congdon	Chief Clerk	Union City	8- 3-57	16
Earl G.Crane	Engineer	Hornell	8-31-57	45
Lee H. Dalley	Engineer	Hornell	8-12-57	47
Stephen Dolack	Machinist	Jersey City	7- 5-57	39
Alex Harmanowicz	Car Repairer	Hammond	8-19-57	32
Willam K. Holmes	Brakeman	Hoboken	6-19-57	47
Percy G. Irving	Machinist	Secaucus	8-17-57	41
Godfrey W. Kahlels	Chlef Clerk	Honesdale	7-18-57	47
Max C. Kimball	Road Conductor	Hornell	8-26-57	44
Thaddeus N. Klnney	Engineer	Binghamton	8-21-57	50
Homer N. Lewis	Relief Engine Dlsr.	Brier Hill	9-30-57	31
Dennis D. Lugthart	Warehouse Forman	Ashland	7-31-57	41
Leonard J. Mackesy	Engineer	Jersey City	8- 7-57	42
Howard S. may	Engineer	Chicago	8- 8-57	44
Richard J. McCarthy	Machinist	Hornell	8-21-57	47
John McKinney	Engineer	Hoboken	6-20-57	40
Eli Mirosovlch	Air Brake Man	Cleveland	8-30-57	40
Arthur Munson	Englneer	Dunmore	7-31-57	52
Thomas J. Newcomb	Running Repair Fore.	Meadville	9-30-57	39
Walter B. Rathfon	Plumber Foreman	Huntington	10-31-57	40
Eugene J. Rice	Passenger Trainman	Hornell	8-19-57	40
Martin Schultz	Car Inspector	East Buffalo	8-21-57	40
Leo Slawinski	Boilermaker-Welder	Jersey City	8-16-57	38
John Trapani	Trackman	Hornell	8- 5-57	29
Joseph J. Ventolo	Swltchtender	Croxtan	7-17-57	33
James F. Watt	Pipefitter Welder	Hornell	8-14-57	
James E. Wickham	Engineer	Jersey City	7-26-57	45
Harold P. Wolfe	Conductor	Hoboken	6-18-57	34
Robert J. Wright	Assistant Chief Clk.	Cleveland	9-30-57	47
John Zabriskie	Pipefitter	Secaucus	8- 7-57	35
Charles Zura	Machinist	Secaucus	8-13-57	40

# Latest Chatter About All the Erie Family

## Mahoning Division CLEVELAND FREIGHT

By R. M. O'Connor

August vacationers were Harry McLaughlin, freight checker, who spent most of his time trying to break par on the golf course, and George and Alma McHugh, who traveled to Jellico, Tenn., to visit friends.

Relief Clerk Fred Schroeder left the railroad last month and Larry Dister has taken over his duties.

Jim Reeves, vacation relief clerk, was graduated from John Carroll University Aug. 27 with a BS degree in business administration.

Jake Tischler has returned to the rate department after an illness.

Yard Checker Ray Martyne won \$5 in a critics' column contest sponsored by the Cleveland News. Unfortunately, when the article appeared in the newspaper, one line was omitted.

## POLICE DEPT.

Lieut. David Downie and wife spent a vacation in Canada.

Patrolman A. Herrick and son, Robert, 9, camped and fished for several days at Pymatuning Lake.

Patrolman J. M. Buda's son, David, 12, spent a week at Boy Scout Camp Manatow in Ohio. His daughter, Barbara, 10, fractured an arm in a fall from an apple tree. The Budas celebrated their 14th wedding anniversary Sept. 23.

Robert L. Hamilton, 12-year-old son of Patrolman R. E. Hamilton, was picked to play on the All Star team which represented Ashland in the Little League. He had a batting average of .333. They played four games to win the regional championship and trophy, then lost to the Akron Goodyear team in the state tournament, 3-2.

Capt. J. O. Sheets entertained his grandchildren from Houston, Texas, and Cleveland during vacation.

Patrolman C. E. Talley and sons, James and Thomas, made a vacation trip to Canada, returning via Washington, D. C.

Patrolman E. J. Conricote spent part of his vacation with relatives in Detroit.

Patrolman J. F. Gilson is the proud father of a seven-pound boy, named Jay Frederick.

Patrolman M. Banyas has moved into a new home in Meadville and is busily painting and landscaping.

Lieut. R. V. O'Dea is back on the job after vacationing with his family and improving his golf game.

## YOUNGSTOWN FREIGHT

By Dorothy Gettig

Birthday congratulations are extended to Ralph Fero and Mary Kay Bell.

A hearty welcome is extended to Delbert (Red) Beach, new messenger-junior clerk.

Among returned vacationists are Art Hopwood, Dottie Danks, Anita Coughlin, Mary Ann Terlesky, Leo Richards and Anna Beck.

Carmen Davanzo and Carl Briggs had a good time playing in the system golf tournament at Hornell.

## ROAD FOREMAN OF ENGINES BRIER HILL

By Catherine E. Campbell

Jackie Fay, talented daughter of Engineer Thad and Mrs. Fay, was on the program with the Erhart Dancers at the Mahoning County Fair. They were a string of "Rockettes," and won much praise. Jackie had the opportunity of meeting and chatting with the famous Lennon sisters who were on the same program.

Engineer Thad Fay, who has been

serving as assistant pistol instructor and in other capacities with Civilian Defense, was graduated from the bomb disposal school recently. He proudly boasts a certificate for his achievement, and congratulations are in order.

Mr. and Mrs. Fay and Jackie took off for a vacation in Canada. They stopped in Hamilton and Toronto, and also at the Canadian National Exposition.

Another member of the Fay family, George Fay, retired engineer, has some eye-catching flower arrangements in his yard. He adheres to a regular work schedule when he is not visiting with some neighbor or passerby. He welcomes the boys for a chat.

Convalescents are Earl Ashby, locomotive engineer, recuperating after a two-month illness; Mrs. D. M. Smith, who was injured in an automobile accident; Mrs. John F. Carney, recovering slowly after a long illness, and Mrs. H. Higley, mother of George and Henry, who was injured seriously in a fall.

New firemen added to our roster are J. M. Muchridge, L. Bogart, T. O'Neill, T. Craley, and G. E. Butterworth and D. E. Tucker from the Meadville Division.

A big welcome, too, to J. J. Fader and R. A. Tamplin, locomotive engi-

(Next page, please)



"I notice it too. But you know what they said—there's never any water over this track."

neers, who are back at work after illnesses.

Engineer H. W. Arundel and family have a summer cottage at Chestnut Grove, Geneva-on-the-Lake. Quite frequently we hear that Nellie (Frank) Osborne, retired shop foreman, drops in on them "to lend a helping hand" and to "charm" excellent catches of good size fish.

