EVERYONE in the railroad industry has had demonstrated to him in the last few months how important government laws and regulations are to our industry, and what far-reaching effects they have on our future.

We must not forget that the Transportation Act of 1958 resulted from a study by the elected members of Congress on the plight of the railroads; nor should we forget that at every level, elected officials of township, village, county, city and state have great influence on the welfare of America's railroads.

The lesson we can learn from this experience is that railroad people can help themselves by being more actively interested in the legislative records of candidates running for office. Then the important thing is to exercise the cherished privilege we have of voting in each and every election. Granted, national presidential elections are more glamorous; but the "off-year" elections are just as important and should not be neglected.

Good government depends on good officials who, in turn, depend on good citizens. The way to good government is to know who the candidates are and what they stand for. Good citizens will vote for those candidates who, by their records, have shown they are working in the best public interest and deserve to be elected. It is equally important to let those running for office know we are working for their election and why we are doing so.

The November elections will soon be here. I hope every Erie employe will accept his responsibility for sound government by using his voting privilege. To act or not to act when it comes to politics is a matter of personal choice. But not to act is the wrong choice.
Oldest Employe Magazine in Railroad Industry . . . Our 54th 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, 1958  Volume 54, No. 8

THE COVER:

The Erie Railroad's new car shops lie beside the main line at Meadville like a huge "L," with an upright 1,425 feet long. The roofed part of the base is 425 feet in length. The roofs cover 4.3 acres and 3,224 feet of railroad track. More about the shop on Page 5.

Meadville Tribune Photo

George C. Frank ...... Asst. to President
Talbot Harding ....... Associate Editor
William S. Gamble ............ Secretary
John F. Long .... Photographer-Reporter

Distributed free of charge to Erie Railroad employes. To others, $1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1327 Midland Building, Cleveland 15, Ohio.
Freight Cars Loaded on the Erie and Received from Connecting Railroads

### Dollar Figures at a Glance

<table>
<thead>
<tr>
<th>Month</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
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<tr>
<td>Month of August, 1958</td>
<td>$12,905,826</td>
<td>$13,202,677</td>
<td>($296,851 *)</td>
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<td>1957</td>
<td>15,342,680</td>
<td>14,952,281</td>
<td>390,399</td>
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<tr>
<td>First Eight Months, 1958</td>
<td>$100,326,706</td>
<td>$105,224,783</td>
<td>($4,898,077 *)</td>
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<td>1957</td>
<td>116,726,484</td>
<td>114,843,220</td>
<td>1,883,264</td>
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(*Losses in italics)
Cars' Ills Cured by Men in $4,000,000 Erie Shop

New Facility Is Blend of Hospital and Factory; Light and Airy

THE ERIE's ultramodern, $4,000,000 shop on the banks of French Creek at Meadville is busy upgrading box cars to make them like new in surroundings that are a blend of hospital and factory.

It is, of course, true that any and every car shop is a hospital for rolling stock, but there aren't many that can boast the near-hospital cleanliness or the pleasant surroundings, wonderful lighting and modern ventilation that the Meadville shop has.

For example the paint shop gives four cars a complete coat of paint in about forty minutes (the sides and roof take about three minutes a car and the ends a bit longer) without spilling a drop of paint, and with practically no trace of paint odor.

But it's a long way from the rip track to the paint shop, and the best way to describe what's going on in the new aluminum and translucent plastic building is to begin at the stripping tracks and work toward the paint shop, just as a car coming in for upgrading does.

The six-track stripping and straightening area has a station with permanent steel scaffolds and wide platforms that may be set at any height to allow the men to work on any part of the car exterior conveniently and without use of ladders, and a straightening pit.

Under the current program, car ends are straightened, the wood linings completely stripped from the cars, the doors removed, corroded parts cut away and a full inspection of the cars carried out. A locomotive crane on an adjacent track picks up the heavier pieces of scrap and loads them aboard gondolas.

No Litter Here
As soon as the car is completely stripped it enters the roofed shop.

Here the hospital-like atmosphere, so different from the usual car shop, immediately strikes one.

There is no litter of cables, tubes, hoses and what-not all over the floor. The floor here in the main repair and assembly shop is white, and free of columns. The walls are silver and the whole is light and airy, thanks to overhead sunlight that streams in through corrugated walls of plastic and glass fibers.

Bright Colors
There is no black paint anywhere and there are some bright colored areas in the design. The huge bridge cranes that span the 100-foot wide room are bright yellow; the trusses supporting the roof are silver; even the piping along the walls is silver, relieved here and there with yellow, blue, green and red identifying symbols.

Claude N. Swartwood, a veteran of 48 years of service with the Erie, is superintendent of the new car shop.

October, 1958
Car Shop

A NEW SIDE SECTION is riveted in place by Vito V. Mecca while Martin J. Burke holds the rivet in place. Anthony Spiotto heated the rivet.

GEORGE YUCHAK burns off a side door bottom guide in the stripping area.

A NEW SIDE SECTION is riveted in place by Vito V. Mecca while Martin J. Burke holds the rivet in place. Anthony Spiotto heated the rivet.

The other thing that first strikes the visitor is the vast size of the room, for it is 600 feet long, and the bottom chord of the roof truss is 44 feet above the floor.

Down the room run three tracks, two tracks for cars being repaired, and a third to bring supplies of the bulkier sort to the workmen.

98 Service Boxes

The cars under repair move down the two outside tracks, and here, at the start of the assembly line, there is a side shop devoted to plate fabrication, a room 250 feet long, 75 feet wide and 33 feet high where steel plates for car sides are cut and shaped to size. Just outside it is open air storage of similar dimensions for steel.

In the old days the floor around the entryway of the shop would have been a maze of cables and hoses leading to men using welding equipment, a maze that would have to be cleared away every time a car moved.

There is no such encumbrance in the new shop. Throughout the shop and in the stripping area there are 98 service outlet boxes. To the lay eye there is nothing boxlike about them, but it is due to them that the floor is free from hoses and tanks of oxygen and acetylene.

Plug in for Everything

Every box has four heavy columns at its corners, and is covered with a rigid steel platform to protect the outlets themselves. And the outlets in each box are many and colorful. Here one may plug into 110 volt or 440 volt current; natural gas, compressed air, acetylene or oxygen, and each of the outlets has its own color code—blue for air, yellow for gas, green for oxygen and red for acetylene.

But to get back to the area nearest the entrance here today men work at installing new plates or new parts of plates in the car sides, or putting on new side door bottom guides, all of which come from the plate shop. They may plug into the outlets they want, whether they wish to heat rivets,
use an oxy-acetylene torch, strike an arc with an electric welder, or operate riveting guns.

The next three shops off the main room are all the same size—100 feet long, 75 feet wide and 20 feet high. First of the three is the blacksmith shop, where ladders are straightened, grab irons and steps re-formed; the machine shop, fully equipped to turn out any part that might have to be turned, milled, drilled, planed or broached in metal; and the truck shop.

Trucks Stripped Down

Every one of these three has its own storage area just outside its doors, and its own materials handling equipment. Beyond the storage area are two delivery tracks.

To those who have never seen an Erie truck repair team at work, it is amazing to see the speed with which the teams that work on the trucks snake them out from under the cars, move them to the truck shop, and there strip them down, with the aid of several small cranes and a knee-high track, into their component parts, inspect, clean and reassemble them.

Once their sides, trucks, ladders, and grab irons have been renewed, the cars pass under a small gantry crane, the legs of which have working platforms for the men. Here there is a pressure riveting machine that can drive and head cold rivets for the roof, and it is here that new roof panels are applied. At this point the doors are hung.

The car is then ready for re-lining, and moves on to yet another station in the shop. (The cars are moved by cables attached to electric or compressed air winches.) Here it is opposite the wood mill and storage room, a room 125 feet square.

High Grade Pine

The lumber is high grade pine or fir, and the linings are all made of clear tongue and groove stock. Men working outside the car cut the material to the precise size called for by the men working inside. First the floor is laid.

Then the sides are put in with four men working on special ladders that are also platforms to hold the lumber. Although the men work fast, their teamwork is so smooth, and the boards are pulled up so tight that when the car is loaded with salt, for example, not a grain can escape.

One reason for the speed with which the men work is the small number of nails they drive.

If it weren't for the noise of the air-operated nailing machines coming from the next two stations on the assembly line, anyone might wonder why such carefully fitted

(Please turn to page 28)

NEW WALL LINING is applied by Santo Miciche, John Hozan, William Martinelli and Joseph Santoli. The wood is all clear pine.

MILLARD WASCZAK drives nails into the flooring by machine.

PAINTING THE MODERN way, Lawrence Bill does not seem to be working. Yet he paints a box car in three minutes from his position on the machine.
Erie Spends $126,000 on Cliff to Keep Portage Span Safe

A NEW FACE HAS BEEN PUT on things, and the cliff has an armor of concrete and steel designed to prevent further crumbling and weathering.

BEFORE THE WORK began there were masses of overhanging rock and loose stone in the cliff.

Concrete and Steel Coat Protects Rock Face

NATURE creates cliffs, and then destroys them by "erosion, weathering, frost action and settling, and few processes in Nature are as irresistible as the one that reduces cliffs to heaps of rubble.

But now and then railroad engineering staffs must resist that process. A case in point is the cliff above the upper falls of the Genesee River at Portage, where the Erie Railroad has just spent $126,000 to stabilize the west bank of the river.

The decision was taken, not to prove what man could do, but to save the important Portage Viaduct, an 818-foot long bridge that crosses the deep gorge the Genesee River has cut in the New York landscape, a chasm that many find as inspiring as that cut by the Niagara River.

Bridged Since 1851

The rails on the bridge deck are more than 200 feet above the bed of the river, and carry the busy traffic of the Buffalo division (see Erie Magazine for May, 1958). Railroad bridges have crossed the Genesee at this point since 1851.

The first was a wooden bridge that burned in 1875; it was immediately replaced with a wrought iron-structure that was strengthened and rebuilt in 1903 and 1943.

But no bridge, no matter how carefully cared for, is of any use if the ground at either end of the bridge falls away.

And that was just what was happening at Portage Viaduct. The west bank, a sheer cliff of sedimentary rock, was wasting away.

Spray from the falls below moistens the rock all summer long:
water from the highlands to the west of the stream seeps through between the layers of rock throughout the year. In winter the water freezes, prying the layers apart little by little.

Early this year there were dangerous overhangs in the cliff structure, and at points huge masses of rock had fallen out, crashing to the foot of the cliff, with shocks that shook the cliff and loosened it that much more.

Action Under Study

Maintenance of way forces of the Erie had been watching and studying the action for years. Finally, early this May, the time had come to act. Further falls might endanger the piers of the west end of the viaduct.

The time had come to act.

