



**MERGER  
FORECAST**

OUR 55TH YEAR OF PUBLICATION

**OCTOBER 1959**

## •The President's Page

**B**Y the time this issue of the Magazine is ready for distribution the Erie-Lackawanna merger hearings before the I. C. C. will be about concluded.

In my opinion, the witnesses for both railroads had an excellent case to present. Their testimony was factual and convincing, and clearly indicated that the proposed merger is necessary and desirable in the public interest.

It was also gratifying to see the results of the balloting by the shareowners and bondowners of the Company at their special meetings held on Sept. 22 and 23 where the merger was approved.

The Commission will now consider all of the evidence presented in the case and render a decision. We have every reason to believe the merger will be approved substantially as outlined in the application filed by both railroads. Our best estimate at this time is that the merger could become effective about the middle of next year.

I am sure Erie employes realize that this is a momentous event in the history of our railroad. The merger presents a wonderful opportunity to add the financial strength we need to revitalize our property and improve our services.

This improved earning power will mean greater job security for employes and will put us in a position where we can look forward to a brighter future with increased hope and confidence for the job we have to do in serving the public.

A handwritten signature in dark ink, reading "H. W. Van Weller". The signature is written in a cursive style with a large, stylized "H" and "W".



**Oldest Employee Magazine in Railroad Industry . . . Our 55th Year of Publication**

## Contents

President's Page .....	Page 2
Business Indicator .....	Page 4
Organization Plan for Erie-Lackawanna . . .	Page 5
Letters of Praise .....	Page 9
Stockholders Approve Plan .....	Page 10
Engineer Saves Boy's Life .....	Page 10
Cities Urge Merger .....	Page 11
Erie's Marion Division (Part I) .....	Page 12
People You Know .....	Page 16
Erie Family Album .....	Page 18
Erie Veterans News .....	Page 20
Retirements .....	Page 20
Erie Family News .....	Page 21

### OUR OBJECTIVE

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

October, 1959

Volume 55, No. 8

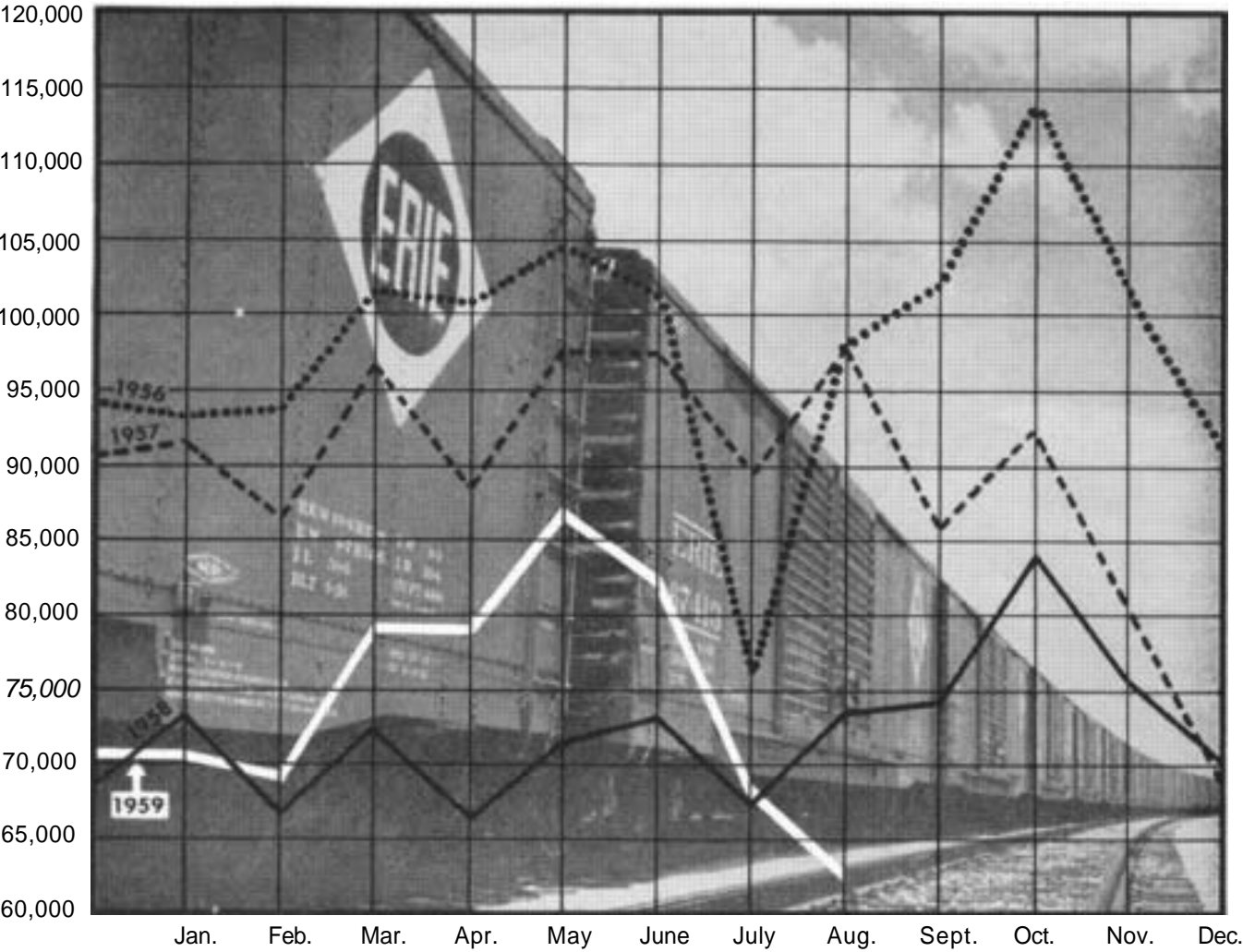
### THE COVER:

An Erie fast freight hurries westward through the sunshine of an early October morning toward Great Bend. Here at MP 198.25 the Susquehanna is close beside the tracks; only a short distance ahead, at MP 199.68 is the point where such trains will cross the river on a bridge that is to be built after the Erie and Lackawanna merger. More merger details on page 5.

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

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

# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or Loss)
Month of August:			
1959.	\$ 11,676,084	\$ 13,335,884	(\$1,659,800)
1958 . .	12,905,826	13,202,677	( 296,851)
Eight months ended August 31:			
1959 . .	\$105,762,014	\$109,384,785	(\$3,622,771)
1958	100,326,706	105,224,783	(4,898,077)

( ) Denotes Loss

# Here's Organization, Route of Proposed Merged Railroad

## Erie-Lackawanna to Build New Bridge, Connections; Drop 103.7 Miles of Track

**H**ERE is a quick rundown on some of the major items included in the merger report submitted by Wyer, Dick & Co., transportation consultants, who made a two-year study of the proposal. This is the general plan that is expected to go into effect after the merger is approved by the Interstate Commerce Commission probably sometime around the middle of 1960.

As previously announced the name of the new company will be Erie-Lackawanna Railroad Co. with headquarters in Cleveland. The departments to be located in Cleveland include:

President's Office (including Pass Bureau)

Public Relations and Magazine

Operating Department

Engineering

Maintenance of Way

Communications and Signals

Mechanical (locomotive and car)

Purchasing

Transportation

Wage Bureau

AAR Bureau

Police

Traffic Department

Coal Traffic

Freight Traffic

Passenger Traffic

Industrial Development

Legal Department

Land and Tax

Accounting Department

Revenue Accounting

Car Accounting

Freight Claims

Mechanized Accounts and Reproduction (new section)

Corporate Secretary

Treasury Department

Research Department

Medical and Personal Injury

Claim Department

Disbursement at Scranton

Disbursement accounting and Valuation Departments will be located in Scranton. General Stores Department will be located in Hornell.

The Rate and Divisions section of the Traffic Department will have

offices at New York and Chicago. Supervision of on-line and off-line sales activities will be controlled from New York, Cleveland and Chicago.

Freight sales and service activities, as well as legal work, will be expanded at New York.