Engineer L. N. Paquet and wife celebrated their silver wedding anniversary on Sept. 3. Daughter Ruth gave them a surprise dinner and a set of silver candlestick holders.

It's good to see the oldsters come back. A cheerful caller at the office was Roy F. Ellis, retired engineer. He looked good as new and related many interesting details about Mexico, his favorite vacation spot.

Former Passenger Conductor R. B. Miller calls Florida his home. During the winter he lives in a modern trailer bearing his name. He parks for a month or so in spots like Fort Myers, Tampa, Sarasota. His new parking lot is in Eustis where he will be a neighbor of Ray Lewis, retired dispatcher. In summer he comes north to say a cheery hello to friends and former coworkers.

Vacationers went to many far points. Locomotive Engineer William J. Mikesell and wife spent a busy three weeks in Denver and vicinity, where the temperature was in the 40s and 50s. Engineer J. H. Peterson and wife packed their automobile and started west. They stopped in Arizona, New Mexico and Colorado.

Engineer J. C. Hynd took off for Cincinnati and the Shriners' convention.

Engineer R. E. McMahan, Mrs. McMahan, son Bruce, and dog Mugsie, had Canada in mind when they left on their annual vacation. They fished at Mehdock, Ontario, and went swimming at nearby beaches.

Engineer R. A. Draves took off for parts of Canada where they get the biggest and the "mostest."

Engineer R. N. Barber and Mrs. Barber visited his mother and sister in Phoenix, Ariz.

The R. K. Campbells and their fishing companions, Mr. and Mrs. D. V. Hoover, spent two weeks at Rice Lake, Ontario. The weather was perfect.

The correspondent brought back from Canada a cup and saucer in spode china, blue willow pattern, which she had been trying to find for two and a half years. A legend accompanied the cup and saucer when shipped from the manufacturer in England.

## Accounting OFFICE OF COMPTROLLER

By Lou Paul

Milford Adams made a trip to Bar Harbor, Me., and by boat to Yarmouth, Nova Scotia.

Bill and Ethel Hawley were pleasantly surprised when Bill's two sisters from New Jersey, with their husbands, came to visit.

Gene Horvath and family's vacation included a trip to the White mountains of New Hampshire and along the east coast of Maine.

Byron and Donna Webster had an interesting vacation trip driving through the Badlands, to Mount

Rushmore in the Black Hills of South Dakota.

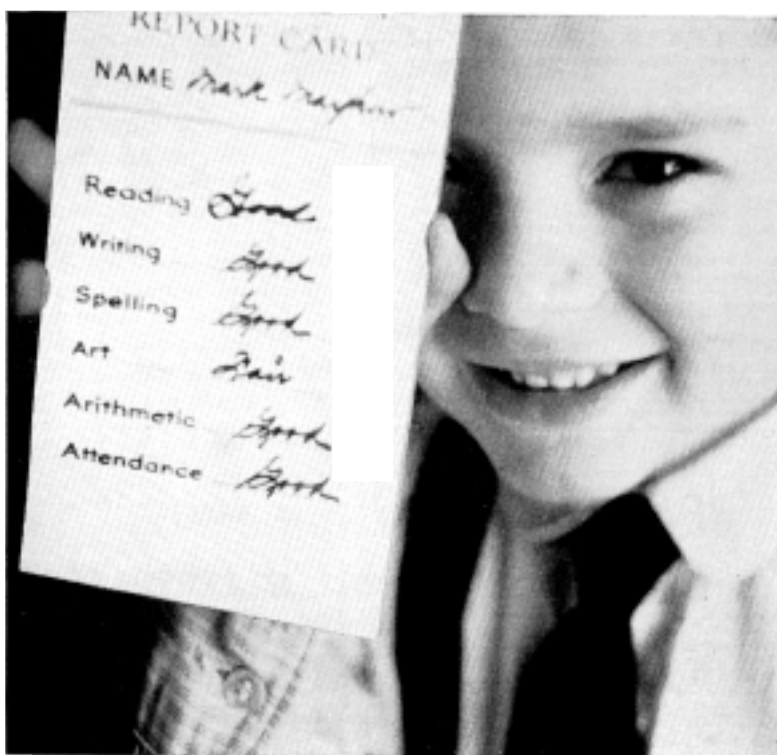
Howard Wilhelm and family drove to New Jersey and had a delightful visit with his parents at Rochelle Park.

## AUDITOR OF DISBURSEMENTS By Denny Rish & Dorothy Buday

Nelson Case was elected president of the Lakewood Bowling League.

Frank Troyano is back from his vacation looking like a million dollars.

Farewells were in order as our messenger, Art Coscia, returned to Miami University.



He's doing his share—are you doing yours?  
With Prudential's Education 'Plan, you'll  
have enough money to educate him—  
whether you're here or not.

See your Prudential Agent



Travelers included Mary McCarthy who visited Quebec.

Ferg and Mildred Small enjoyed the sights in Ottawa and Montreal with a stop at Griffith, Ontario. A mite chilly, Ferg tells us, six days of frost.

Mary Jacobio enjoyed the food, sights and hustle of New York City as she entertained a guest from California.

E. T. Draney motored to Wellsville, N. Y.

Kathryn Guiton spent Labor Day at Ocean Grove, N. J.

Rita Talbott and Agnes Fortunato flew to Buffalo, then motored to Avoca, N. Y., to visit with Rita's family.

Lil Decorpo tells us that the comp-tometer section just wasn't the same while Rose Giordano was on vacation.

Barbara Waller has informed us of her engagement to Mike Oros, from Mantua.

Another girl to get her man is Marilyn Haely. John Morris, of Lakewood, announced his intentions of deserting bachelorhood by placing a ring on her appropriate finger.

Ginny Blackley threatened to throw cooked rice at Denny Kish and his

bride, Judy Martin, when they exchanged vows Sept. 21.

Rita Mazur reports that the prospect of spinsterhood isn't so bad. She started off with a week at Geneva-on-the-Lake where she celebrated her 21st birthday.

Bob Peterson reports he had a backache from loafing for one solid week.

Don and Yo Keister have completed the task of redecorating their home.

As the bowling season gets under way the men's team looks for better things to happen.

John Quinn will make sure that Mr. Thompson has left for the day before locking the office door. John locked Mrs. Thompson out of the office and nearly spoiled the Thompsons' 34th wedding anniversary celebration.

#### HORNELL ACCOUNTING BUREAU By Lynn Lamb

Harvey Schneegas and family visited in Jersey and Virginia and states in between.

The former Rosemary Hogan, now Sister Mary Victorine, was honored at a reception at her parents' home. She has been assigned to teach at Corning.

Tony Ziarnowski is up-and-at-'em again after a short illness.

Dottie Rixford and Pearle Koskie visited in Batavia.