A ten-point plan was drawn up, based on the long years of observing just what conditions were at the site, and materials arrived at the working area on May 19.

Work Started

Then the work began. First the overburden at the top of the cliff was removed; then all hanging rock was pulled away from the cliff face. Next the pile of loose rubble at the foot of the cliff was excavated to a depth of six feet to expose the cliff face.

Next all loose rock was scaled from the face of the cliff, and the cliff washed down with a water and compressed air blast over an area 101 feet high and 198 feet wide.

Then holes were drilled into the cliff and lined with removable rubber inserts. A temporary cement waterproofing was then applied over areas where seepage was apparent.

Once that had hardened, cast iron weep pipes, three inches in diameter, were installed to drain off the seepage. Next, a special permanent waterproofing was installed, to a thickness of one-quarter inch over the entire cliff face.

Then the rubber inserts were removed, and grout applied through the holes where the inserts had been.

The grout was pumped, under

(Please turn to page 27)
Erie President Sees Rails
Given Chance to Compete
Mr. Von Willer Expects New Day of "Transportation Marketing"

The Transportation Act of 1958, and the public opinion that produced it, have given railroads an opportunity to create competition, rather than merely meeting it as in the past, Harry W. Von Willer, president of the Erie Railroad, told the Atlantic States Shippers Advisory Board and the Elmira Area Traffic Club recently.

Mr. Von Willer was the principal speaker at the semi-annual meeting of the shippers' group.

He declared that a changed attitude exists in the railroad industry and the year may see the end of "freight solicitation" and the beginning of "transportation marketing."

Act Is Praised
"By taking advantage of the inherent and economic advantages of railroad operation such as the ability to move volume tonnage and lower line-haul costs, we will again become competitive both in price and service," Mr. Von Willer said. "The shipper will benefit."

He claimed that railroads are now in a position to reaffirm and re-study their entire pricing program, giving consideration to volume rates, incentive rates, agreed charges, piggy-back, and the application to railroad pricing methods of the same kind of thinking that industry in general uses.

Praising the Transportation Act of 1958 passed by the last Congress, he declared it is a positive contribution to sound national transportation policy leading to greater competitive equality which is bound to benefit the American economy.

New Plan 3 Rate
The railroad official told of the Erie's new piggy-back Plan 3 which offers shippers a flat rate of $451 for moving two loaded highway trailers with a maximum of 70,000 pounds between New York and Chicago. He said the rate applies where one commodity is less than 60 per cent of the total shipment. He explained that railroads operating between Chicago and the West Coast are offering similar inducements with minor variations.

Another effort for more freight business is a new "agreed" rate by certain railroads covering movements of bituminous coal from various origins to six destinations if a shipper's volume during the previous 12-month period exceeded 1½ million tons, he said.

Mr. Von Willer declared that the most important element in railroad marketing is to offer shippers a complete package combining service and rates. "I am sure the prime effort of the railroads in the future will be in the direction of trying to fill the buyers' needs," he said.

"The American people have proven by their support that they regard the railroads as an essential segment of our economy," Mr. Von Willer said. "They will not be satisfied until the whole job of bringing the transportation policy up to date on federal, state and local levels is completed."

Apply Early for Erie Scholarships

Now is the time for children of Erie Railroad employees to make application for one of the five 1959 Erie Scholarship Awards.

Open to sons and daughters of all employees whose Erie-employed parent did not earn more than $9,000 in the previous calendar year, the scholarships amount to $1,000 a year for four years.

Applicants must be high school seniors, and, whether they are to be graduated in mid-year or in June they should make application now. Mid-year graduates are warned, however, that applicants may not have attended a college or university at the time the qualifying tests are administered in April of 1959.

How to Apply

Application may be made either on the special post card distributed with pay checks during November, or by writing to Paul J. Kindler, secretary of the Erie Railroad Scholarship Administrative Committee, 1302 Midland Building, Cleveland 15, O.

Kindler urges that application be made promptly, not only because the forms to be completed by the applicants and their schools are lengthy, but because times and places must be set for the competitive examinations. All applications are lengthy, but because times and places must be set for the competitive examinations. All applications (Please turn to page 29)

Don't Lose Out on Possible Income Tax Refund Check

Few things are so pleasant as cash in hand, especially when you saved that cash painlessly. One way to get that kind of cash is to receive an income tax refund from the government.

But you can't get the refund that may be due you unless you file a return. And you can't file a return without 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 the railroad accounting department and the employe.

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 (Please turn to page 30)
Belt Forces Lay Plans for Drive in Legislature

From all indications, forces behind the attempt to get the right of eminent domain for a three-commodity transportation system are laying plans for another campaign to start when the Ohio Legislature meets next January.

In previous attempts to secure legislation Riverlake Belt Conveyor Lines, Inc. indicated that it planned to enter into contracts to carry only the three basic materials used in the steel industry--coal, iron ore and limestone.

Accordingly, it would be a contract carrier and not a common carrier, yet it wanted the privileges of a common carrier without the responsibilities that go with them.

Common carriers have been granted the right of eminent domain, the right to take, pay for and use, easements for their business, but that right is granted them only because they agree to serve everyone indiscriminately, no matter what his business, or what the size of his traffic. This, the proposed belt proponents are not prepared to do.

Under the powers Riverlake has asked for they could run their belt conveyor through farms, across existing private residences, or through established factories. Terms of their demands are broad enough to criss-cross Ohio with a network of such structures.

So apparently railroad employees are going to have another battle on their hands if and when another bill is introduced in the Ohio Legislature.

Railroad YMCA to Meet

On Nov. 5, 6 and 7, 1958, an international assembly of the transportation departments of the YMCA's of the United States and Canada will be held at the Mayflower Hotel in Washington.

Paint Rate Suspended

Most recent example of the way railroads are hampered in their attempt to serve the public at a competitive price was the order of Division 2 of the Interstate Commerce Commission suspending a new tariff on paint and related products.

The new "incentive" rates, designed to attract greater volume, were scheduled to become effective Oct. 1, but were suspended by the ICC on protests filed by truckers.

Since then the railroads have filed a petition for reconsideration of the suspension, asking that the carriers be permitted to carry paint at the new rates during an investigation of the proposed charges.

Briefly, the rate would encourage larger rail shipments of paint by offering a sliding scale similar to that used by utilities companies to encourage greater consumption.

For example, a shipment of paint or related products (varnishes, turpentine, paint oils, etc.) between Cleveland and New York would be subject to the following rates: first 30,000 pounds, 73 cents; second 30,000 pounds, 66 cents; all over 60,000 pounds, 55 cents.

Thus while a 30,000 pound shipment would pay $219, a 75,000 pound shipment would cost the shipper only $499.50.

Oops, sorry. Not used to my new glasses yet.

Joint Track Use

There have been no developments since the ICC, because of protests by Elmira interests, stayed its order approving the joint use of Erie and Lackawanna tracks between Binghamton and Gibson, N. Y., by the two railroads.

The ICC granted the railroads permission to proceed with the necessary work on July 24. These changes would have cost the roads $1,630,000, but would have saved them an estimated $1,090,000 a year.

The stay was issued on Aug. 27, and forbids the railroads to proceed with the plan until further hearings are held. The new hearings were asked for by the same groups in Elmira that had opposed the change at an earlier hearing. No shipper has objected to the change.

Jersey City Ferry

The Erie’s request to lift an injunction requiring the railroad to continue operating the Jersey City ferry during proceedings before a three-judge federal court was denied. The application for the stay had been made to Justice William J. Brennan, jr.

Meanwhile the three-judge court set Nov. 3 for a hearing on the merits of the case.

Acting under the powers granted by the Transportation Act of 1958, the Interstate Commerce Commission issued an order permitting ending of the service, with an effective date of Sept. 14. New Jersey then challenged the constitutionality of the Transportation Act, and the three-judge court issued the injunction pending its decision in the case.

The first known use of the word "refrigerator car" was in May, 1867, when the Railroad Gazette noted that a novel feature called a "refrigerator car" had been added to the Blue Line Fast Freight Service, operating between Chicago and eastern cities.
Vision, Determination Built
Erie’s Meadville Division

Men of Erie Needed Both to Overcome Obstacles and Chaos of War

Just west of Salamanca, at the point where the Dunkirk Branch turns northward along the banks of Little Valley Creek, the Meadville division begins.

The division’s existence is due to the foresight and the dogged determination of early Men of Erie and their friends, who overcame the obstacles to a route to the west.

Those obstacles were not merely natural ones—although they were many.

Among the man-made obstacles were the early laws relating to railroads. Most legislatures of the 1850’s feared that any rail connections with other states would lead to loss of trade for their own states; but businessmen, among them Marvin Kent of Franklin Mills (now Kent), knew that the way to profit from the country’s wealth was to assure the free flow of commerce.

Kent and other early business leaders, many of them from Meadville and Jamestown, in consultation with officers of the Erie, found ways around barriers; then the panic of 1857 shut off many sources of money for the roads that were to become the Atlantic & Great Western, now a part of the Erie.

Money from Spain

Money was raised abroad, much of it by a Spanish banker, railroad builder, lawyer and politician, Jose Mayol y Salamanca, who, much later, was to be raised to the Spanish peerage.

Then the Civil War made foreign investors reluctant to invest in American securities, especially during the months that war with England threatened.

How those early men succeeded is a story in its own right—a long, fascinating and complicated one. One of the results of the struggle to furnish an easy way for the residents of Ohio, Pennsylvania and Western New York to get their products to the Eastern seaboard is the milepost numbering west of Salamanca.

For here the numbering begins again and follows that established for the A&GW. Allegany division milepost 413.98 is taken as Meadville division milepost 1.43.

After crossing Little Valley Creek on a through truss bridge 139 feet long, the road parallels the Allegheny River to Red House, which, like Salamanca, is within the borders of the Allegany Indian Reservation. At Red House the double tracks separate, and the westbound main follows a route of long embankments built in the early years of this century to make pulling easier for the engines of that day.

The two tracks come together on normal centers again at Steamburg, at the western end of the reservation, and a station from which milk is shipped in cans in special high-speed Erie cars to the New York consuming area.

1404 at 14.04

Just before the railroad reaches Steamburg, the right-of-way leaves the Allegheny, crosses Cold Spring Creek, and climbs to the crest between the Allegheny valley and that of Little Conewango Creek.

The crest is reached at MP 12.9. The scenery here is beautiful, especially in the fall, and, as if in recognition of this fact, a colony of beavers have built a dam beside the right-of-way, on the north side.

And at MP 14.04 the road is just 1404 feet above mean sea level. MP 14.04 is RH, the top of Randolph Hill, and a famous...
one in the days of steam railroa-
ding. For, in the days before the 
Diesel, the grade between Ran-
dolph and RH was an infamous 
one. It was a "rolling grade" for 
eastbound trains. In the four 
miles from Randolph to RH the 
steam engines faced grades as 
steep as .85%, and one stretch of 
over a mile is .65%. As a result, 
when the steamers finally crossed 
the crest their trains were barely 
rolling.