A total of 103.7 miles of railroad, mostly duplicate trackage, will be abandoned--95.3 miles on the Erie and 8.4 miles on the DL&W as follows:

### **Erie Railroad**

**SUSQUEHANNA DIVISION** -- 13.5 miles between Great Bend and Binghamton.

**WYOMING DIVISION** -- 39.6 miles between Hillside Junction and Hawley.

**WYOMING DIVISION** -- Jessup Branch and Lincoln Branch--2.6 miles between Rock Junction and

Junction of Jessup & Lincoln Branches and Gypsy Grove and Terminal of Lincoln Branch.

**WYOMING DIVISION** -- 1.6 miles between Haines Junction and Dunmore.

**ROCHESTER DIVISION**-- 38.0 miles between Erwins and Bath and Kanona and Wayland.

### **Lackawanna Railroad**

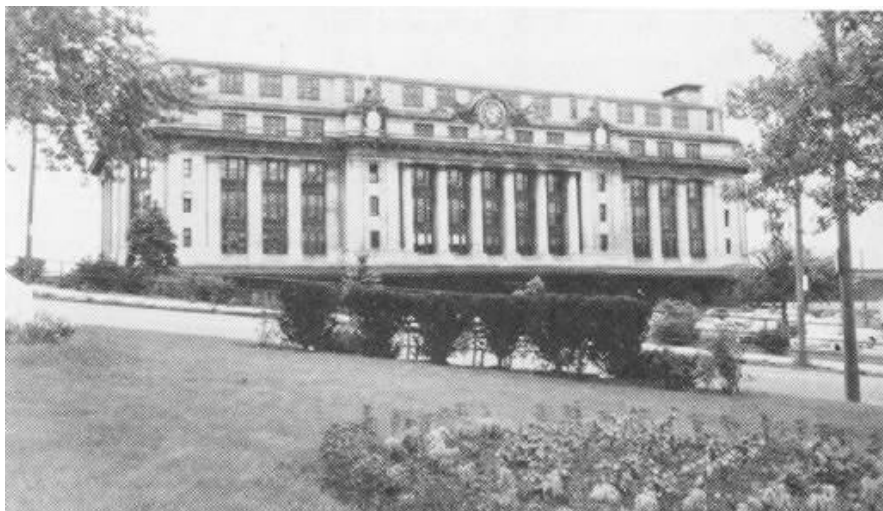
**BLACK ROCK BRANCH** 4.0 miles between Milepost 392.4 and Milepost 396.4.