Walter Coston and wife attended a numismatist convention in Philadelphia.

The engagement of John Larson and Joan Armstrong has been announced.

Pearleand Karl Koskie, Dottie and Leo Rixford vacationed in Hershey and Gettysburg, Pa.

#### AUDITOR OF REVENUES

By Jimmy Murphy

Roland Allen, Earl Howard and Bob Rasmussen are in the throes of moving to their new homes.

John Urbin is jumping with joy as the Yankees overcame the White Sox to retain top spot in the American League.

Sept. 3 was a rather sad day, for it was then that Dick Bruyere left to enter the Army.

On Sept. 4, Bernice Nosse, former typist in the rate revision bureau, in a colorful ceremony, was graduated from St. Johns Hospital School of Nursing. Commencement exercises were held in St. Johns Cathedral.

Tom O'Neill and Frank English are beaming from ear to ear. Their sons, Tommy jr. and Billy are among the outstanding members of St. Edwards High School band that won first prize in a recent band contest held in Chicago.

Millie Costanzo had a brand new automobile delivered at her home. It has every conceivable gadget. The total cost was one raffle ticket.

Retired Interline Clerk Charlie Lobravico paid us an unexpected visit not long ago. He looks fine, says he feels fine, and wishes to be remembered to all.

A mixed doubles bowling league may be found rolling full steam ahead along the alleys at Bowling City every Tuesday at 8:45 p.m. The men's league opened their 25th season at Lakewood Recreation with ten teams awaiting the starting bell.

Congratulations to Pat Good who celebrated his 40th anniversary with the Erie on Sept. 10.

Things have been happening at a fast clip around the office during the past month. Tom Crowley has been appointed head claim checker. John Cosman was awarded Tom's former position in the outbound interline bureau. Pat Carbone was welcomed home after his tour of duty in the Army and infiltrated into the interline group.

## Promotion on the way? Be ready when it comes!

With ICS training under your belt, when the time comes to move up, you can move with Confidence—knowing you're fully prepared.

Whatever phase of railroading you're in, there's an ICS course that can help you in your career. Every

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Diesel Electric Locomotive  
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& Fireman  
R. R. Diesel Machinist  
Electrical Engineering  
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R. R. Engineering  
R. R. Rate Clerk  
Roadmaster Section  
Foreman  
Supervision  
Surveying & Mapping  
Telephony  
Traffic Management  
Welding—Gas & Electric  
High School

Name

Age

Home Address

city

Zone.

State.

—

Occupation

Name of Railroad



"Stop bothering me—I've got a fishing license."

o

## Car Accountant

By Ella Carpenter

Mr. and Mrs. Les Arold went to Newport News Sept. 14 for the wedding of their son, Bob, to Dorothy Lorraine Higginbotham of Hampton, Va. After a honeymoon in Florida, the newlyweds will reside in Lakewood, Ohio.

Mr. and Mrs. Chet Haughn visited relatives in Arkansas.

Annie Craney extended her vacation to include a flying trip to California with stop-offs in Arkansas and Tennessee on the return trip.

Joanne Zrimsek and hubby celebrated their first wedding anniversary by taking a motor trip to Niagara Falls and the Toronto fair.

Carol Gacom spent a weekend seeing the sights of New York.

Mabel Goss and family enjoyed a trip to historic old Marietta on the Ohio River.

Tilly Prell took a few days' vacation and visited Marilyn Knox, proud mama of a baby girl, Gail Marie; also Edna Post. Both girls gave up keypunching for housekeeping.

Carol Kilbane returned from Ireland and reports there is no place like it. She hopes to go back some day. She also stopped in England and Scotland.

Rosalie Wofner spent a few days in Detroit.

Latest acquisitions to the key punch department are Janet Lee Starbird, Grace A. Smith and Mary Jane Vannucci.

## Allegany-Meadville GENERAL FOREMAN & WRECKMASTER SALAMANCA

Jim Miess, retired division car foreman, now residing in Miami, Fla., spent a week here with old friends. He also spent several weeks with his daughter in Philadelphia.

Walt Stoeckel is now back at his old job in Olean.

A son was born to Mr. and Mrs. Harold Farnham on Aug. 9.

Gardiner Ross spent two weeks' vacation in Florida.

Adam Ambuskewas a recent caller at the car shop.

o

## SALAMANCA

By S. Minneci

Trainman C. E. Hull and family vacationed in the Adirondacks and traveled via the Skyline Drive to Blue Ridge Park and the Great Smokies in Tennessee.

Yard Clerk L. W. Chapman and family visited the Corning Glass Works exhibit Sept. 3.

Yard Clerk B. J. Pruner and wife spent part of their vacation in and around Batavia.

• • •

## Kent Division AKRON

By Besse Westbrook

C. D. Carnes, freight agent, and wife made a trip to the Great Smoky mountains in Tennessee and North Carolina. They also stopped for the 350th anniversary celebration at Jamestown, Va.

Jilia Williams, typist, and husband have moved into a new duplex in Cuyahoga Falls.

Fred Bott, chief clerk to general yardmaster, and wife motored to Florida. They stopped in Tampa, St. Petersburg and Sarasota, where they called on C. R. Rhamy, retired claim clerk. Then they went on to Miami, Fort Lauderdale and Jacksonville.

H. C. Moore, chief rate clerk, and wife toured Florida on their vacation.

A. B. Cushing, general clerk, and family spent their vacation in Butler, Oil City and Cooks Forest, Pa.

o

## DAYTON

By Hannah E. Conley

Bill Davis, yard conductor, says all that bit were the bugs when he went fishing in Stockport, Ohio. He also stopped in Lexington, Ky.

(Turn the page, please)



## THE ANCHOR OF MERIT

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**Diesel Cooling System and Steam Generator  
Water Treatments • Combustion Catalysts •  
Fuel Oil Treatments • Weed & Brush Control**



Elaine Sprowl, junior clerk, and family spent a vacation on an auto trip in Ohio, Pennsylvania and West Virginia. They attended a family reunion at Butler, Pa., and brought back pictures of some beautiful scenery along the Ohio River.

T. E. Poe, secretary in the superintendent's office, and family spent his vacation at their cottage on Big Lake.

Operators R. D. Ready and R. O. Siby have returned to Indiana University.

Fall vacations are planned by the following: Houston, Texas, is the destination of S. W. Swaim, operator at DA Tower. Monitor W. L. Gray is anticipating a fishing trip to Wisconsin. W. E. Coffman, assistant chief dispatcher, has the good fortune to have relatives in interesting places, so his vacation plans include stops in California, Arizona and Texas.

Train Dispatcher J. D. Sewell has resumed work after a recent illness which included a stay in the Huntington County Hospital.