Today's Diesels have flattened 
the hill, so far as the men in the 
cab are concerned, and there is a 
50 mile speed limit on the hill in 
either direction—but that is be-
cause of the curves.

Randolph is a pleasant place, 
just 17.6 miles from Salamanca, 
perched high on a ridge over-
looking the Little Conewango, a place 
of long views with yellow brick 
creamery buildings in the fore-
ground, and a factory that makes 
aluminum ladders.

B&SW Joins Main

From Randolph the road de-
cends to MP 22.87, where the 
Little Conewango is crossed on a 
through plate girder bridge; and 
here the B&SW (Erie Magazine 
for September) can be seen com-
ing in from the northeast.

Here at Waterboro, MP 23.04, 
the B&SW track becomes the west-
bound main, and is reached by a 
No. 16 switch controlled by the 
dispatcher at Salamanca. However, 
between Falconer and Waterboro 
estbound B&SW trains use the 
B&SW track for there are no fac-
ing point switches in the east-
bound main. The tracks are car-
ried on separate embankments.

Both lines follow the north bank 
of the Conewango through Ken-
nedy and Poland Center; pass 
north of Hartson Swamp, cross 
Cassadaga Creek and then par-
allel the Chadakoin in Falconer 
and Jamestown.

Falconer is a center of the wool-
en industry, and fire-brick and lin-
ings for high-temperature furnaces 
are made here.

And four miles beyond Falconer 
is one of the most important of the 
Erie cities—Jamestown on the 
banks of Chautauqua Lake. Here is 
one of the greatest concentrations 
of the furniture industry in the 
world.

Jamestown furnishes bedrooms, 
dining rooms and living rooms the 
world around; its steel furniture 
is met with in offices and fac-
tories; its unholstery is famous.

Doors as Well

Plywood and doors, also natural 
products for men and machines in 
the furniture trade, are also made 
here; and there is a lively worsted 
trade.

The factories line both sides of 
the Erie through the town, barely 
leaving room for the road's Diesel 
and car shops.

But Jamestown knows how to 
play as well as how to work. 
There is an open-air ice rink be-
side the tracks downtown; and on 
the outskirts, and in the suburb of 
Lakewood, where the Erie skirts 
the shores of the lake, residents 
make full use of the scenic and 
recreational possibilities, and many 
a Jamestown man can step from 
his living room to his boat, or to 
a springboard.

From Lakewood to NE tower 
both tracks follow a right-of-way 
built to replace the one the pio-
neers of the A&GW constructed. 
They were pressed for funds; but 
in 1906 traffic had reached a level 
that demanded easy grades and 
curves, and money was available 
for improving the line.

The present route avoids a large 
number of ups and downs of the 
old line, and its tight, 19th-Century 
curves. For much of the way 
glimpses of the old route may be 
seen. The new one is a dramatic 
affair of deep cuts and long em-
bankments, of few but gentle 
curves.

Westbound trains climb the 
gentle to moderate grades between 
Lakewood and Watts Flat, passing 
through Ashville. At Watts Flat, 
on the edge of a swamp, the grades 
become nonexistent or slightly de-
scending for more than three miles.

Columbus and Erie

Only two miles from Watts Flat, 
however, the tracks separate into 
the Bear Lake line and the Co-
lumbus & Erie line.

The Bear Lake line is the old 
main line; the Columbus and Erie, 
13 miles long, was built in 1906 
to 1908 to provide a low-grade 
line that would avoid the steep 
grades of the older line.

The C&E leaves the Bear Lake 
at milepost 47, Niobe Junction, also 
(Please turn the page)
BRIDGE OVER BRIDGE, and the Erie Railroad's eastward track crosses the westward line and both cross French Creek east of Cambridge Springs.

DAIRY PRODUCTS FROM nearby farms are processed in this modern plant at Cambridge Springs.

WESTBOUND WAY FREIGHT does some switching at Ashville, N. Y.

known as NE, turns south along Little Brokenstraw Creek, and then runs west through Benson Swamp, along the banks of Swamp River, and rejoins the Bear Lake at Columbus Junction (CM). Grades are slight—the steepest ascending grade for eastbound traffic is .2%.

Elevation at NE is 1438.5; at CM 1434.4, and the highest point on the C&E is 1450.5.

Bear Lake Grades

The Bear Lake line is a different story. Its route between NE and CM is only nine miles long, but eastbound trains face grades as steep as .98%; westbound trains face grades up to .89%. And it reaches an elevation of 1549.6, nearly 100 feet above that of the C&E.

Today eastbound freights use the C&E; westbound freights and all passenger trains use the Bear Lake. As the eastbound freights approach NE they slow to a walking pace in order to take on the extra crew man that New York law requires, for NE lies close to the Pennsylvania-New York line.

Once the trackwork around the junctions is passed, both lines are single track.

The Bear Lake takes its name from the station of that name at the top of the hill, and nearby is the lake itself, once a source of natural ice. From the summit to CM, where double tracks begin again, the line follows Valley Creek, Cold Spring Brook and Coffee Creek.

Deep Shale Cut

Along the way the Bear Lake passes through a deep cut in shale, a cut greatly admired by the maintenance of way department. For the forest trees growing up to the edge of the cut keep it relatively free of snow in winter, and the bottom of the cut is wide enough so that the ice that forms from seepage of springs may be pushed away from the tracks easily.

At Columbus, Brokenstraw and Coffee Creeks come together, and here the Erie crosses the Brokenstraw, and shortly thereafter the Hare, and then the road climbs into Corry.

Corry is a busy city, with factories making steel office furni-
tecture, oil field equipment, springs, and components for electronic devices. The Erie's station here is a modern red-brick building, and the road is paralleled by one of Corry's principal thoroughfares.

**French Creek Valley**

The road descends sharply as it leaves Corry to reach the valley of the South Branch of French Creek, and from here to Meadville, as the road follows first the branch, and then the main stream, river grades predominate.

Just before the road reaches Concord (MP 66.17) the Pennsylvania crosses the Erie's double track line on a single track bridge, a bridge that for many years was the longest (350 feet) single span truss in the world.

At milepost 72 the Erie reaches Union City, long noted for its wooden chairs. Today molded fiberglass boats are built here, and there is a brand new plant that uses ash from the surrounding forest to make handles for garden tools.

**11 Curves for 21**

As the road leaves Union City, the eastbound and westbound tracks separate.

Westbound trains follow the original main line—a line with 21 curves, and many changes of grade. The newer, eastbound track, was built in the early years of this century—many of the bridges were finished about 1914. This new line has only 11 curves, and no dips in its steady ascending eastbound grade.

The new line, too, is a quarter of a mile shorter than the old. Throughout, it is higher than the old line, and crosses it at two places on bridges.

**Two Layers of Road**

At one of these crossings, both lines cross French Creek, on separate bridges, with the eastward track's bridge above that of the westward track.

The new line is a super-railroad, with highways carried above or below the track, long fills and long cuts.

The separation lasts for 14 miles, to the east end of Cambridge Springs passenger station.

October, 1958
Sir:

It isn't often we write a letter of thanks; however, I feel that your Boston office staff should be commended for their very courteous and prompt handling of our recent request concerning the delivery of New Haven car 31228.

This was a car we shipped out of Florence, under the name of Marshall-Burns, on February 24, consigned to Hillman's Warehouse, Chicago. In order to satisfy our customer, it was necessary that this car be delivered not later than Friday, February 28.

Unfortunately, we do not have the names of the people we talked with; however, I assure you that the service we obtained was more than we usually receive from transportation companies.

Clayton C. Craft
Traffic Manager
Pro-phy-lac-tic Brush Company
Florence, Mass.

Sir:

Many times we have occasion to complain about the service the railroad companies give us but in this case, we have received some outstanding cooperation in receiving information and quick delivery on cars routed from Lockport, N. Y., to our various warehouses.

Specifically, we have had excellent service from the freight agents at Huntington, Indiana, and Marion, Ohio. Because of our personal contact with you, we thought you would appreciate knowing this, and perhaps pass this information along to their superiors in the traffic department.

Our warehouses are located on three other roads, so thus we really appreciate the service you have given us.

With every good wish and kind est personal regards.

J. F. Dillon
Vice President, Sales
Great Lakes Distributing Corp.
South Bend, Ind.

F. W. Knecht, Jr.
Vice Pres. and Gen. Mgr.
Brainard Steel Division
Warren, Ohio

Sir:

I would like to take this opportunity to commend the personnel of your Traffic Department, namely, Messrs. Percy Treible and Harold Kreisheimer, for the fine control and conscientious follow up on the movements of our car load freight.

It is a genuine pleasure for us to pass on commendations such as these as we are sure it will be gratifying to you to know that such service does not go unnoticed.

T. M. Scanlon, Traffic Control
Cleveland District Traffic Office
Ford Motor Company
Cleveland, Ohio

Sir:

Just a word of thanks and appreciation for the excellent treatment afforded by your passenger service in Warren; Hoboken, New Jersey; and New York City.

Very recently, a party of six from Warren (Mr. and Mrs. C. J. Heltzel, Mr. and Mrs. J. Q. T. Ford, and the writer and his wife) left Warren via Erie for a Grace Line Cruise. The ticket arrangements were made in Warren through your agent here, Mr. Pete O'Grady. He suggested a means of handling our voluminous baggage, which was most helpful. We were met in Hoboken by Mr. Lightholder, who saw to it that our baggage got safely to the pier.

On our return to New York, we were met aboard ship by Mr. Monsell, who saw us through Customs and arranged to have our baggage brought back to Warren with no effort at all on our part. He was also good enough to see us from the ship to our hotel in New York--despite the fact that debarkation was much later than originally scheduled.

F. W. Knecht, Jr.
Vice Pres. and Gen. Mgr.
Brainard Steel Division
Warren, Ohio

Erie Railroad Magazine
Erie Veterans News

DEAR VETERANS:

During the "dog days" most chapters have been content to confine activities to outdoor picnics, clambakes and, of course, the system outing at Conneaut Lake. With the advent of the fall season, no doubt, business matters will receive more attention. So I will enumerate several items which I feel should be considered. Of course, others will occur to the chapter officers and members.

There is probably no single item that is of more importance to the members of our association than the welfare of the railroad industry. The principle of fair competition has now been established, but the enactments fall far short of providing for equitable consideration on the part of taxing, legislative and commission bodies of the government. Every member should continue to be constantly alert and actively support any proposals that are designed to place the industry in a more favorable competitive position in the world of transportation.

Nominations for the elective system officers are now being solicited by the nominating committee. Each chapter member should insist on having a voice in the selection of the candidates for office.

