THE PRESIDENT'S PAGE

RECENTLY 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.

H. W. Nor Walker
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October, 1957 .......................... Volume 53, No. 8

OUR OBJECTIVE
Primarily the Erie Railroad Magazine is published for Erie employees 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 employees on and off the job.

THE COVER:
With a two-unit Diesel helper on the rear end, an eastbound 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

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Business Indicator

Freight Cars Loaded on the Erie and Received from Connecting Railroads

* STEEL STRIKE
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.

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.

(Save turn to page 34)

Photos by Harold C. Whitford

October, 1957
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.

(Next page, please)
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 employes 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 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.

NEW WINDOW’S operation is checked by William Hicks.

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.

(The 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.

October, 1957
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.

Erie Men, Women
Enjoy Sports
at Club

SOME 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.

(A Next page, please)
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 Controller’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.

**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.


...
Costs up, Dividends Go Down

INFLATIONARY 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 shareholders 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 shareholders 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 (Please turn to page 33)

Further Track Studies Show Better Way

FURTHER 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

NOTHING 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 move, and many of those hundreds neglect to inform the accounting department.

Then, after the forms are mailed, they are returned to the railroad’s accounting office at Hornell, embarrassing 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 widespread 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 (Please turn to page 33)
Careful Handling Keeps Business on Railroads

Shippers Shift to Other Transport When Goods Are Damaged

No 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 advisor 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 to 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 (Please turn to page 32)

Priority Holds Up Vaccine

The 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.

October, 1957
IT 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-
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.

(Turn the page, please)

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.
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 (compass) 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, \(4^\circ 51'\) to \(6^\circ\), 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.
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 division 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 began.

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

October, 1957
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 Piermont, 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.

(Cut the page, please)
PEOPLE YOU KNOW

MAYNARD R. BALL
Ticket Clerk

ARTHUR J. BAILEY
Relief Dispatcher

JAMES G. AINEY
Trainmaster

MARK T. LYCETTE
Manager, Telegraph Office

JOHN W. CLOSE
Construction Man, Communications

GEORGE E. SWARTWOOD
General Foreman—Wreckmaster

HERBERT F. CORTS
Third Trick Dispatcher

All Working on the Erie at Salamanca
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 its 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 Cunion, Mr. and Mrs. Joseph Duane, Mr. and Mrs. George Adams, Mr. and Mrs. Albert 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. Paterson. 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. Duney, track foreman; C. P. Tillotson, leading maintainer; Charles Paulis, 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? headed 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.

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 Supi. 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 Zaporiski;

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 Pauletto; girls’ 50-yard dash, 14 years and over, Joan Lindner;

Shoe scramble races, Alex Logan, Sharon Lauser, Kathleen Veno and Glenn Pauletto; 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,
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 Naftzier, clerk, Kent yard; M. E. Evans, foreman at Akron and president of Akron chapter.

NAME
Leason B. Allen
Nelson A. Anderhalt
William C. Arthur
Tindaro Ballato
August Bieler
Alphonse Bonauto
Lester W. Brillhart
Grover J. Congdon
Earl G. Crane
Lee H. Dalley
Stephen Delack
Alex Harmanowicz
William K. Holmes
Percy G. Irving
Godfrey W. Kahlens
Max C. Kimball
Thaddeus N. Kinney
Homer N. Lewis
Dennis D. Lighthart
Leonard J. Mackesy
Howard S. May
Richard J. McCarthy
John McKinney
Eli Minovich
Arthur Munson
Thomas J. Newcomb
Walter B. Rathfon
Eugene J. Rice
Martin Schultz
Leo Slawinski
John Trapani
Joseph J. Ventolo
James F. Watt
James E. Wickham
Harold P. Wolfe
Robert J. Wright
John Zabriskie
Charles Zara

POSITION
Engineer
Engineer
Track Foreman
Plumber
Track Foreman
Chief Clerk, Rev. Bur.
Chief Clerk
Engineer
Engineer
Machinist
Car Repairer
Brakeman
Machinist
Chief Clerk
Road Conductor
Engineer
Relief Engine Disp.
Warehous Forman
Engineer
Engineer
Machinist
Engineer
Air Brake Man
Engineer
Running Repair Fore.
Plumber Foreman
Passenger Trainman
Car Inspector
Boilermaker-Welder
Trackman
Switchtender
Pipefitter Welder
Engineer
Conductor
Assistant Chief Clk.
Pipefitter
Machinist

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Service
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 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 Manatoe 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 Coughlii, 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 “Rocketteas,” 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 engine, recuperating after a two-month illness; Mrs. D. M. Smith, who was injured in an automobile accident; Mrs. John F. Carey, recovering slowly after a long illness, and Mrs. H. Higley, mother of George and Henry, who was injured seriously in a fall.