M. J. Stonebraker, division clerk, and family spent the week-end and Labor Day on an outing with relatives at Point Place on Lake Erie near Toledo.

●

**MAINTENANCE OF WAY**

By Marlene Trainer

Assistant Work Equipment Foreman C. E. Rowland, now of Meadville, called at the office and renewed acquaintances.

Track Supervisor P. B. Schneck and family spent their vacation in the east with relatives and friends.

Chief Clerk E. L. Martin had his family complete for the first time in many years during his recent vacation. Son Philip had just returned and been discharged from the Navy, and his son-in-law and daughter and family, Mr. and Mrs. Robert Rouch, returned from Germany.

Our best wishes to Assistant Division Engineer J. K. Weikal on his promotion to assistant division engineer at Hornell. We welcome W. D. Slater as assistant at Huntington.

●

**CHICAGO GENERAL OFFICE**

By Bernie Klein & Marilyn Minch

Happy Birthday to Marge Ellis, C. C. Mitchell, Myron Keel, Grace Battaglini, W. N. Stenfelt, Dick Taylor, Alice Sikorsky, Warner Holcombe and Bob Knox.

Grace Battaglini is wearing a bracelet with a live seahorse floating inside.



**MUSICAL NOTES OF THIS LOCOMOTIVE BELL** rescued from oblivion by the Rochester (N. Y.) Railroad Community Committee, was presented to Rochester Boy Scouts by James E. Griffin, Erie freight agent at Rochester, and received for the scouts by Dewey Sawyer.



Denise Valkutis is no longer racing around the office but getting ready to prepare formula for an expected arrival. Incidentally, Denise dented the fender of the family car and husband John repaired it, grateful that that was the only damage.

Helen Griffin and family have changed their address.

Vern Zipfel bought a new tie.

Alice Sikorsky acquired a beautiful tan on her vacation, and also a flattering new hair style.

Al Watkins is back with us after recuperating from a year's work in Barrington.

Wedding bells will ring for Elaine Howard on Nov. 2. The lucky man's name is Ben.

James Vandervelde left our employ and is attending college in Michigan.

Harold Keeler is back in the swing of things after a relaxing two-week vacation.

R. E. Towns became a proud grandfather for the sixth time with the arrival of Ann Lucille Starkey, Aug. 8, in Salem, Ohio.

Al Roberts and his missus vacationed at Lake Louise in Canada.

Jack Soll spent his vacation in Michigan and also visited his daughter in Chicago Heights.

Bill O'Dea toured Yellowstone National Park and surrounding states.

A. E. Breland journeyed to Colorado Springs to visit his father.

Art Haas spent some time in Cleveland.

Seymour Kravitz toured Florida.

**Marine**

By Jesse E. Baker

The John Negerles celebrated their silver wedding anniversary while on vacation in Canada. They sent cards from the Toronto exhibition. John is mate on the tug Elmira.

Raymond Otten, son of the Edward Ottens, has been appointed to the Merchant Marine Academy at Kingspoint, Long Island. He is a graduate of Dickinson High School in Jersey City.

Chester Quick, retired gashoist lighter captain, has bought a home in St. Petersburg, Fla.

Captain (Ret.) William Schultz, of the tug Scranton, stopped at the tug dispatcher's office for a chat. He

(Turn the page, please)

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

**Quarry at Huntington, Ind.. on the Erie Railroad**

**Ask Us For Prices**

**THE ERIE STONE COMPANY  
TOLEDO 4, OHIO**



**DAVID W. FULLER**, yard clerk at Ferrona Yard, Sharon, has entered the Air Force as a cadet pilot. While he was employed on the Erie he took private flying lessons, and achieved a private pilot's license with a multi-engine rating. He is the son of Ray E. Fuller, leading stockkeeper at Sharon.

o

has put on a little weight, looks good and says he feels fine.

Do you know that at midnight on Oct. 18, 1842, Samuel F. B. Morse laid the world's first submarine cable? It extended from Castle Garden (then a place of entertainment, now the Aquarium) at the Battery to Governors Island.

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



Passaic Office: Corner Main Ave. & Broadway  
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MEMBER FEDERAL RESERVE SYSTEM  
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Morse hoped to earn money for further experiments with magnetic telegraphy by charging 25 cents for a message sent to and from the island.

Three messages were sent; a ship's anchor broke the cable.

It was not until May 24, 1844 that Morse sent the famous message, "What Hath God Wrought?", from Washington, D. C., to Baltimore.

o o o

## New York Division SUPERINTENDENT'S OFFICE JERSEY CITY

By Mary A. D. Meyer

Vacations: Mr. and Mrs. George Ameer, Atlantic City; Mr. and Mrs. Joe Nalewaicki, Lake Hopatcong; Mr. and Mrs. Harry Close, St. Petersburg, Fla.; Milton Bertram, Catskills; Abe Kleiman, Swan Lake, N. Y.;

Mr. and Mrs. Corbett, local trips; Alice Shama, Asbury Park; Charles Anderson, local trips; the Bunnells, Asbury Park; Mr. and Mrs. George De Puy, Lake George and the Pocos (second honeymoon, married 25 years Aug. 6).

Birthday congratulations to Hertha Kmpinski, Ed Bunnell and Barbara Ann Meisten.

Hearty congratulations to Mr. and Mrs. Bill Davidson, of Cranford, on the arrival of a son Aug. 4 (Todd Jeffrey). The mother is the former Betty Hohman who worked here as steno-clerk.

Daniel J. Mahoney has been promoted to chief clerk in place of Ed Bunnell, who retired Aug. 31 after 45 years' service.

Bill Baggar now is relief operator at the telegraph office.

Mr. and Mrs. H. A. Rhoads are grandparents for the first time. A boy was born to Mr. and Mrs. Loren G. Rhoads at Paterson recently.

Mrs. Benjamin Paparella, the former Gladys Gowsen who worked here as steno-clerk, is the mother of a boy.

Post-carding from Miami Beach were Mr. and Mrs. Eddie Nalewaicki and Mr. and Mrs. Barney Wormcke.

Best wishes to Peggy Straut who has returned from California and is living in Clifton.

Antoinette Geerinck, of this office, and Mary Quinn, of the general manager's office, have returned from a Great Lakes cruise. They stopped at Mackinac Island and other points.

A retirement dinner for Walter Fitzmaurice was held Sept. 7 in Port Jervis. Among those attending from this office were Mr. and Mrs. J. R. Ebert, Mr. and Mrs. W. J. Betz, E. F. Bunnell and Mr. and Mrs. Harry R. Coleman.

Good luck to Anne Volski, who has been transferred to Mountain Avenue, Montclair, as ticket clerk.

o

## SECAUCUS

The Diesel shop Rocking Chair Club gave a retirement party Aug. 21 at Keilp's bar and restaurant for John Zabriskie, Percy Irving and Charles Zura.