It is not too early for the chapters to set up plans which will assure them an adequate representation at the annual system meeting in Huntington next January. I can personally assure you that this meeting and social gathering will be one of the very best. You can't afford to miss this one. Those Hoosiers are wonderful hosts.

Let's not forget the special inducement offered new members during the last three months of the year--free membership until January 1, 1959.

In October, 1960, the Erie Railroad Veterans Association and the Buffalo chapter will be hosts to the United Veterans. This event has acquired the reputation of being the most elaborate as well as the most economical social event that is available exclusively to past and present railroad employees. At this great gathering of several thousand members you have an opportunity to see united effort in action. These parties require thousands of dollars to put on, if they are to reflect favorably on your association. The Buffalo chapter has undertaken to handle the financial planning for this project, but it will require the support of every member of every chapter to put this affair over in the accustomed style.

I hope that the chapters will start at once to consider how they can best supplement the efforts of your executive board and the Buffalo chapter. This one is a must.

Fraternally yours,

L. E. Rodgers
President.

Hornell

By Chester Cole

The Hornell chapter holds their regular meeting the first Wednesday of each month at the I.O.O.F. Hall on Broadway.

Every member is welcome to attend the meeting and we would like to have each one bring a new member.

The Veterans picnic was well represented this year. We had three winners for the door prize: Travis Wood, John Wilder and Eldyn Lonsberry.

We had two members and two reinstated members last month: Dominie Mardo, Donald Pearson, Daniel P. McRae and James Clark.

Henry Hebenstrait has returned to work after being in the hospital.

Four of our members have retired this summer: John Nagy, Lee Hamilton, John C. McAndrews and Dominic Tesone.

Hope to see you in Boston in October.

Youngstown

By S. D. Bean

Two important events are fading into history, but the pleasant memory still lingers.

They were the annual picnic at Conneaut Lake--favored with a fine crowd, wonderful weather, great entertainment--and our local stag party, Aug. 24th., in our picnic grounds at Youngstown.

The weather was bad, rain all day, but the new pavilion saved the event. Everybody was under shelter, so we let it rain.

Our secretary, Ralph Fero, and wife are in Florida, no doubt visiting Ray Louis and helping him catch fish.

Veteran Rex Reebel and wife also are vacationing.

Matt Kenney and wife are planning a trip to Calif.

The writer had his first visit to the Mammoth Cave in Kentucky. Wonderful!

Talk and rumors of the fall flight to Florida, California, and other southern parts by veterans who winter outside of Ohio is growing stronger each day.

Don't forget our regular meeting the first Wednesday of each month, K. of C. Bldg., Youngstown.

Youngstown Auxiliary

By Mrs. F. L. England

Youngstown Ladies Auxiliary entertained the Meadville Auxiliary Sept. 16, at Pioneer Pavilion, Mill Creek Park.

Each lady was presented with a corsage on arrival at the pavilion. Group singing was led by Mrs. Ray Pierce, and after it a delicious dinner was served to the 81 ladies present. Tables were attractively decorated in blue and white.

Mrs. William L. Halliday gave a most entertaining reading of William Wordsworth's "We Are Seven."

A short business session was conducted by the Youngstown group's president, Mrs. Fay Hill, who welcomed the Meadville members.

Mrs. Glenn Houghtling, Meadville president, and several other officers in her party responded.

Mrs. George Fricker and the social committee had charge of the afternoon's diversions, which consisted of cards and bingo. Several door prizes were given.

Coke and coffee were served before the Meadville group were taken to the passenger station to board train no. 6 for home.

Hostesses for the day were Mrs. William Devenny, Mrs. Rex Reebel and Mrs. Joseph Rishel.

October, 1958

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<tr>
<th>NAME</th>
<th>POSITION</th>
<th>LOCATION</th>
<th>YEARS</th>
<th>SERVICE</th>
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<td>Commercial Agent</td>
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<td>Super Stations &amp; Car Service</td>
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<td>John A. Longo</td>
<td>Head Rate and Division Clerk</td>
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<td>Anthony J. Grismer</td>
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<td>Antonio Bucci</td>
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<td>Clerk-Typist</td>
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<td>William L. Hamilton</td>
<td>Road Commander</td>
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<tr>
<td>William W. Hawley</td>
<td>Loco. Engineer</td>
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<td>Joseph J. Honeychurch</td>
<td>Telephone Operator</td>
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<td>George J. Hudack</td>
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<td>Boleslaw Kozniewski</td>
<td>Patrolman</td>
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<tr>
<td>Ralph O. Leverington</td>
<td>Asst. Section Foreman</td>
<td>Cleveland, O.</td>
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<tr>
<td>Sebastiano Libordi</td>
<td>General Branch &amp; Secretary</td>
<td>Hornell, N.Y.</td>
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<tr>
<td>Edward F. McClean</td>
<td>Passenger Engineer</td>
<td>Buffalo, N.Y.</td>
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<td>Robert C. Mitchell</td>
<td>Lumber &amp; Tie Inspector</td>
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<td>Harold H. Taylor</td>
<td>Asst. Engineer MoW Yard</td>
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<td>Dominick Tesone</td>
<td>Yardman</td>
<td>New York, N.Y.</td>
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<tr>
<td>George D. Wandell</td>
<td>Road Conductor</td>
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<tr>
<td>Andrew J. Dedinsky</td>
<td>Lead Engineer</td>
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<td>Raymond G. Barnes</td>
<td>Machinist Helper</td>
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<td>John J. Beck</td>
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<td>Barney Benzioni</td>
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<td>Lewis A. Boyden</td>
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<td>Edward V. Burke</td>
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<td>James G. Cardomy</td>
<td>Machinist</td>
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<td>Benjamin E. Cuddickgeback</td>
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<tr>
<td>George C. Cunion</td>
<td>Machinist</td>
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<td>Alice T. Dobler</td>
<td>Machinist</td>
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<td>George F. Ervin</td>
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<td>Antonio Fritti</td>
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<tr>
<td>Gattano Fortuna</td>
<td>Lab. Chemist</td>
<td>Croton, N.Y.</td>
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<tr>
<td>Wasyl Gill</td>
<td>Report Clerk</td>
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<td>Anthony J. Grismer</td>
<td>Conductor</td>
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<td>Clifford V. Harrow</td>
<td>Passenger Conductor</td>
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<tr>
<td>Philip D. Holiott</td>
<td>Signal Maintainer</td>
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<tr>
<td>Frank X. Jones</td>
<td>Conductor</td>
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<tr>
<td>Richard W. Klees</td>
<td>Clerk</td>
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<tr>
<td>Alexander Kokot</td>
<td>Fireman</td>
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<tr>
<td>Ella E. Lizza</td>
<td>Tractor Driver</td>
<td>Port Jervis, N.Y.</td>
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<tr>
<td>John A. Longo</td>
<td>Loader</td>
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<tr>
<td>James P. Lowery</td>
<td>Engineer</td>
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<td>Morris M. Markle</td>
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<td>Victor Martin</td>
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<td>John C. McAndrews</td>
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<td>Robert E. O'Grady</td>
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<td>Chicago, Ill.</td>
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<td>Jona M. McKeon</td>
<td>Dispatcher</td>
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<tr>
<td>Frank Orlando</td>
<td>Asst., Vice President</td>
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<td>Burns R. Perfect</td>
<td>Locomotive Inspector</td>
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<td>Michael M. Petrenchik</td>
<td>Supervisor</td>
<td>Port Jervis, N.Y.</td>
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<tr>
<td>Paul B. Rittenauer</td>
<td>Train Dispatcher</td>
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<td>George D. Schirmer</td>
<td>Asst., Vice President</td>
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<td>Bernard Simmons</td>
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<td>James E. Smith</td>
<td>Locomotive Inspector</td>
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<td>Charles W. State</td>
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<td>Nelson Stoddard</td>
<td>(TreeNode)</td>
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<tr>
<td>George E. Teems</td>
<td>Clerk-Mate</td>
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<td>Herbert C. Thompson</td>
<td>Clerk-Mate</td>
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<td>Frederick F. Weil</td>
<td>Clerk-Mate</td>
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Kent Division

MARION

By Lucille Osmun

A testimonial dinner honoring Patrick F. Nichols, asst. engineer, m. of w., was held Aug. 6th at Hotel Harding, Marion. Pat retired Aug. 31st.

James P. Morrissey, division engineer, was toastmaster. Responses were made by John S. Parsons, Harry J. Weecher, Frank Roberts, Donald H. Jordan and Robert H. Lewis.

Pat was presented his retirement certificate by Mrs. Parsons, and James T. Flynn, asst. die. engineer, presented him with a gift.

Out-of-town guests were: John S. Parsons and wife, Harry J. Weecher, Frank Roberts and wife, Ronald H. Jordan and wife, Eldon Wygant and wife, Paul B. Schneck, William H. Leatherman and John W. Weaver.

Rodger V. O'Dea, captain of police, and family spent their vacation visiting friends in the east.

Michael Melnyk and wife spent their vacation in New Mexico and report a wonderful trip.

Jesse Lott, operator at GN of. rice, and wife have returned after spending their vacation in Michigan visiting James and his family.

AKRON

By Besse Westbrook

Steve Welbing, trucker, wife and children are enjoying their vacation in Cumberland, Md. with his wife's sister and family.

Harry Ford, foreman, and wife are in Canal Winchester, Ohio with their son and family and Harry's father.

Wayne White, rate clerk in the revision bureau, and family are spending their vacation touring the west, stopping in Houston, Texas with his sister and family and going on to Los Angeles.

R. E. Snyder, chief clerk in the revision bureau, and Mrs. Snyder spent a week on Otsego Lake, Michigan and touring the surrounding country. They crossed the
Andrew Kavulla, Jr., caller, and family together with Steve Toth and wife enjoyed their vacation in Michigan, stopping at Mackinaw City and other points of interest.

Julia Williams, typist, and husband vacationed at Cedar Point.

Electrician A. K. Beeching’s son Bob was recently discharged from the U. S. Army.

W. L. Thompson, night foreman, diesel shop, spent his vacation along the Ohio River.

Bruce Field, stenographer in the traffic department, is looking handsome with his new crew hair cut.

B. J. Kaliszewski, chief clerk, Akron yard, and wife have just returned from a Florida vacation.

F. D. Bott, chief clerk, Akron yard, retired, has moved with his wife to Ridge Manor, Florida where they are building a new home.

Susquehanna Division

HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

On Thursday, August 21st there was a dinner held at Jack Smith’s Restaurant by mechanical department supervision honoring Blacksmith Foreman John Nagy, Hornell Back Shop, who retired August 1st after 36 years of faithful service with the Erie, and Diesel Gang Foreman William L. Hamilton, Hornell Diesel Shop, who retired effective September 1st after 40 years of faithful service.