**SCRANTON - BUFFALO DIVISION** 4.4 miles between Gibson and Erwins.

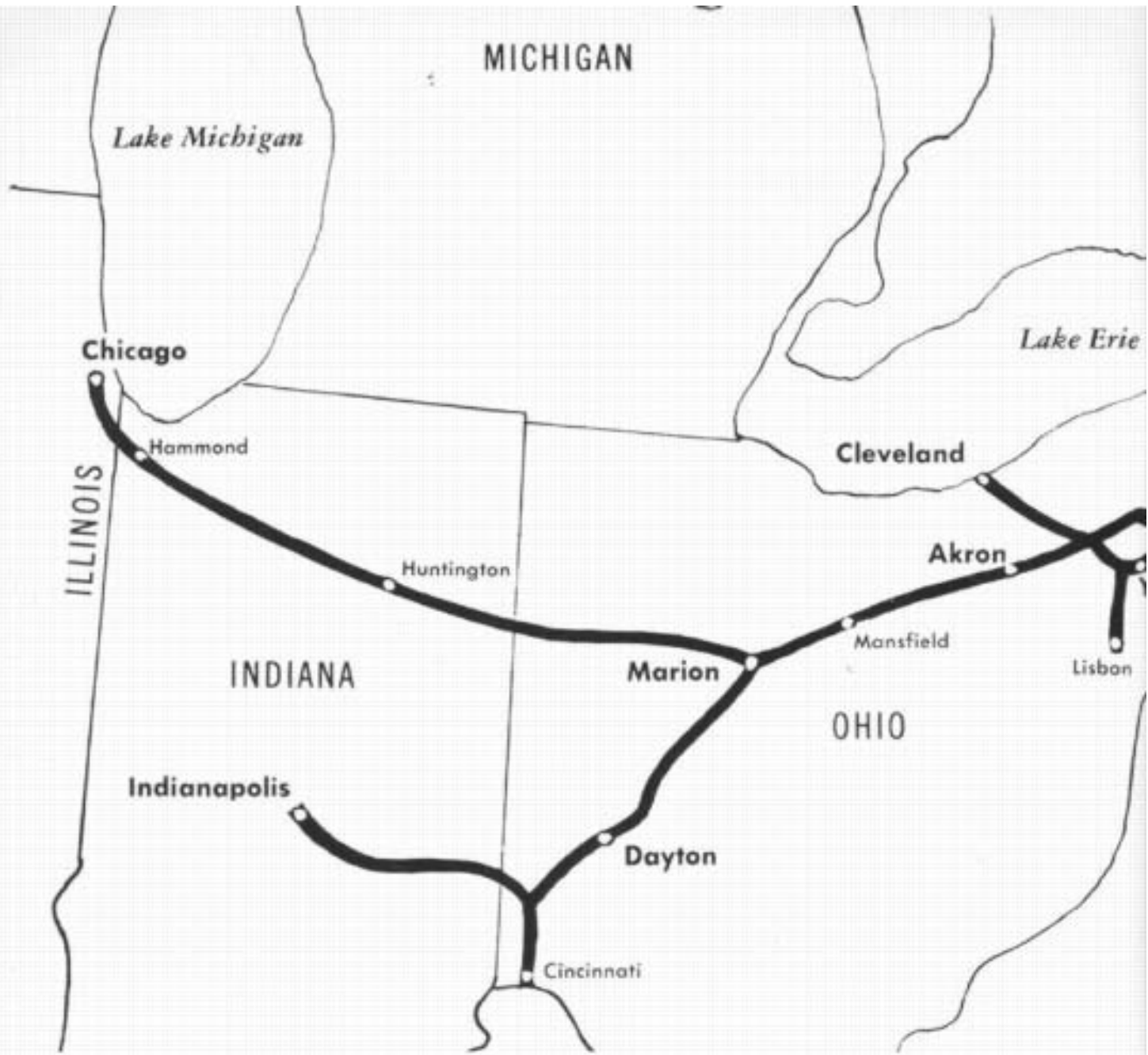
In several instances, small segments will be retained to protect industries and interchanges.

New track construction will consist mainly of building connections between the Erie and Lackawanna as follows:

(Please turn the page)



**DISBURSEMENT ACCOUNTING** and valuation employees of the merged company will be located in this imposing office and station building in Scranton. The building faces a park, and a large parking space for cars is located directly in front of the station.



WHEN THE MERGER IS COMPLETE, and the changes contemplated have been made, this is how the Erie-Lackawanna Railroad will look. A total of

2,961 miles of road will be operated by the new company, 1,764 of them in the eastern district and 1,197 in the western. Rolling stock will include about 700

DL&W Black Rock Branch and Erie Niagara Falls Branch--900 ft.

Erie International Branch and DL&W Black Rock Branch--1,000 ft.

Dingens St., Buffalo--2,650 ft.  
Depew--2,200 ft.

Erie at Great Bend and DL&W at Hallstead--3,850 ft. (includes new bridge across Susquehanna River)

Erwins--300 ft.

Bath--500 ft. (2 connections)

Two connections between Erie Greenwood Lake Branch and DL&W.

Harrison-Kingsland Branch at

Kearny--3,550 ft. and 2,300 ft.

#### Tracks to Be Used

Between Buffalo, Hornell and Binghamton, Erie tracks will be used. Grades on the Erie's Buffalo division favor using Erie trackage for through freight movements. About eleven miles of double track will be restored on the section between Depew and Portage. The Centralized Traffic Control system presently in use in this area will be expanded with improved signalling and additional controls.

DL&W line between Buffalo and

Corning will be single track for freight service only.