John McCoy was chairman and William Armonaitis served as master of ceremonies.

General Master Mechanic Charles Schwartz was guest speaker and presented purses to the men. James Hctor of the Erie Y.M.C.A. presented lifetime membership cards. Jess Giodova, foreman, also spoke.

Entertainment was by George O'Brien, Irish tenor, and Alex Osien-skie, polka dancer.

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## PASSAIC, N. J.

Charles Dalzell is recuperating after a serious operation.

Summer relief clerks at the freight and ticket offices were Pat Mahoney and Tom Bjorkman.

Brakeman Harry Kinney spent a vacation at the seashore.

Frank Volpe made short trips to the seashore and the ball games.

Dick Fitzgerald and wife drove to Buffalo over the New York State Thruway.

Bob Bashaw spent his last week's vacation fishing at nearby points.

Fred Keesler's vacation plans included fishing on Long Island Sound.

o

## PATERSON

The second annual communion breakfast for Erie Railroad employees will be at Our Lady of Victories R.C. Church, St. Jude Shrine, Broad- (Next page, please)

**Crushed stone for commercial purposes and Railroad Ballast**

Plants located on the Erie Railroad at Marion and Lima, Ohio

**THE NATIONAL LIME  
AND STONE CO.**

**OHIO**

way and Paterson Street, Paterson, Sunday, Oct. 20, 8 a.m. mass. The breakfast will be held in the Church Hall.

Tickets are \$2 each and can be procured from members of the committee, or by calling J. J. Callahan, Croxton yard, Ext. 481, or J. F. Hazzard, Employment department, Ext. 427.

## WEEHAWKEN LOCAL & DOCKS

By Violet Schmitt

Thomas Sharlow, from Croxton Storage Yard, now is messenger here, and junior clerk-messengers are John Henkel and Frank Gruccio.

Best wishes are extended to William Bergin, tally clerk, who has entered Wagner College, and to Francis Decker, junior clerk-messenger, who has returned to Farleigh Dickinson College.

Arthur Viaud, collector-clerk, has set a record for J. Chrxanowski, branch clerk, to shoot at. Off Montauk Point Arthur caught a 27-pound codfish and was given an award to verify same. Arthur also delved into the possibilities of clamdigging as a side line, but found it too strenuous.

Dock Clerk Leo Hudson and wife observed their 30th wedding anniversary Sept. 24 and dined at the Copacabana in New York.

J. Zmyslowski, dock laborer, and W. Freitag, crane operator, are new car owners.

Charles T. Brown, son of Agent H. H. Brown, was awarded his Ph.D. degree at Rensselaer Polytechnic Institute recently. He earned his B.A. degree at Ohio Wesleyan and his master's degree at Rensselaer. He and his family now live in Columbus, Ohio, where he is a chemical engineer in a research laboratory.

Ronald Hennigan, son of Foreman A. Mennigan, and Viola Murphy of Bayonne were married June 29 at St. Andrews Church. Ronald received his basic training at Fort Benning and now is stationed at Fort Dix, where he expects to be graduated from clerical school.

Lorraine Pizzuta, daughter of Westbound Clerk F. L. Pizzuta, became the bride of Robert Stiles Aug. 24 at St. Lawrence Holy R. C. Church. They honeymooned in the Poconos.

Leo Hudson, while on vacation in Atlantic Highlands, claims he was champion baby sitter for his two grandchildren. However, the Hudsons did manage to make a few trips to Wildwood and into Pennsylvania.

Mr. and Mrs. G. C. Kalle (assistant agent) spent a vacation with rela-



**ERIE VETERAN MARRIES IN ITALY.** Thomas Pascarella, Erie employe since May, 1924, and now a laborer in the Salamanca Diesel shop, went back to Italy this summer, and brought home a bride. The Pascarellas plan to make their home in Salamanca.

tives in suburban Waldwick.

Checker J. Kraus splurged with a one-day vacation, resting at home.

Foreman J. Duffy and family made a trip to California as guests of their son.

F. Smith, dock clerk, enjoyed every minute of his Florida vacation, far from the hay fever region.

J. Sheridan, general clerk, spent one week of his vacation on Cape Cod, then went to Chicago to visit his brother, George, our agent there.

Bob Pelletreau, dock laborer, donned Bermuda shorts and bright sport cap and took off with his family for a vacation in Hershey, Pa., Wildwood and Point Pleasant, N. J., and finally, Washington, D. C.

The O'Briens (foreman) took life easy in the Catskills.

Foreman H. Thake motored to his home state, Maine, and went deep sea fishing aboard his launch.

Checker D. Stratton, with his wife and four children, vacationed at Greenwood Lake.

Patrick Roach, OS&D clerk, spends weekends at Mantaloking, where he has a cruiser.

That, 200 average bowler, Robert Colville, is now on our team with the regular members, J. Welsh, general foreman, J. Barry, general clerk, J. Chrxanowski, branch clerk, J. Schmidt, trucker, and J. Traynor, dock laborer-cooper.

(Turn the page, please)



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For over  
**90 years**

The Travelers has been providing protection for railroad men. See a *Travelers Representative*.

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**THE TRAVELERS**  
Railroad Department  
HARTFORD, CONN.



## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

## IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel.

Our fishing club, all 16 of them, went deep sea fishing off Coney Island on the weekend and Labor Day. The bluefish were running, the weather was good, and among others Robert Colville caught a 12-pound bluefish and an 8-pound bonita.

The correspondent and daughter, **Marilyn**, had a pleasant trip to Chicago via the Erie Railroad.

• • •

### Employment

JERSEY CITY

By V. T. Bustard

John Bakker went to Williamsburg, Va., and the Jamestown Festival over Labor Day.

Mike McTighe, former employe, has been discharged from the Army and visited us when he returned from service in Germany. He will resume his studies at Notre Dame.

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### Susquehanna Division HORNELL DIESEL SHOP

By R. L. Hammond

Gang Foreman Harry C. Cundy was given a retirement dinner at Jack Smith's restaurant on Aug. 29. M. G. Dean, special inspector, was toastmaster.

**Earl** Branning, general master mechanic, presented Mr. Cundy with a retirement certificate, and L. F. Cleveland, general foreman, made the gift presentation. Mr. Cundy has 34 years' service.

Guests included **R. J.** Lares, chief clerk to superintendent motive power, Cleveland; **T. F.** Maloney, general foreman; **A. J. Dillon**, chief clerk to general master mechanic, and John Kron, diesel foreman, all of Jersey City, and **D. W.** Fisher, Thompson, Pa., retired air brake supervisor.

Pipefitter James **Watt** and Machinist Richard McCarthy have joined the retired group.

Jack **R.** Mahoney and wife spent Labor Day touring in New York State.