Mr. E. Branning, general master mechanic, presented Mr. Nagy and Mr. Hamilton with their retirement certificates.

Mr. L. F. Cleveland, general foreman, presented the pair with gifts.

Mr. Hamilton’s son, Wesley Hamilton, and Mr. Nagy’s sons-in-law, Robert Aldrich and Edward Boyden were also present.

Mr. H. C. Whitford, diesel maintenance instructor, acted as toastmaster.

Out-of-town guests were: R. J. Lares, chief clerk, supt. motive power, Cleveland; H. B. Trace, welding supervisor, Cleveland; M. L. Larkin, engr. of tests & chief chemist, Meadville; N. C. Stanton, foreman, Corning; A. J. Dillon, retired chief clerk to general master mechanic, Jersey City.

We welcome James Pries machinist apprentice, at Hornell, recently transferred from Buffalo.

Mr. and Mrs. J. R. Mahoney, clerk, spent two weeks vacationing in New York State and Canada.

Glenn Flansburg has given up fishing and gardening to enjoy the more cultural art of living. Recently he and the Mrs. spent a week at the lake swimming and boating, and also have been seen at the drive-in theater.

Congratulations to Joseph Snyder, machinist apprentice, who was married August 23rd at Hornell.

John J. McNerney, clerk, and Monroe Kase, machinist, Hornell diesel shop, recently attended the Moose Convention at Chicago, Ill.

Allegany-Meadville

SALAMANCA

By S. Minneci

Yard Brakeman Les Rettberg won his sixth straight Elkdale Country Club golf championship by defeating Ted Kochan 8 and 7 in the 36-hole final of the club’s annual tournament.

This makes Les’s eighth Elkdale title.

Former Erie employe Dan Minneci of Orlando, Fla. visited relatives and friends in Salamanca, Olean and Alfred the last week in August.

Yard Clerk Howard G. Stephens vacationed with relatives in Lock Haven, Pa. the week of August 25th.

New York Division

SUPERINTENDENT’S OFFICE HOBOKEN

By Mary A. D. Meyer

Vacationers last month included Mr. and Mrs. Frank Bookstaver and family; Mr. and Mrs. Emil Welle and son Lawrence; Mr. and Mrs. Dick VanDercloster; and George Hafesh.

Mr. and Mrs. J. T. Corbett and Alice Shama took their vacations at the shore.

Mr. and Mrs. George De Puy visited Pittsburgh.

Mr. and Mrs. Thomas Decker spent a recent vacation week at Akron.

Mr. and Mrs. J. G. Meulener spent a week at the shore.

One-day vacation trappers have been: Rosemary Van Riper, to Bradley Beach; Mr. and Mrs. Clifford Beckwith and family, to Kansas City, Mo. and Kansas City, Kans.; Mr. and Mrs. Joe Nalewalski and family, to Lake Hopatcong;

Mr. and Mrs. Joe Angelo, to the shore; Mr. and Mrs. Milton Bertram, to Shohola, Pa.; and Tom Rooney to the ball games.

Congratulations to Mr. and Mrs. George De Puy who celebrated their 26th wedding anniversary Aug. 6th.

Cards have been received from Hertha Karpinski, vacationing in Germany, and from retired Operator Bill Fitzgibbons.

A retirement dinner honoring Laura Reed, traffic dept., New York, who retired July 1st was held recently in the Manhattan Room of Commuter’s Cafe, N. Y. C.

Co-workers in attendance at the dinner were Antoinette Geerinck, Christina McNamara, and Mary A. D. Meyer.

Others present included Mary Quinn, asst. vice president & gen. mgr.’s office; Laura Coleman, Pier 19; and Mrs. Mary Rosney Brady, a former traffic dept. employe.

Recent visitors to the office have been Al Wester and John McNaughton.

WEEHAWKEN DOCKS AND LOCAL

By Violet Schmitt

Topping the list of proud new grandfathers is Bud Reed demurrage clerk, whose 7 lb 13 oz. granddaughter, Kathy Joan Fisher, arrived in St. Joseph’s Hospital, Paterson on Sunday, August 17th, which date coincidentally just happened to be Bud’s birthday.

Bud’s daughter, Joan, and son-in-law Donald, are the happy parents of this bundle of joy.

Al Rockefeller, son of former Agent George H. Rockefeller, and also a former Erie employe himself, now with the U.S. Steel Company, visits us quite often and confided that he is now a grandfather for the second time.

Mr. and Mrs. Lehmann of Franklin Lakes announced the arrival of this baby girl on August 15th and will name her Kathy.
Lynn. Mrs. Lehmann will be remembered as Joan Rockefeller. Just when Mr. and Mrs. Frank Smith dock clerk, were all set to go south to Florida for a three-week vacation, Mrs. Smith was rushed to the hospital for an operation and Frank is spending one week as Chief Cook and Bottle Washer.

However, we are pleased to say the patient is doing nicely and they will go to Florida to resume the balance of that vacation at a later date.

Joe Hayes, husband of Marie Hayes employment clerk, is coming along nicely at Veterans Hospital in New York City and felt well enough to spend a few weekends at home.

Friends of Mrs. Cooney, formerly Mildred Ritz when employed by the Erie at Weehawken, were sorry to hear that she is currently in the Hospital for Crippled Children in Newark for observation due to an arthritic condition. We sincerely hope she will be well enough to return to her husband and children in West Orange, N. J. in the near future.

Mr. and Mrs. J. Chrzanowski, branch clerk, and son, John packed the car and headed north as far as Portland, Maine where they visited with John's brother who is a dentist up in those parts. They stopped off at Boston and other places of interest on the way and, of course, did plenty of fishing whenever the opportunity presented itself.

Rose Marotta, telephone operator, and Matty joined her mother, sister and other members of the family for a few days’ vacation at Wildwood, N. J. The days were perfect, weatherwise, for swimming and the boardwalk provided plenty of night spots for evening entertainment.

J. McGrath, checker, came back from his vacation looking well-rested due to the fact that he enjoyed the comfort of his own back yard and took occasional trips to the beaches and baseball games in and around New York and New Jersey whenever the mood moved him.

Andy Mignoli’s good tan reflects the fact that he is spending a few weeks at the seashore where he is taking advantage of the salt air and ocean breezes. Mr. and Mrs. A. Mignoli, dock laborer, chose Point Pleasant as the ideal spot.

We understand D. Corradino, extra trucker, is a jetty jockey down Brielle, N. J. way.

J. J. Ricciardi, acting foreman, and sons Nick and John, jr. attended the Yankee game the day the Old Timers put on their show. John, jr. had the good fortune of catching a ball hit by Norm Sieburn, Yankee outfielder.

The J. J. Murphy’s, cost clerk, split their vacation this year to please all the members of the family. One week at Atlantic City ocean bathing; one week at the Catskill Mountains, where they took in a few out-door movies; and the final week Jimmie is repairing his house and preparing for the Fall season.

In between travels, he and his attractive daughter, Peggy, dropped in to visit with us for an hour or so.

Mr. and Mrs. Bob Pelletreau, extra trucker, and son Bob, jr. enjoyed Florida so well last year they went back for three weeks more of that famous sunshine.

J. Zmyslowski, extra trucker, wife and children, John and Dolores, motored to Loring Air Base in Maine to visit a nephew and while there took in the sights and magnificent scenery of the Maine State Fair.

On their return trip, they renewed some old acquaintances in Massachusetts and Connecticut and on one occasion went mushroom picking.

The newly organized Erie fishing group took off for a few hours’ outing aboard a chartered fishing boat, blue fishing at the Shrewsbury Rocks. But rough water made them turn back to the calm waters of the Bay where both fishing and refreshments could be enjoyed.

According to reports, the blue fish were just not running but a good time was had by all.

However, J. McGowan, tally clerk, will long remember this venture. The sunshine was too strong for his fair Irish complexion, and he had sun poisoning to such a degree that he had to go unshaven for a week and even his new son didn’t know him.

Error of omission: a few months ago, we mentioned that Mr. and Mrs. Patsy Inglese, Stover, were the proud parents of a baby girl, Mary, and that there were two other children in the Inglese household, Deborah and Patrick, jr.

We forgot a most important member, however. There is also John, aged 3, who somehow didn’t get into the picture.

Mike Foligno, dock laborer, and son have become sea-minded via the purchase of a 21 ft. cruiser.

The two play boys of Weehawken Docks, Frank Hans, watchman, and Harry Newby, patrolman, reported having a good time on their return from the Catskill Mountains.

With Labor Day week-end over, summer is officially on the wane and this last summer fling was taken advantage of by Agent Brown who went to continue where he left off on the building of his home at Lake Hopatcong.

Assistant agent Kalle, after playing Mr. Fixit repairing the sink he broke at home, went to a few barbecue birthday parties at Waldwick.

Bud Reed, demurrage clerk, remained at home to see that the new arrival was well taken care of.

Arthur Viaud, claim clerk, closed summer operations at his Kearnsburg Summer Resort.

Ed Ringle, cashier, visited with his brother at Wallpack, N. J. on the Delaware River.

Leo Hudson, dock clerk, returned from a vacation at the seashore.

JERSEY CITY FREIGHT CAR

By Ruth Trent

Bill Brazel, retired train yard foreman at Croxtown, was a recent visitor. He’s feeling fine and will attend the convention in Boston of the United Veterans Association.

Bill Dowries, retired clerk, wants to say hello to all his friends and extends an invitation to visit him. He’s in building No. 2, second floor, Bergen Pines Hospital, Paramus, N.J.

O c t o b e r vacations: Stanley Boyce, car foreman, driving to San Francisco to visit his daughter; Jimmie Skelenger to visit relatives in St. Petersburg, Florida; "Bingo" Ametrano, wife and twins off to Texas.
Marine
By Jesse E. Baker

Captain and Mrs. Joe Yacono bowled in the king and queen tournament at Cliffside, N. J. Their three-game score was 1102. Top score for the tournament was 1201.

Speaking of bowling, I find that in the marine dept. we have a number of men who bowl 180 or better: Joe Barbati, Ed Bonaski, Terry Byrne, John J. Daly, Frank Gallagher, John Negerle and Ed Brocke.

Retired Captain William Schultz broke three ribs when he fell backwards off a stepladder while fixing some screens at home. Bill says, "I'm all right, but I can't take a deep breath."

Accounting
HORNELL ACCOUNTING BUREAU
By Dick Crowley

The twenty-sixth annual outing of the Erie Golfing Association was held at Stony Brook Park and the Hornell Country Club.

The officers who did such a wonderful job of making the outing a success were: Eddie Gillette, president; Neil Crandall, vice president; Bill Cregan, treasurer; and Bill Sirianni, secretary.