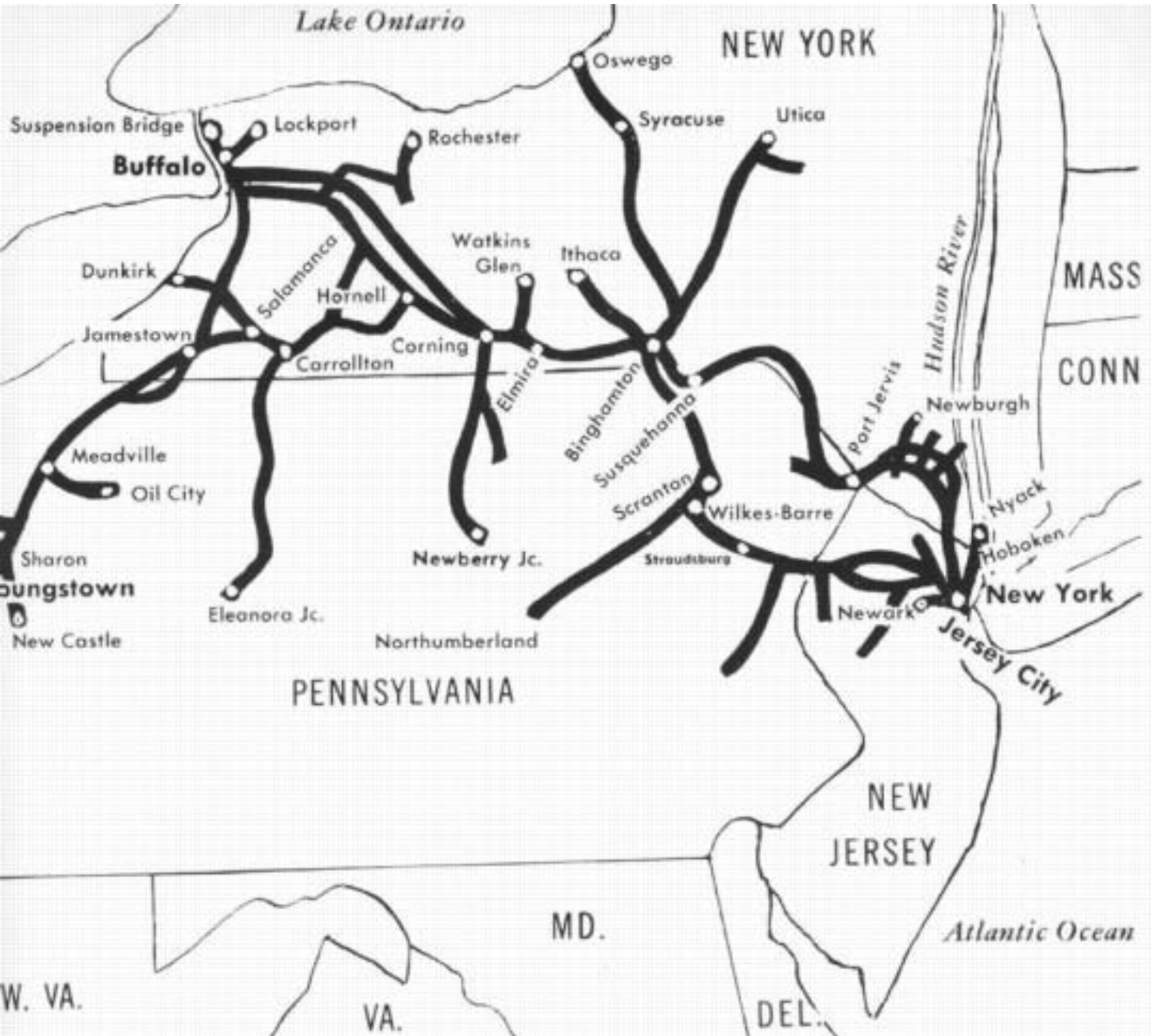
New bridge to be constructed at Hallstead over Susquehanna River to permit use of DL&W line between Binghamton and Hallstead.

#### Freight via Port Jervis

Between Hallstead and Croxton-Jersey City grades favor using Erie line for all through freight service. Lackawanna line to Scranton and east to be used for local freight service.

Present DL&W East Binghamton yard will be used to combine traffic to and from the east over





Diesel locomotives, 33,000 freight cars, 1,200 passenger cars and 1,100 company service cars. Floating equipment for delivering freight in New York

harbor will amount to about 350 vessels. The new railroad will rank 12th in revenues among the nation's 110 Class I roads.

both lines.

Present DL&W enginehouse and car department facilities at East Binghamton will be used by the combined railroad.

Erie Croxton Yard will be the main outer yard. Most train crews in through freight, local freight, transfer and yard service will originate and terminate at that point.