Helen and Ed Schwan spent a vacation at their Loon Lake cottage.

The correspondent and family spent Labor Day at the New York State fair in Syracuse.



"I'm sorry I broke your try for a world's record."

•

### Lighterage NEW YORK CITY

By Regina F. Frey

We are hoping for the speedy recovery of Frances **King** who has been hospitalized.

Congratulations to Supt. **O. A.** Frauson and Asst. Supt. **John J.** Sullivan upon the marriages of their respective sons.

Best wishes to our October birthday celebrants, **O. A.** Frauson, Frank Kearns, Paul O'Neill, Frank McGarity, **Al** Posochowicz, Quentin Doyle and Edith Petrone (retired).

Congratulations also to **Salvatore** Frangipane who is celebrating 28 years of Erie service.

Charles **Ring** spent his vacation cruising in Long Island and New Jersey in his car.

We are happy to report that **Mrs.** Charles King, wife of the chief boat dispatcher, is recovering nicely from her recent operation.

George Ullrich, former cashier, visited us recently. He certainly is a fine example of the pleasure awaiting retired employes.

Congratulations to those celebrating service anniversaries, Herman F. Miller, 50 years, Loretta R. Longan, 37 years, Albert J. Kennedy, 18 years, and Bill Gannon, 14 years.

Emil **Skupin**, chief clerk, went to Seaside Heights, N. J., and Montreal, Canada, on his vacation.

Francis **X.** Sees, on military leave, has been promoted to first lieutenant in the U. S. Air Force. He is a jet pilot and flight instructor, stationed at the Air Force Base in Greenville, Miss.

• • •

## Car Record Office

(Story begins on page 7)

who have checked to see that the plans were carried out down to the last ornament on the Venetian blinds was in place, that the pastel color scheme was properly applied. And they were as careful about such details as they were about the X-rays and borings taken of the floors (now covered with asphalt tile) or 'the leads of the piping from the air-conditioners to the new cooling towers on the roof.

Those who make the move will have many other reasons to thank the engineering department. The doors to the enclosed bridge connecting the two buildings will need no hand to pull them open, but will swing wide at the approach of a person. Washrooms have been renovated, redecorated, and modernized.

So once the pain of the actual move is over the car record team will find ideal quarters. There is even a view of the Cuyahoga Valley, a view that includes the Erie's Scranton Road freight terminal.

• • •

Boy Scouts from every part of the United States and from many foreign lands met at Valley Forge, Pennsylvania, for the Fourth National Boy Scout Jamboree. The great majority of them traveled by railway train.

Sixty-four special trains were required to deliver the boys to Valley Forge.

In addition, two railroads operated many trains to and from Philadelphia to enable the boys to take in points of interest there. Altogether, the railroads operated 218 special trains and carried 168,000 passengers, not counting large numbers of Boy Scouts who traveled in regular trains.

## Railroad YMCA Fall Campaign Gets Under Way

**T**HE ANNUAL fall membership campaign of the Railroad Young Men's Christian Association is now getting under way. From coast to coast, in cities and towns throughout the United States and **Canada**, members of the "Y" are organized to conduct a canvass in their communities in an effort to surpass last year's enrollment record of 132,000 members. That was the largest enrollment in the 84-year history of the YMCA in North America.

The wholehearted co-operation and support of both management and labor has been and is a major factor in the success of the Railroad "Y." But the continued popularity of the "Y" among railroad men goes much deeper than this.

Everyone who joins has his own particular reason for affiliating himself with the Railroad "Y." One railroad man joins because the "Y" offers evening classes in a variety of subjects. Another joins because the "Y" is, to him, "a home away from home."

Another joins because of the fellowship it brings. Still others join because the "Y" helped their sons learn to swim.

Whatever the Railroad "Y" may mean to the individual—whether a place to eat, a place to get laundry done, an informal educational spot, a place to meet old cronies, a retired railroaders' club, a place to watch TV or to enjoy a leisurely game of checkers, it is always a friendly club, a place to meet good people and to while away the hours pleasantly.

## Famous Five Feature watches— exclusively Hamilton

Only Hamilton Five Feature watches have all five:

- 1 22 jewels
- 2 shock-resistant
- 3 antimagnetic
- 4 fully adjusted
- 5 lifetime Dynavar mainspring



Sequin \$79.50



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## SLAG RAILROAD BALLAST

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Plus prestige styling and renowned accuracy. Good reason why railroad people prefer Hamilton—to give and to own. See these and the other fine new Hamilton watches at your jeweler's, or ask your time inspector. There's a Hamilton just waiting for you.

**HAMILTON**

✦ The watch  
of railroad accuracy

## Car Handling

(Story begins on page 11)

carry motorcycles or don't know how to look after them."

Mr. Francis said he had just received a **L170** machine back from a Wembley dealer with **L30** worth of damage.

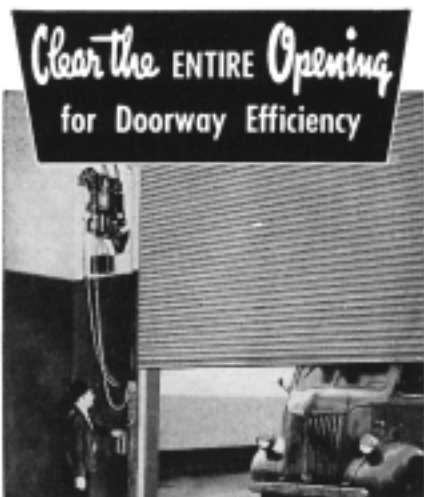
Yet Mr. Francis added: "Without doubt British Railways could be the most convenient way of delivery." Nothing more could be done to protect the machines, he explained.

A spokesman for **B.S.A. Ltd.** said: "Ninety per cent of our deliveries are now made by road.

We have our own fleet of vehicles. We have done this because of delay and damage, primarily the damage."

The question every American railroad man, and every Erie man, must ask himself is this:

"If customer reaction to careless handling costs the British Railways thousands of pounds—and a pound is nearly \$3—is my handling of cars costing my railroad, the Erie, thousands of dollars, or is it making friends so the railroad can continue to earn the money with which it pays me?"



Kinear Rolling Doors coil up and out of the way, clearing the entire opening, from jamb to jamb and floor to lintel! The rugged interlocking steel-slat curtain glides into instantaneous action with either manual or push-button control. Write now for all details.

The KINEAR Manufacturing Company

1820-40 Fields Ave., Columbus 16, Ohio  
1742 Yosemite Ave., San Francisco 24, Calif.  
Officer and Agents in Principal Cities



## Delaware Division

(Story begins on page 12)

All this made the trip slow. The crowd was so large that the train ran in two sections. At one point in the blinding snowstorm the engine of the first section went on the ground, and it took an hour to get it back on the track.