The members of the various committees also deserve credit. The committees were as follows:

Nominating: Tunny Vet, chairman, Bill Barnett and Harold Doty;

Luncheon and dinner: Tommy Halloran and Heinz Muhleisen, co-chairmen, Dick Halloran, Bill Leonard, Lorraine Cornish, Nancy Woolever, Barbara Sheridan, Joyce Fuller, Marlene Neu and George Hussong;

Golf: Bill Cregan, chairman, and Dick Tyson;

Horseshoes: Fred Petersen and Angie Petrillo;

Games: Lynn Lamb, chairman, Paul Smith, John Larson and Ernie Dungan;

Prizes: Danny Swift, chairman, and Don Clark.

A bus was provided by the Association to transport people to Stony Brook. Upon arriving at Stony Brook, the Erieites fell to a delicious lunch. After it the members participated in games and swimming.

The games included badminton, tennis and horseshoes. A women's softball game was also organized.

After the afternoon at Stony Brook, the members returned to the country club to join the golfers for the dinner.

Joe Casey won the Comptroller's Cup for low gross. John Kelly placed second and Coots Congelli, third.

John Kelly played first-rate to win the Auditor of Disbursements' Cup. Joe Casey was second and Bill Cregan, third.

Booby prize was captured by Walt Whitman.

Several door prizes, too numerous to list here, were given at the country club. The watches were won this year by Frank Bottomley and Lyle Marvin. Don Matthews won a table lighter. Eddie Leferink received a useful gift, a hair massager.

Out-of-town guests included: Messrs. G. W. Thompson, auditor of disbursements; C. H. Artman, former district accountant; Leon Hopkins, special accountant; William Geary, methods procedure analyst; Robert Pugh; "Tiny" Jennings; Bennie Goodman; Al Rawady and William Pawling.

Officers elected for next year are: president, Ed Leferink; vice president, Frank Bottomley; secretary, Paul Smith; treasurer, Tomas Ordway.

Mary Stitt is back at work after being hospitalized.

Eleanor Trowbridge recently spent a week in the Adirondacks.

The Ralph Porters had a recent blessed event; he was named William.

Joyce Fuller spent her vacation in Canada.

Jack Burlingame spent the summer with his family at Look Lake. So did Carolyn Benson and her family.

Neil Crandall visited friends in Canton, Ohio.

Ben Bayly is getting ready to move into his new home.

Ed Yochem played donkey baseball at Arkport.

Bruce Dungan kept bachelor's hall for a few days during the absence of his family.

Abber Burdett won first prize in an archery contest held at the Hornell Sportsman Club.

It is reported that several of our fellow employees have green thumbs and had very fine gardens this year.

News of the bowling teams will be upcoming in future issues as the bowling season gets underway. At alleys are featuring automatic pin-setters this year.

October 4th was set as wedding day for three couples, each having a member from the office: Pauline Bove and Mozzie Piacenti, John Larson and Joanne Armstrong, and Lorraine Cornish and James Spowart.

Best wishes to all of them.

Birthday greetings this month go to: Martin Kendall, Jerry Curran, Margaret Whiting, Hattie Haberli, Clayton Ordway, Ross Cook, Gertrude Moogan, Mary Hillman, Francis Cassidy, Donald Clark, Donald Ordway, Leo Harkins and J. C. Heyberger.

AUDITOR OF DISBURSEMENTS
By Denny Kish and Dorothy Buday

Mr. and Mrs. Frank Troyano spent a week just loafing on the sunny shores of Lake Michigan.

Mr. and Mrs. A. Mowerson spent a week relaxing at the Linwood Hotel, Linwood, Ohio.

Nelson Potter and family toured Ohio's countryside while on vacation.

Mary McCarthy visited our former co-worker Anne McCarthy in Buffalo. Over the Labor Day holiday,

(please turn the page)
day, Anne and Mary motored to Avon, New York to help celebrate the sesqui-centennial.

Helen Martonice visited Niagara Falls and the National Exposition in Toronto.

Nelson Case and family spent two weeks at Indian Lake, Ohio, swimming, boating, etc.

George Ernest has returned to work after a visit to the hospital.

Ed Joniak has security, free food, clothes and rent plus pay. Sounds ideal, doesn’t it? Ed is willing to trade. The job: private in the U. S. Army.

Jim Hough invaded Geneva-on-the-Lake over Labor Day. Says he had a wonderful time.

Al (Hot-Rod) Okeson won three racing trophies at Mt. Vernon, Ohio.

Don Keister reports his life-time project partially finished. He is painting his house.

Not much has been heard from the Auditors of Disbursements’ Bowling Team as they prepare for the coming season.

AUDITOR OF REVENUES
By Ray Stevens

The big event of the fall social season is almost upon us. The Carter Hotel will be the scene of the tenth anniversary dinner-dance sponsored by the Pickwick Lodge on November 1st.

So come one, come all and have yourself a ball !!

The Erie is trying to get a blood bank started for the employes benefit, and nine people from the auditor of revenues answered the the call when the Bloodmobile made its semi-annual visit in August.

Lorraine E. Campbell, Bill McGrath, Howie Brown, Columbia A. Lucarelli, Jim Fleger, Al Fitch and your correspondent gave blood.

Sandy Shy, and her husband Carl spent two weeks on the isle of Bermuda.

Milt Okeson and his family spent two weeks at Silver Beach, New Jersey and while there visited with their relatives.

The passenger bureau lost two of its girls to the matrimonial agency in August.

Jean Ulizzi and Raymond Funk were united in marriage on August 9th at Holy Redeemer Church. After the reception at the Slovenian Home the couple motored to Niagara Falls to begin their honeymoon.

On the same day Mary Lou Sewell and Ray Jasko were married at St. Stephen’s Church. Following the reception at UAW-CIO Hall the couple drove to the Canadian wilds for their honeymoon.

Two esteemed employees with a combined seniority total of 83 years retired July 31st.

George Arington, head rate & division clerk in the passenger bureau, left us after 44 years, and Ted Laskey, claim investigator in the overcharge claims department, said good-bye after 39 years.

A. C. Roscelli and his wife took a 10-day motor trip through New York.

Joe Alico lost 25 pounds and reminded some of the after part of a before-and-after ad.

Shirley Daughtery and husband Dick spent a week of their vacation driving through the Civil War battlefields of Virginia.

Mel Merritt and his family spent two weeks at a resort in Cambridge Springs, Pa.

Fred Calsich spent his vacation on a fishing trip to Canada.

Theresa Barker and her son John traveled to New Jersey to visit relatives.

Joe Geschke left us to devote full time to his studies at the University of Dayton.

Ann Walker spent two weeks at Ortley Beach, New Jersey.

Paul Kovary’s wife, Diane, presented him with their second, a girl, on July 24th. The little miss has been named Pamela Jean.

George and Lois West purchased a home on the west side.

Peggy Reinecke and Nona Meier traveled to Colorado for their vacation.

Pat Prentice and a couple of her girl friends did some bronco-busting at the Jack and Jill Dude Ranch in Michigan.

Janet Young and her family are enjoying life in their new home in Willowick.

John and Ruth Senytko, along with their three little girls, traveled the Turnpike to Holiday Inn outside of Toledo for a week’s vacation.

Frank McCarthy and his family took a one week’s tour of the route from Detroit through Canada to Buffalo.

John Clements and his family picked Lake Chautauqua, New York as their vacation grounds.

The Erie Men’s Bowling League which meets on Thursday nights held their annual election and installed Marry Marcellino as president, Bill Lash as secretary and Nelson Case as treasurer.

Ralph Winters and his family traveled to Canada for a week’s vacation.

“Cheaper by the dozen” is a good adage and Jack Sherman apparently believes in it. His wife Theresa gave birth to their eighth
on August 12th. Kevin Robert is the name they chose for the latest addition.

Deep-sea fishing was one of the reasons for Charlie Von Duhn and his family traveling to Quincy, Mass.

Harold Brown and his family drove to his home town of Portland, Maine for their vacation. After renewing old acquaintances a motor trip through New England was next on the agenda.

Gari Santora and her councilman husband Ernie took a two-week driving tour of New England. Two of the main stops on the trip were Rutland, Vermont and Hartford, Conn.

The Flower Fund Picnic, we hear from people who attended, was a well-run, well-thought-out affair, and most of the credit goes to Joe Pfeifer. His work was well appreciated by the Fund members.

New York City and a week's vacation proved to be a winning combination for Frank English and his family.

Frank Powella, Jim Bowler and Elroy Reiman were among those who spent their vacations around home.

Jim Gerraty and his family traveled to New Jersey for a two-week vacation.

The tip of the old fedora this month has to go to "Big" Steve Miko, the manager of the Pickwick Lodge softball team.

Despite obstacles, he molded a winning combination out of what first was just a group of ballplayers. After the opening debacle, the Railroaders swept all opposition aside and took 10 straight, tying for first place.

So congrats to Steve for a job well done.

At the end of regular season play the following led the team in the various categories.

Employment Department
By V. T. Bustard
Best wishes to Alice T. Dobler for health and happiness in her retirement.

Jack Hazzard and family spent a week of their vacation visiting in Cleveland.

John Bakker went to California for his vacation. On his return trip he stopped with friends in Arizona and New Mexico and with his brother at Fort Sill, Oklahoma.

Based on 20 or more times at bat Bob Betts finished on top in the hitting department with a .462 mark. The team as a whole hit a resounding .382.

Phil Emery had the dual distinction of winning two crowns, most hits, 13, and runs scored, 11.

George Joseph led in extra base hits with 5 despite the fact that he had 8 hits out of only 16 possible at bats. In the slugging department George hit a red-hot .1000.

Three players tied for the home run lead and four for the two-base hit crown. Jim Petonic led in triples with 2 and tied Chuck Von Duhn for the r.h.i. title with 8.

The pitching staff went the route with only two, but what a pair they turned out to be. Bill Lash with a 6-0 record and Marty Marcellino with a 4-1 mark proved too rough for the opposition.

Helen McCarthy and her niece flew to California for a three-week vacation.

Eddie Courtright, sr., his wife and son Bobby traveled by train to Huntsville, Texas for a two-week vacation. The actual reason for the trip, however, was that Bob, an ace baton twirler, went there to teach a course in the art of twirling.

Ralph Linhart and his wife took a one-week tour of New Jersey and New York.

Helen McCarthy and her niece flew to California for a three-week vacation.

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Marion Division
TRANSPORTATION DEPARTMENT & MAINTENANCE OF WAY DEPARTMENT
By C. R. Swank

E. O. Bell, member of local engineering corps, and family spent their vacation touring some interesting sites in the west and winding up in Fullerton, Calif. where they visited their daughter.

Congratulations to H. A. Kelly, jr. and wife, who are the parents of a daughter named Alice Mary.