#### Coal via Lackawanna

Coal trains from Scranton will operate direct to Hoboken via DL&W, and empty hopper trains will operate out of Hoboken.

Harrison yard will remain unchanged and serve as a base yard

for industries in that territory and for local way freight crews.

Monmouth Street yard will also remain unchanged and continue to be used for storage of commuter passenger equipment during daytime layover.

Subject to later developments, the Lackawanna freighthouse at Hoboken will be used; the Erie freighthouse at Jersey City will be leased.

Erie enginehouse facilities at Jersey City and Croxton and Lackawanna enginehouse at Hoboken will be retained.

The Erie car repair track at

Croxton will be expanded to serve the entire terminal.

All perishable protective service will be handled at Croxton and Jersey City.

#### New Hump Yard

A new modern electronic hump retarder yard will be built at East Buffalo between present Erie and Lackawanna main lines.

Increased tonnage moving through Hornell will require enlarging Hornell eastbound fast freight yard from seven tracks to eighteen tracks.

Present intermediate terminal at

(Please turn the page)

# Merged Road

(Story begins on page 5)

## Miles of Road after Merger

	Main	Owned Branch	Total	Operating Rights	Total
<b>EASTERN DISTRICT</b>					
New Jersey	187	253	440	8	448
Middle .	372	511	883	85	968
Buffalo .	95	250	345	3	348
Total . .	654	1,014	1,668	96	1,764
<b>WESTERN DISTRICT</b>					
Allegany	183	215	398	51	449
Mahoning	88	188	276	3	279
Kent .....	119	85	204	--	204
Marion	245	--	245	20	265
Total . .	635	488	1,123	74	1,197
<b>GRAND TOTAL</b>	<b>1,289</b>	<b>1,502</b>	<b>2,791</b>	<b>170</b>	<b>2,961</b>

Susquehanna will be eliminated and a new terminal point established at East Binghamton.

### Superintendents' Offices

Superintendents' offices will be headquartered at the present locations of Erie superintendents. Assistant superintendents will be located at Buffalo, Binghamton, Scranton and two at Hoboken.

Under merger the proposed district limits will be the same as the present Erie eastern and western districts. The miles of road under each jurisdiction are shown in a table on this page.

All heavy freight car repair work will be done at Erie's Meadville shop.

Heavy passenger car repair work will be done at Lackawanna's Keyser Valley shop; Susquehanna shops to be discontinued.

Heavy repairs to Diesel locomotives to be done at Erie's Hornell, Jersey City and Marion shops and Lackawanna's Scranton shop. Erie's scrap and reclamation plant at Meadville will be the major point for the merged company.

Hornell will be the principal transfer point for less than carload freight.

### Lighterage

Lighterage work will be handled at Jersey City and Hoboken; Pier H at Weehawken will be used to handle ore traffic.

Erie Pier 8, Jersey City will be used for all westbound and certain selected eastbound covered lighterage. Lackawanna piers 3, 4, 7 and 9 will be used for the balance of eastbound covered lighterage. Lackawanna piers 5 and 6 will be used for all coal, grain and cement.

All car float traffic will be handled at Erie's present facility with possible addition of new modern electric float bridges.

### Piggy-Back

Piggy-back operations will be concentrated at Croxton. The area now used for Lackawanna piggy-back service will be converted into expanded team track facilities.

Duplicate passenger train service will be combined. The DL&W line between Binghamton and Hoboken via Scranton will be the principal passenger route. One train per day in each direction between Hoboken and Binghamton via Port Jervis will connect with through service at Binghamton. Passenger train service will be restored on the Erie's Buffalo Division between Hornell and Buffalo.

### 14 Passenger Trains

It is proposed to operate fourteen through line passenger trains as follows:

	Between	East	West	Total
Hoboken and Chicago	3	3		6
Hoboken and Buffalo	2	2		4
Hornell and Buffalo.	1	1		2
Hoboken and Binghamton	.....	1	1	2

7 14

All of the changes contemplated by the Wyer study are expected to produce annual savings of not less than \$13 million within five years after the merger becomes effective.

In addition to the savings in expenses, the merger is expected to promote additional freight traffic and longer hauls on existing traffic.