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

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 stormy week in New York is followed by the sights in Ottawa and Montreal as she entertained a guest from California.

Mary Jacubio enjoyed the food, sights and hustle of New York City.

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 Decarlo tells us that the computer 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 Lake-wood, announced his intentions of deserting bachelors 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.

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 Cornings.

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.

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

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 railroad ing you're in, there's an ICS course that can help you in your career. Every course is supervised by practical railroadmen. You study at home, in your spare time. Clear, easy-to-follow instructions lead you through every step. Get set for success! Send the coupon today for complete details.

Special discount for Erie employees

INTERNATIONAL CORRESPONDENCE SCHOOLS

Explain fully about your course marked X: Box 33066K, Scranton 15, Penna.

Railroad Administration
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R. R. Air Brake
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& Air Brake
Carpentry & Millwork
Chemistry
Civil Engineering
Commercial
Construction Engineering
R. R. Diesel Electrician

Name
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city
Occupation

Zone State

Erie Railroad Magazine
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 Lake-wood, 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.
**Marion Division**

**HAMMOND CONSOLIDATED**

By Grace Connole

Congratulations to William A. Ebert, relief yardmaster, on his promotion to third trick yardmaster; to Jerry Hill, jr., who is now regular relief yardmaster, and to Yard Brakeman Billy DePew who is handling the extra relief work.

Stanley Pontious, operator, looks forward even more eagerly to his days off since he bought a hi-fi record player. We know Stanley likes to be alone with his music, so quite a few of us are thinking of paying him a visit at his apartment for an evening of music, soft drinks and pizza. Of course, we’ll leave the empty bottles and pizza ends around for Stan to clean up, and we know we’ll get another invitation to spend the evening with him again real soon.

Eunice Turner, IBM operator, and family visited her folks in Alabama on vacation. They made the trip in their new automobile.

Aug. 16 proved quite a day to remember for the Roy Elkins (freight house foreman) family. Mr. and Mrs. Elkins were feted by their four daughters and a son at dinner in Whiting. It was the Elkins’ 41st wedding anniversary and they received the news of the birth of their first great-granddaughter.

Rate Clerk H. L. Kinzie became a grandfather for the ninth time on Aug. 22 with the arrival of a daughter at the home of his son, Carl, in La Crescenta, Calif. Cynthia Lynn has a brother, David, one year old.

Frank Vamos, mail handler, and wife vacationed in Tullahoma, Tenn., with her relatives and family friends.

Relief Clerk Bob Thomas and family visited their folks in Terre Haute, and then traveled through eastern Kentucky.

George Berg, general clerk, was a guest at his sister’s cottage at Shaker Lake, Monticello, on vacation in August.

Bill Clerk Allen Kindt’s brother, Howard, and Marla Mae Haman were married July 6 in a double ring candlelight ceremony at the Pine Street Presbyterian Church. Allen was an usher and his son, David, was ring bearer.

The staff at Hammond has been augmented by the addition of Carole Crowe relief clerk.

**14TH STREET, CHICAGO**

By Chris Hardt

Howard VonPosch, timekeeper, and wife, Helen, made a train trip to Miami, Fla.

“A frog is an X-shaped device that enables wheels running on one track to cross the rail of another track.”

Freight Agent G. J. Sheridan and family kept cool on Cape Cod.

Floyd Barth, freight house teller, and family went to Long Island.

E. C. Wise, OS&D clerk, and family motored to Michigan and Wisconsin. However, Ed spent most of his vacation at home with his “do-it-yourself” electrical equipment.

Jerry Dempsey, relief rate clerk, and wife, Denise, went to their home town, Swampscott, Mass., on vacation. They attended the wedding of a girl friend and Denise was a bridesmaid.