H. A. Kelly, sr. communication supvr. at Huntington, and wife are the grandparents.

T. E. Poe, secretary to superintendent, and family spent their vacation at their cottage on Big Lake.

Our best wishes go to Vincent Abrams, commercial agent at Huntington, who has retired after 42 years of service.

Our best wishes go to George E. Teems, agent at Markle, who has retired after 50 years of service.
Let practical railroad men move you up!

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

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

14TH STREET, CHICAGO
By Chris Hardt

Phillip Snett, clerk, relieving on vacation jobs, is getting ready to resume classes at University of Wisconsin, Madison, Wisconsin.

He is majoring in the study of German and clinical psychology, and is aspiring to become a teacher. We know Phil is a good student and will make it.

Mildred Zera, wife of Blase Zera, operator of our 14th Street station lunch canteen, and daughters Donna and Sharon, enjoyed a week at Miami, Florida, where they enjoyed swimming on famous Miami beaches.

We were very happy to learn that jovial Dorothy, wife of Arthur Lemke, clerk, is cured of severe headaches, having undergone successful surgery at the Chicago Nose and Throat Hospital.

Dorothy's policy: "a stitch in time!"

George Wherry and Floyd Barth, rate desk, wife Isabelle Barth, and daughter Laura enjoyed the Erie Railroad Veterans outing at Conneaut Lake Park, traveling east with the famous Erie Huntington Band.

It was the beginning of a fine vacation for the Barths. From the picnic they went to Donald Lake, Vandalia, Michigan, where they have their summer cottage near Cassiopolis, Michigan.

Paul Donovan and family enjoyed fishing at Pike Bay Resort, at Tower, Minnesota near Bemidji, Minnesota.

Louise Reck, former typist clerk, left for Yarnell, Arizona, where her mother's health has improved. Louise happily reports that she has found employment with the Motorola Corporation.

Timekeeper Howard Von Posch and wife Helen, visited two of the most famous cities in Canada, Toronto and Quebec.

While at Quebec they toured the quaint old Canadian brewery built in 1668 and had a free glass of ale.

Returning to his desk, Howie complained, "There is too much to visit and too little time."

Loren Morris, stower, was surprised on his birthday July 31st, by a visit from his brother William who flew in from his home in San Diego, California. He hadn't seen William in 31 years.

William is trouble shooter or inspector in the City of San Diego Water Department.

Both brothers motored to their home town at Watseka, Illinois to visit relatives and then motored to Lorain, Ohio to visit their sister and her family.

Loren made it a grand occasion for his brother. And it sure was one great big happy birthday for Loren.

Our new local Erie R. R. police patrolman is Emmett Murphy. He relieves James Kearns on Jimmie's off nights.

Jimmie is proudly boasting that wife Darlene is expecting a new family exemption in October. The new baby will be a happy companion to five-year-old Kathleen who is in kindergarten class this September.

We were happy to have a visit from C. H. Pageler, Erie R. R. police lieutenant of Youngstown.

Leonard Kleban, revision clerk, served two weeks of active maneuver duties with the United States Army at Camp McCoy, Wisconsin, in the Army Reserves.

HAMMOND CONSOLIDATED
By Grace Connole

Congratulations to Daniel R. Geisen, yard brakeman, who was married to the former Miss Patricia Pinkerton on Aug. 11 at Bryson City, N. C.

Open house was held at the home of Mr. and Mrs. Ralph Pinkerton, parents of the bride, on Sept. 6.

August seems to have been the month chosen by Mr. Stork to deliver little bundles of joy to the homes of several of our yard brakemen at Hammond.

He took a nine day trip, arriving first at the home of the Paul Fogartys on August 1st with Theresa Marie, 6 lbs. 14 oz.

He almost delivered her elsewhere when he remembered that Theresa had four brothers, Paul, Jr. Gregory, Patrick and George, and two sisters, Karen and Gretta, but decided as she would be No. 7 it would bring luck to the Fogarty home.

His next stop was with Brenda Lee, August 2nd, at the home of Mr. and Mrs. David Camp. Brenda weighed in at 7 lbs. 14 oz. and has two sisters and a brother.

Stop No. 3 was with Kyle Michael, Aug. 4th, at the Billie DePew home where there were two sisters, Cindy and Dorree and a brother, Kelly, awaiting her arrival.

By Chris Hardt

Erie Railroad Magazine
Then he was off to the Richard McSwiggan home where he delivered David James on August 9th. David weighed 5 lbs. and 1 oz., a break for Mr. Stork.

Linda Ann, Kathleen Marie and brother Thomas Patrick welcomed the new arrival with enthusiasm.

Mr. Stork has taken off for a well-earned vacation. Congratulations to the families and best wishes to the new babies.

A testimonial dinner honoring Herbert L. Specker, retired yard master, was given Sept. 30 at Vince's Restaurant, Calumet City. Mr. Specker retired Aug. 1 after 40 years aggregate service with the Erie. He was made yard master in 1929.

W. M. Wiarda, asst. supt., was m.c. at the affair. Retired Gen. Yd. Master John O'Connor was among the speakers. Herb was presented with a purse from his former fellow employees.

Herb's three children were in attendance, his daughters Roberta and Barbara and his son, who is presently stationed with the Army at Fort Sheridan. His brother Art, trainmaster at Marion, also came up for the event.

Herb and his family reside in Hammond and are not planning to leave the community.

Robert Hanagan, former clerk at 51st Street, has been appointed second trick yard master at Hammond, effective August 4th, to fill the vacancy created by the retirement of H. L. Specker. Bob has 17 years service behind him.

H. L. Kinzie, rate clerk, and treasurer for the Erie Employees' Credit Union, became absorbed in his work on the Credit Union books in their office in downtown Hammond August 30th. Since no one but his wife knew he was there, the janitor locked up the building for the Labor Day holiday.

When H. L. decided to call it a night he was surprised to find he couldn't get out. Finally, with the help of the telephone, he was able to reach a janitor who had not yet left town for the holiday, and was liberatated.

We welcome Charles B. Albin, extra relief clerk, to the force at Hammond.

CHICAGO GENERAL OFFICE
By Bernie Klein

Jerry Lemke has left the portals of the Erie to attend college in his home state of Minnesota.

Frank Di Giorgi ran into a little bad luck while on a fishing trip at New Buffalo, Michigan recently. The boat he and his friend were in capsized, causing them to lose all the fish they had caught up to that time.

Ellsworth Breland and Al Watkins took a 12 hour trip on the local from Chicago to Huntington.

Our best wishes go with Vern (Zip) Zipfel who is now chief clerk to John Fischer in Des Moines.

Former Erieite Shirley Sadge-wiez and her husband Chuck welcomed an 8 lb. 5 oz baby boy on August 20th. The new arrival has been named Gery Joseph and, of course, he looks just like Daddy.

John De Waal Malefyt, rate clerk in New York, paid us a visit while in Chicago over the Labor Day holiday.

Marilyn Minch was welcomed with open arms in Cleveland, Ohio where she spent the Labor Day week-end.

Roger Kirtland exchanged "I do's" with Nancy Liptow October 18th in Maywood, Illinois.

Tom and Carolyn Carlton visited friends in Houston, Ark., Warrensburg, Ill. and Nashville, Tenn. Little daughter Beth got a big kick out of seeing farm animals for the first time.

If you are looking for a tooth-pick, Bob Randall has a good supply.

Bob Knox has resigned from his position with the Erie in favor of new business prospects in Alaska.

W. H. MINER, INC.
EFFICIENT RAILWAY APPLIANCES

CERTIFIED FRICTION DRAFT GEARS
CERTIFIED RUBBER DRAFT GEARS
POWER HAND BRAKES
TRUCK SPRING SNUBBERS

THE ROOKERY CHICAGO

October, 1958
Lighterage

NEW YORK CITY
By Regina F. Frey

Ronald Ardres, son of west-bound clerk Neil Ardres, is taking an agricultural course at the Central High School of Paterson. At the Morris County Fair his three Guernsey cows took first, second and third prizes, the first time such an award was ever won by the same person.

Joe Di Mitri boasts of his fishing triumphs. And well he may—he caught a twelve pound trout on his recent fishing trip to New Hampshire.

Our traveling messenger, Joe Piegari, is sending post cards from Italy, where he is visiting relatives and sight-seeing.

Many of our members have returned from vacations looking happy and rested: Dorothy Shea from the Canadian Northwest; Eunice Wilson from Mansfield, Ohio; Neil Ardres from La Folotto, N. J.; and Harry Mondelly from Washington, D. C.

Those spending the Labor Day week end away were: Emil and Lillie Skupin in Asbury Park; Edna Andrews at Gettysburg, Pa.; and Lorette Londregan visiting her brother in Cleveland, Ohio.

Congratulations to Bertha Trefry and her husband who are celebrating their 36th wedding anniversary.

The following promotions have been made: Anne Schreier to claim clerk, Eunice Wilson to receipt clerk, Bertha Trefry to lighterage clerk and Joe Keenan to general clerk.

Mahoning Division

CLEVELAND FREIGHT
By R. M. O'Connor

Agent C. H. Schlegel is spending his vacation visiting his children in New York.

Jake Tischler, rate clerk, didn't find Atlantic City too good for swimming weatherwise--nor the racetrack too good moneywise.

Larry Preston, relief ticket-yard clerk, and his wife received minor injuries when their car overturned on their way back from a Canadian vacation.

Mike Rhal, freight checker, and family enjoyed many day trips on Mike's vacation.

Dorothy Feighan, comptometer operator, has chosen to spend two weeks at Riverside Inn, Cambridge Springs, Pa.

Katherine Wood, unclaimed freight clerk, went to Detroit aboard the S. S. Aquarama.

Trucker Scott Caton is feeling much better after his recent illness.

Rube Gray, cashier, spent a few days at Camp Perry with his rifle club.

Carl Grunwald, chief clerk, is feeling mighty low since his daughter's recent marriage: bride and groom will make their home in California, too far for weekend visits.

POLICE DEPARTMENT
By J. O. Sheets

A. Herrick, patrolman, has been cleaning his shot gun and is ready for the hunting season to start.

R. Hamilton, patrolman, enjoyed a surprise birthday party in his honor at Ashland, Ohio.

B. R. McKay, patrolman, reports the fishing is still good at Pymatuning Lake, Pa.

D. Downie, lieutenant, and wife are spending their vacation in New England.

Several members of the department visited retired Patrolman William Law at his Youngstown home, 16 Glenellen Ave.

Bill is enjoying good health and sent his very best regards to his many friends on the Erie and said he would like very much to see or hear from some of them.

M. Banyas, patrolman, and family spent their vacation motoring in Canada.

Miss Carol Sue White, daughter of Lieutenant F. D. White, and Mr. David Wiley were married Aug. 23 and are now living at Baltimore, Md.