The complete Wyer report on which this summary is based was submitted as an exhibit at the hearings conducted by the Interstate Commerce Commission in Buffalo starting Sept. 29.



**THE CITY OF SCRANTON** lies among forested hills that attract naturalists and sportsmen. Many lakes in the surrounding area offer fishing and boating opportunities.



# Praise Earned by Erie Men, Women at Work

Sir:

I would like to take this means of expressing our appreciation, on behalf of Cleveland Shippers Association, for the prompt and fair handling of the recent claims our members filed against your company.

We have had wonderful cooperation from Mr. Kelleher's staff and from others in your organization.

We, as an association, have had the pleasure of doing business with Erie for almost 13 years, and the service has been most satisfactory.

I know that you very rarely are complimented for the good things that you do, and I do feel that a little pat on the back does no harm.

Hope that we can continue our fine relationship for many years to come.

Joseph M. Pevaroff  
President  
Cleveland Shippers Association  
Cleveland, Ohio

Sir:

We wish to acknowledge the fine work of your A. B. Connell and his assistant Mr. Jack Joyce in the expediting of several recent cars from our plant at South Bend which was delivered to steamer early fourth A.M. after date of departure.

We understand from Mr. Connell that he was only able to accomplish this excellent handling through the close cooperation of Messrs. Mondello, Seville, McGarity and Miss Londregan of your Lighterage Department and we wish to extend to them our sincere thanks for their efforts and to compliment the Erie Railroad on the wonderful team work which exists between the Traffic and Operating Departments.

You can rest assured that we will continue to favor your fine railroad with our exports whenever possible.

L. H. Ruckert  
Curtiss-Wright Corp.  
Export Division  
New York, N. Y.

Sir:

Within the past four weeks my three sons, ages 15, 11 and 8, have ridden your trains from Narrowsburg, N. Y., to Hoboken.

I want to take this opportunity to commend the passenger agents at Narrowsburg for their courteous service, enroute, and most of all, the Erie Railroad, for going to all the trouble to stop Train No. 6 at Narrowsburg on Friday, June 12, and today, Friday, July 10. Two boys went on the first date, the third today.

Believe me, my wife couldn't get over the fact that a big railroad would go to all the trouble of stopping a train enroute from Chicago to New York for a couple of small boys.

We have always traveled by train when possible, your service from Narrowsburg to Hoboken is a break for us. I specify "Erie Railroad" when I order seeds, etc., for shipment to Honesdale. All of my dairy feed comes over your tracks.

Again I want to thank you and the employees who helped make this letter possible, and hope that when the Erie and D.L.&W. get together, we still have a main line track through the Delaware Valley.

Mr. Anthony W. Lobb  
Farview Farm  
Honesdale, Penna.

Sir:

Please accept our sincere appreciation for the manner in which subject car was expedited.

Your Eastbound Lighterage department was given delivery instructions approximately 2 P.M. on Thursday( calling for 8 A.M. delivery the following morning, and delivery was made in time to connect with steamer merchandise has been booked for.

Needless to say, this was excellent and our sincere thanks to you as well as your Mr. H. Mundello and Mr. C. Seville who cooperated.

S. Poluhoff  
Owens-Illinois  
405 Lexington Ave.  
New York, N. Y.

Sir:

Soon I will conclude two terms as president of the Youngstown Education Association. I want to thank you and the Erie Railroad for the cooperation you have given during these two years.

The Y.E.A. and I will long remember the two special events this year--the coffee and donuts served on the special train to the N.E.O.T.A. meeting in Cleveland and the holiday tour to New York City.

Norman D. Alexander, 152 Afton Ave., Youngstown, will be Y.E.A. president as of September 1. I think he will continue many of the present Y.E.A. policies. Mrs. Mussler is continuing as office secretary.

Please contact Mr. Alexander soon after he takes office about the Erie N.E.O.T.A. special train. I hope the Erie considers a special return trip. The date for N.E.O.T.A. for this year is October 30.

Again, thank you for your splendid cooperation, your help and your suggestions.