### Gift of Venison

Too, some section hands expected the first train to be only one train—safe operation was a rudimentary art then—and a "dirt car" on which they were riding collided with the second section.

But cannon boomed in the towns as the train passed through, and when the train reached Deposit gifts of deer taken in the forest nearby were made to those aboard it.

But that dire prophecy was never fulfilled, and President King's bold and optimistic prophecy of the amount of traffic the railroad would carry looks like the pessimism of a crepe-hanger today.

### River Relocated

How well the men of those days built with the few tools at hand and their limited resources can be best appreciated by riding the line and seeing the few relocations that have had to be carried out.

At Boucheaux, where chronic land slides from a cliff interfered with operation, the Erie has had to "relocate" the river, cutting away the Pennsylvania side to comply with requirements of the Army Engineers, who have charge of the river, a legally navigable stream, in order to move the track away from the dangerous cliff.

The only tough grades are to be found near the western end of the division, where the road climbs Tuscarora Mountain at Gulf Summit to

pass from the Delaware watershed to that of the Susquehanna.

There, west-bound, the ruling grade is **1.08%** and the average grade is **1%** for **6.7** miles. East-bound the ruling grade is **1.36%** and the average grade is **1.2%** for **6.5** miles. In the days of steam the grades were tough indeed, and gave rise to the Matt Shay class of locomotives, giant articulateds that were really three steam engines in one, with driving wheels under the tender as well as two under the boiler.

Today's Diesels have "flattened" the grades.

Like the rest of the division, the scenery is magnificent, and the view from milepost 188 looking out over the valley of the Susquehanna has long been famous.

But if nature imposed penalties on the men who were bold enough to cross the mountains with a railroad, the boon of beauty she conferred is one that attracts more visitors to the area every year. Even the destruction wrought by hurricane Diane has had no lasting effect on the tourist trade, and thousands enter the area every year to hunt, fish, or just enjoy themselves in primeval surroundings.

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

• • •

The railroads carry about 75% of all the mail handled by the United States Post Office Department. Every day of the year some **22,500,000** pounds of mail matter, comprising some 116,000,000 separate pieces of mail of all classes, are transported by rail.

## THE KIMBALL SAFETY PRODUCTS CO.

9310 WADE PARK AVENUE

CLEVELAND

OHIO

Dividend Letter

(Story begins on page 10)

freight rose only 2.03%, less than half the increase in operating cost.

Carloadings up to the end of August lagged 3.4% behind those of 1956, and the slight increase in freight revenues reflected a rate increase granted by the ICC that took effect on Dec. 28, 1956.

Mr. Von Willer emphasized the need for the Erie to continue its "program for progress," an aggressive modernization and cost-cutting project that has been under way for 10 years.

He also told how the maintenance and repair program has not been cut to the extent that might ordinarily be the case under reduced traffic volume.

Wage Boosts to Come

"It is obvious," he told the shareholders, "that it will cost more to do this work (maintenance and repair) after Nov. 1 when employees' wages will again increase 7 cents an hour as provided in the three-year contract, with the probability of another "cost of living" increase at that time. The contract also calls for a 7 cent an hour increase on Nov. 1, 1958.

"These inflationary forces present a continuing challenge, however, we are confident they can be overcome so as to keep Erie's 16-year consecutive dividend record intact. While I cannot anticipate what dividend action the board will take in the future, I believe it is generally recognized in financial circles that the declaration of a 25 cent dividend for the third quarter is an indication that the board of directors intends to place the stock on a \$1a year basis.

"With present business conditions and the outlook for the immediate future, we have every reason to expect that our earnings will be sufficient to maintain the dividend at this rate.

"I can assure you, however, the Erie management will be doing everything it can to improve the earnings position of the company and the return to its shareowners."

■ ■ ■

Income Tax Forms

(Story begins on page 10)

now and sending it in. General office employees should notify their department heads of their new addresses. All others should use the form.

The form, already addressed, will be found on page 34.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Anderson, Thorsten Alexius	Operator	Corry	8- 1-57
*Bechtold, Harold Andrew	Tool Room Attendant	Avoca Stores	7-31-57
Bowers, Benjamin Franklin	Machinist	Hornell Diesel Shop	8- 3-57
*Brown, Thomas	Laborer	Meadville Shop	8-13-57
*Bush, Joseph	Trackman	Susquehanna Division	7-10-57
*Camodeka, Vincenzo	Laborer	Brier Hill Shop	8-11-57
Casterlin, Ora Lincoln	Road Conductor	New York Division	8- 2-57
*Collier, Robert Henry	Ledger Clerk	Hornell Acct. Dept.	6-14-57
Coon, Harry Blound Dell	Chief Clerk	Marion	7-21-57
Covault, Cecil Girard	Conductor	Kent Division	8- 8-57
*Coward, William James	Foreman	Susquehanna Coach Shop	6-26-57
*De Laura, Nicola	Track Foreman	New York Division	7-19-57
Driscoll, Joseph William	Yard Brakeman	Hornell, Susquehanna Div.	7-15-57
*Duane, Richard Thomas	Conductor	New York Division	8- 2-57
Edgington, John "E"	Crossing Watchman	Marion Division	8-10-57
Elbert, William	Trackman	Kent Division	7-31-57
*Fitzgerald, Linus Clement	Car Inspector	.Port Jervis	7-21-57
*Fraser, Robert	Yard Conductor	Jersey City	5-18-57
*Grady, James Beemer	Structural Steelman	Port Jervis	8-14-57
*Gumina, Giovanni	Track Foreman	Croxtton	8- 2-57
*Gustina, Frank Samuel	Boilermaker	Hornell Backshop	5-26-57
*Hausle, Rudolph	Yard Brakeman	Croxtton	5-31-57
Healey, Jeremiah Thomas	Switchtender	Hoboken	3-23-57
Hein, Martin Joseph	Engineer	New York Division	7- 8-57
*Houseman, John Frank	Engineer	Mahoning Division	7-16-57
Kurfess, Leland Stacey	Asst. Supt. Car Dept.	Cleveland	7-28-57
*Lenz, Theodore Otto	Electrician	Cleveland Coach Yard	7-21-57
Lindstrom, John Albert	Electrician	Jersey City Shop	8- 6-57
*Lockwood, John Seiloff	Pipefitter	Jersey City Pasgr. Car Yd.	8-14-57
*McCabe, John Joseph	Yard Brakeman	Youngstown	8-13-57
*Moyer, Fred Clarence	Crossing Watchman	Mahoning Division	7-20-57
Ricciardo, John	Head Claim Checker	Cleveland (Rev.)	8- 8-57
*Savage, Paul Jay	Fireman	Kent Division	6- 7-57
*Shaffer, Earl Almond	Acetylene Welder	Meadville Car Shop	7- 8-57
*Singley, Charles William	Pipefitter	Avoca Locomotive Shop	7-23-57
Sliwicki, John	Carpenter	Marine Department	7-29-57
*Stoberl, Philip	Machinist	Buffalo	7-27-57
Stoeber, Charles Anton	Asst. Fgn. Fht. Trf. Mgr.	New York	7-23-57
*Stone, Mark Victor	Engine Dispatcher	Brier Hill	7-18-57
*Swenson, Nils	Crossing Watchman	New York Division	5-21-57
*Warner, Lester Myers	General Foreman	Port Jervis	7-21-57
*Williams, Harry	Trackman	Mahoning Division	5-18-57
*Woznyj, Paul	Carman	East Buffalo	8- 6-57
*Retired Employees			

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BALLAST CLEANING CO.