S. J. Tarajcak spent his vacation working around the house.

L. Tackett, patrolman, and wife are the proud parents of a new baby girl.

YOUNGSTOWN
By Frank Cervone

The twelve-team Erie Golf League has completed a very successful season. The only dampener on the golfers' spirits was the rain which caused several matches to be called off and re-scheduled.

The diesel shop team, captained by Gone D'Antonio, won the first half. The Warren passenger team, led by John Steines, won the second half.

William Bailik won the Class A tournament championship; Gene D'Antonio was runner-up.

Bob Coller won the Class B championship; runner-up, Ralph Criscione.

Mike Mantini and Joe LaGuard the runners-up were Frank Cervone and Earl Nitsky.

Trophies will be handed to winning teams and special events winners at the annual Grotto banquet.
Meadville
(Story begins on page 12)
bridge Springs, long known as a resort town. But Cambridge Springs is not merely a resort--it is an important condensed milk center, and the condensatory here consumes tin plate, and ships out milk in cans.

From Cambridge Springs the line follows the left bank of French Creek past Venango to Saegertown, home of a famous ginger ale. Between Saegertown and Meadville there is a brand new plant devoted to the manufacture of railway equipment, and a large car shop of a private car owner.

Like the Allegany, Bradford and Buffalo & Southwestern divisions, Meadville division fails under Salamanca for operating and engineering supervision. The maintenance of way forces are particularly proud of their safety record. In 1957 the men of that department worked 614,000 man-hours without a reportable injury.

For maintenance purposes the Meadville division ends at MP 101.50; the station is at milepost 102.60, and is a Mahoning division facility, as are the yards.

(Story begins on page 5)
Portage Viaduct
high pressure, far back into the cliff, beginning at the bottom and working up. As the grout, a mixture of cement, water and patented chemical additives, hardened, it bound the rocks forming the layers of the cliff into one, just as mortar holds the stones of a building in place.

Rods in Cliff Face
Then arrangements were made for vertical drainage of seepage water by cutting channels in the rock eight by four inches in cross-section at intervals across the cliff face, wherever necessary.

Next, holes were drilled over the entire cliff face, six feet into the cliff, and steel reinforcing rods, six feet six inches long, were cemented into the holes.

The outer ends of the rods were bent over at right angles, and wire mesh reinforcing wire was installed over the whole cliff, and held in by half-inch steel rods wired to those buried in the cliff.

Distance between wires in the welded mesh was two inches, and the wire itself was No. 12 gage, galvanized. Once all this had been installed, the cliff face looked as if some giant had stood his bedspring up against it.

Final Step Taken
Then came the final step of the job--covering the cliff with a concrete facing that averaged nine inches thick, and nowhere was less than four inches thick.

The concrete was shot through the meshes against the waterproofing layer from pressure guns held in the hands of specially trained operators, and once the work began, there was no stopping, for as it was built up, layer by layer, from the cliff facing to the reinforcing bars and mesh, and then up beyond them.

Work was carried out under the direction of Penetryn System, Inc., holder, under patents, of the sole right to both material used and method of application. Erie engineers supervised the job; Penetryn furnished a superintendent and specialist workers, and the balance of the force was made up of furloughed Erie employes.

Pittston Clinchfield Coal Sales Corp.
Subsidiary of The Pittston Company
17 BATTERY PLACE
NEW YORK 4, N. Y.
TELEPHONE
Whitehall 4-4200

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, 1958
Car Shop

(Story begins on page 5)

work (the boards are pulled tight with levers) should be so lightly fastened.

For the carmen fitting the boards drive nails by hand in every third board of the sides, and no more. And there they drive only three or four nails. This they call "tacking," and tacking it is.

Little things aren't overlooked, either. For, if they are needed, new placard and cardboards are added at this point.

40 Nails a Minute

The cars are then swept, and the doors hung, and the ears moved to the first of two automatic nailing stations.

At the first of these the floor boards are given their final nailing, at a rate that may reach 40 nails a minute. The nails are spiral nails, square in cross section and twisted, much stronger in themselves and with much greater holding power than common wire nails.

The machine, like so many of those in the shop, runs by compressed air. The nails are placed in a five-sided box with a slot cut in the bottom, and the box is agitated by a compressed air motor; the nails fall into the slot, where they hang by their heads, are picked out of the slot by metal fingers, not unlike the claw of a regular hammer, and are fed into a channel that leads to a loading device.

Quicker Than the Eye

From the loading device they are fed into a chamber not unlike that of an automatic rifle, and then blown by compressed air through a transparent, flexible, plastic tube. So fast do they shoot through the tube that few can see them arrive at the hammer end, although they make a sharp click when they arrive.

The hammer makes a sound like that of a riveting hammer when driving nails. The nails are driven so hard that they are slightly countersunk.

At the next station a hammer of slightly different design, but fed by a machine just like the floor nailer, drives the wall nails.

So fast do each of these machines work, that only two men nailing, one for floors, and the other for walls, can keep up with the rest of the car construction force.

Sanding and Coating

Once the nailing is finished, the car is at the end of the main shop and is rolled out through the huge doors into the sandblasting area, a roofed structure open at the sides. At this point the tracks, triple up to now, become double.

The car's trucks are protected from the flying sand with fabric sheets, and the car blasted lightly, enough to remove all markings, loose paint and rust. Then it is moved to the undercoating area, where the center sill, body bolsters and other undercar parts are coated with car cement, a mixture of asbestos and asphalt. A final shot of the black mixture is sprayed on the car sides where the Erie diamond will appear.

Then the car number is stenciled in white on the car truck to make certain that no error will be made when the sides and ends of the car are restenciled after the paint job, and the car moves into the paint shop.

The paint shop doors are kept closed whenever painting is going on to permit the super ventilation (Next page, please)
Car Shop

(Story begins on page 5)

system in the shop to be wholly effective.

The painting is done by two traveling spray booths, each large enough to straddle the largest piece of freight rolling stock, one for each of the two railroad tracks in the shop.

One paints sides and roofs of cars automatically, moving slowly along the cars while multiple spray heads cover the car with paint. While it is in operation huge fans in the ceiling blow fresh air into the shop, and as the booth moves along, the fumes and overspray are removed through a duct in the ceiling.

To prevent the surrounding countryside from taking on a boxcar brown tinge, the fumes are first passed through a waterfall that removes all solids from the exhaust.

Inside this booth are two elevators with extension platforms that permit painters to reach every part of the end of the car, from roof walk to coupler operating lever, with their hand spray guns.

Once painted -- the roofs and sides take about three minutes, and the entire cycle takes about 10 minutes a car--they are allowed to dry outside. Then they are pulled back into the paint shop on the other track, where a smaller version of the large booth, but equipped with spraying, exhaust and elevator equipment only, is used by the men who apply the stencils on the car.

Ready for the Road

While the cars were in the first booth great circles of sheet metal had prevented any red paint from reaching the black background for the center of the diamond.

Now stencils for the word "Erie," the Erie diamond, reporting numbers and additional data, such as capacity and dimension marks, are applied, the car is inspected, and a Group 1 card tacked to the card board.

The men in the car shop have done its job. All that remains is for the car to be weighed to determine the light weight and the load limit--those figures are filled in at the scales--and the car is ready for service to produce more revenue for the Erie Railroad.

NOW THE CAR can wear the proud designation of Group 1, and the card is tacked on by Arthur F. Boam.

Scholarships

(Story begins on page 10)

Scholarships

applicants will be informed of the dates and locations, which are set as close to the homes of the applicants as possible.

These Are Eligible

Eligible are:
1. All sons and daughters of Erie employees whose earnings did not exceed $9,000 in the previous year.
2. Children of deceased or retired Erie employees, provided the parent was an Erie employee at death or retirement.
3. Only boys and girls now in the senior year of high school who plan to enter college in the fall of 1959.

Members of the Scholarship Committee are:
Raymond J. Wean, president, Wean Engineering Co., Inc., Warren, O., and a director of the Erie Railroad committee chairman; David R. Thompson, vice president, traffic, Erie Railroad; M. Caley Smith, jr., general counsel, Erie Railroad; George C. Frank, assistant to president, Erie Railroad; Paul J. Kindler, assistant to the president, committee secretary.

*Patents pending

The Hamilton you give will mirror your love for as long as it is worn.
Your Hamilton Jeweler or time inspector will show you models in every style and price range.
Hamilton Watch Company, Lancaster, Pennsylvania.

October, 1958
The Erie conductor and died at St. James Mercy Hospital in Hornell.

The magazine regrets any embarrassment that may have been caused James Joseph Halloran, retired Erie stockkeeper, who lives at 44 Erie Avenue, Hornell.

F-2 Forms
(Story begins on page 10)

complete job, with no loose ends dangling.

And the problem of finding out the new address of an employe 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.

24,000 of Them

According to George W. Oakley, comptroller, about 24,000 W-2's will be mailed to Erie employes and former employes shortly after Dec. 31. Some hundreds of these will go to men and women who have moved, and not notified the accountants.

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

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

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

In the September number the Erie Magazine reported the death at Hornell of James Joseph Halloran on April 30. Mr. Halloran was mis-identified as a retired stockkeeper. The James Joseph Halloran in question was a retired Erie conductor and died at St. James Mercy Hospital in Hornell. The magazine regrets any embarrassment that may have been caused James Joseph Halloran, retired Erie stockkeeper, who lives at 44 Erie Avenue, Hornell.

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Families get together every year and give thanks. It's an American custom we all love--from grandma and grandpa down to the little girl who sits up high at the table on a dictionary.

Family life is such a precious part of peace. But like so many things we give thanks for, peace doesn't come easy. Peace costs money.

Money for strength to keep the peace. Money for science and education to help make peace lasting. And money saved by individuals.

Your Savings Bonds, as a direct investment in your country, make you a Partner in strengthening America's Peace Power.

The chart below shows how the Bonds you buy will earn money for you. But the most important thing they earn is peace. They help us keep the things worth keeping.

Think it over. Are you buying as many Bonds as you might?

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**HELP STRENGTHEN AMERICA'S PEACE POWER**

**BUY U. S. SAVINGS BONDS**

The U.S. Government does not pay for this advertising. The Treasury Department thanks, for their patriotic donation, The Advertising Council and this magazine.
WHERE IT IS? WHEN IT WILL GET THERE? Your Erie traffic representative can answer your questions in a hurry. If the information you need isn't already at his fingertips, he'll get it--fast--through Erie's "Quick Action" car locator service. It's another important example of Erie's complete customer service—developed to anticipate customers' needs, provided to further assure the dependable rail service you want. These two words, customer service, represent our way of running a railroad—of matching operations of every department to your shipping needs. For a "demonstration" call your nearest Erie man the next time you ship to or from the important industrial area served by the dependable Erie.