The Gould family homestead for 40 years has been sold by Interchange Clerk Robert Gould’s mother, who will make her home in Hayward, Wis. Bob’s dad, a local physician, died last year. Bob packed his hi-fi records and music library and moved to an apartment building nearby.

Joseph Broniec, delivery clerk, and family fished at Algonquin, Ill., on vacation, and Lawrence Herzog sealer, and family went to Hayward, Wis.

Our new switchboard operator is Elaine Colwell.

R. J. Meek, assistant agent, and family made a trip to the Smoky Mountains and also visited their home town near Hornell.

**TRANSPORTATION**

By C. R. Swank

Best wishes go to Conductor J. E. Smith, who has retired after 39 years of loyal service with the Erie.

(Next page, please)
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 Battaglino, W. N. Stenfelt, Dick Taylor, Alice Sikorsky, Warner Holcombe and Bob Kratz.

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

Denise Vaikotis is no longer racing around the office but getting ready to prepare formula for an expected arrival. Incidentally, Denise dent ed 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 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. Brelan journeyed to Colorado Springs to visit his father.

Art Haas spent some time in Cleveland.

Seymour Kravitz toured Florida.

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.

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 Otten, has been appointed to the Merchant Marine Academy at Kings-point, 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

October, 1957
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.

David 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.

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 Nalewaiski, 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 Pocanos (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 Nalewaiski 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.
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. Chrzanowski, 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 clam digging 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. Menningan, 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 relatives 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. Chrzanowski, branch clerk, J. Schmidt, trucker, and J. Traynor, dock laborer-cooper.

RAILROAD CORPORATION

SIGNAL AND TRACK DEVICES

Chrysler Building

NEW YORK 17, N. Y.
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 employee, has been discharged from the Army and visited us when he returned from service in Germany. He will resume his studies at Notre Dame.

**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.

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 McGarrrity, Al Posochowicz, Quentin Doyle and Edith Petrone (retired).

Congratulations 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 Ulrich, former cashier, visited us recently. He certainly is a fine example of the pleasure awaiting retired employees.

Congratulations to those celebrating service anniversaries, Herman F. Miller, 50 years, Loretta R. Loggan, 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

THE 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.

SLAG RAILROAD BALLAST
Sand & Gravel
THE BUFFALO SLAG CO., INC.
866 Ellicott Square Bldg. Buffalo 3, N.Y.

October, 1957
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?”

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 dangerous cliff.

The only tough grades are to be found near the western end of the division, where the road climbs Tuscunga 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.)

Kinnear 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 slides into instantaneous action with either manual or push-button control. Write now for all details.

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

THE KIMBALL SAFETY PRODUCTS CO.
9310 WADE PARK AVENUE
CLEVELAND OHIO
Dividend Letter

(Story begins on page 10)

freight revenues reflected a rate in-
ned for the Erie to continue its
ressive modernization and cost-cutting
crease granted by the ICC that took
gust lagged
half the increase in operating cost.

"program for progress," an aggres-
volume.
be the case under reduced traffic
and repair program has not been cut
10 years.

1956, and the slight increase in
owners, "that it will cost more to do
say to the extent that might ordinarily
be the case under reduced traffic

Wage Boosts to Come

"It is obvious," he told the share-
owners, "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 con-
tract, 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 ac-
tion the board will take in the fu-
ture, I believe it is generally recog-
ized in financial circles that the dec-
laration 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 ex-
pect that our earnings will be suf-
icient 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 of-
office employees should notify their de-
partment heads of their new ad-
dresses. All others should use the
form.
The form, already addressed, will be
found on page 34.

October, 1957

FRANK SPENO RAILROAD BALLAST CLEANING CO. Incorporated
306 North Cayuga Street Ithaca N. Y.

W. H. MINER, INC. EFFICIENT RAILWAY APPLIANCES
CERTIFIED FRICTION DRAFT GEARS
CERTIFIED RUBBER DRAFT GEARS
POWER HAND BRAKES
TRUCK SPRING SNUBBERS

THE ROKEREY CHICAGO
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. Division

Social Security No.

Erie Railroad Magazine
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?
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!"

(Reprinted as an example of magazine ads run to inform shippers of Erie services)