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WHitehall 4-4200

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RAILROAD REPRESENTATIVES

300 MARSHALL BLDG.

CLEVELAND 13, OHIO

## Port Jervis

(Story begins on page 5)

But until the railroad came, the town was tiny, and hugged the high ground.

In fact, it was not until the canal fever period that the settlement got a name of its own. Then, in 1820, construction of the Delaware and Hudson Canal began, and, in 1827, when the canal was finished, the town was named for John B. Jervis, chief engineer of the canal company.

Even then most of the present site of the town was a swamp.

In 1848, the year the Erie's tracks reached Port Jervis, the true, solid growth of the community began, and today it boasts more than **9,000** inhabitants.

The swamps are gone, and the town can boast of restaurants and stores that attract visitors from New York, and the natural beauty of the area leads people from all over the United States to the city on the banks of the Neversink and Delaware, which boasts that it is the most beautifully located town in Orange County.

### Coach and Caboose

But that is only part of the story—for Erie people the enthusiasm of the crowd that thronged through the Erie's train—a Diesel-electric locomotive, Training Car No. 10, a modern coach and a caboose—was the thrill of the week-long affair.

In six days 8,018 persons visited the Diesel, walked back through the

training **car**, where they **learned** what makes a Diesel **go**, into the coach and on into the caboose.

These visitors came not only **from** Port Jervis, but from **all** of the United States. And many, some of them adults, turned out never to have been aboard a train before. These expressed surprise at the obvious comfort of the modern coach—No. 1007 was on display—and said that for them, at least, the train would be the way they'd pick to travel next time.



**BRAKING A TRAIN** is fun—even when the brakes are aboard the training car.

● ● ●

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

VIA COMPANY MAIL

Dear Mr. Winters,

I have moved since Jan. 1, 1957, and am not a general office employee. 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 .....

Payroll No. .... Shop or  
Division .....

Social Security No. ....

*Erie Railroad Magazine*



**Many-armed giant helps  
the railroads make their beds**

Stone ballast on roadbeds is packed firmly by ingenious machines such as this air-pressure tamper—helping to assure smooth rides for passengers and freight.

# More Railroad Progress like this depends on adequate earnings

## ***Isn't this common sense?***

America's railroads have spent more than twelve billion dollars since World War II to improve their service — with new equipment, better roadway, new operating techniques.

These improvements are as important to America as to the railroads themselves. And the self-sustaining railroads are ready to make many more — as fast as they can earn the money to pay for them.

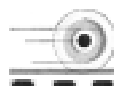
That's the hitch. Railroads just aren't earning enough money these days to put into operation all the improvements they have developed. Railroads

*could* make enough money to do more of these things, for they are — by far — our most efficient system of mass transportation. But their earning power is hamstrung by outdated public policies that favor competing forms of transportation.

As a result, the railroads' earnings are reduced — and the nation loses some of the benefits of railroad progress. In your interest — in the interest of *every* American family — railroads should be permitted *equal* opportunity to earn an adequate return on their investment. ***Isn't this common sense?***

**AMERICA MOVES AHEAD WITH THE RAILROADS**

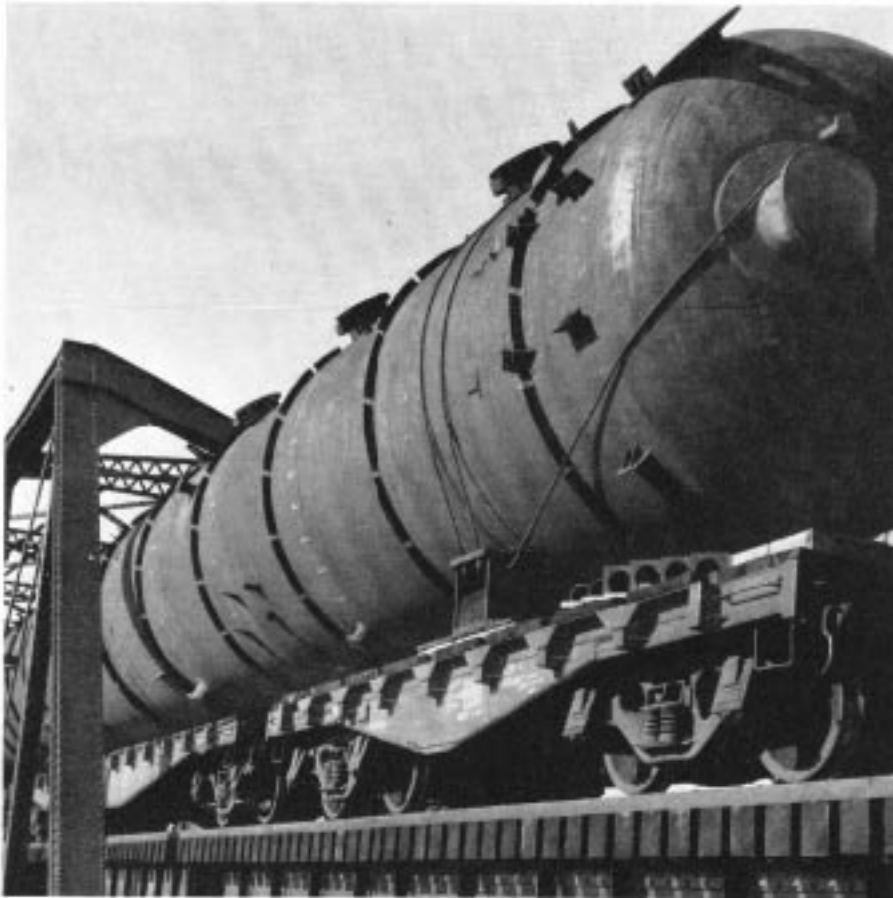
Association of American Railroads, Washington, D. C.



**YOUR BASIC TRANSPORTATION**

# 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!"



## Erie Railroad

Dependable Service For The Heart Of Industrial America