Fannie Gelbman, president  
Youngstown Education  
Association  
Youngstown, Ohio

Sir:

we write this letter to express our sincere thanks for the manner in which you handled and settled the subject claim to our satisfaction, and to what we believe will certainly be the satisfaction of our customer, the General American Transportation Corporation.

We received your Erie Railroad check to the amount of \$93.35, covering the complete amount sought by our customer for the cost of rework on the damaged coil--we are forwarding our credit for a like amount to the General American Transportation purchasing office, to settle the matter.

We shall keep this transaction in mind when possible future opportunities arise calling for rail shipment to the East!

We believe that GATC will also think well of the Erie. Again, our thanks.

G. H. Cronin  
Rempe Company  
Chicago 12, Ill.

# Share and Bond Owners Approve Merger Plan By Overwhelming Vote

**O**VERWHELMING APPROVAL for the plan to merge the Erie and Delaware Lackawanna & Western railroads was given by Erie shareowners and bondholders who voted better than 99 to 1 to approve the proposal as outlined in the Joint Application filed with the Interstate Commerce Commission on July 1.

Of Erie's 2,450,090 common and 125,330 preferred shares, 1,885,139 or 73.1% were represented either in person or by proxy at the shareowners meeting presided over by President Harry W. Von Willer at the Erie's offices in New York City on September 22.

A total of 1,876,567 shares were cast in favor of the merger and 8,572 against. Affirmative votes from at least two-thirds of the outstanding stock or 1,716,946 shares were needed to insure approval of the plan.

At the bondholders meetings the next day--there were two, one in the morning and the other in the afternoon--support for the plan was just as enthusiastic.

At the morning session holders of First Consolidated Mortgage Bonds Series E, F, and G represented at the meeting either in person or by proxy gave unanimous approval to the plan--there were no negative votes. Over 92.1% of the \$83,322,000 principal amount outstanding were represented at the meeting.

## 99½ % Vote Yes

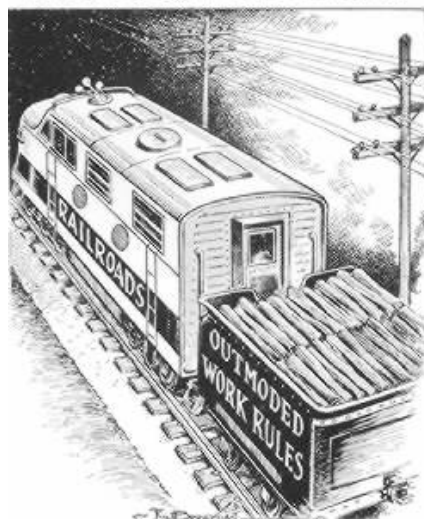
In the afternoon, holders of General Mortgage 41½% Income Bonds met and gave their approval. Like that of the other bondholders, the approval was practically unanimous; 99½% of those voting were in favor and 71.9% of the total of \$44,511,750 principal amount outstanding were represented at the meeting.

Lackawanna stockholders also approved the merger by a substantial margin; 1,260,650 shares were in favor and 26,619 against. The Lackawanna also expects its bondholders to approve the plan.

"The approval on the part of the security holders gives us a green light and brings the merger just one step closer to fulfillment," President Von Willer said.

(Please turn to page 26)

TIME TO CUT THE TENDER



# Engineer Snatches Boy from Death on Bridge

## Runs out onto Footboard, Grabs Youngster "Frozen" by Fear

**T**HANKS to the bravery and quick thinking of Charles B. Nutt, Mahoning division engineer, a 7-year-old Cochranon boy is alive, going to second grade this fall, and playing with his classmates.

The boy, Donald Moyer, had gone fishing in the closing days of his summer vacation with some older companions, and on their way home they took a short cut that led across the Erie's bridge over Sugar Creek.

That short cut was nearly a short cut to death for Donald. For just as the boys reached the middle of the bridge train 106, Oil City to Meadville, came in sight.

### "Frozen" by Fear

The three boys with Donald ran and jumped down the embankment, but he was too frightened to move.

As the 1,000-horsepower Alco switcher its whistle blowing and its train, of five cars bore down upon him Donald became frightened, more frightened than he had ever been in his life, and he found himself unable to move.

Nutt, seated on the fireman's seat of the locomotive, saw the boy's danger, and immediately threw the brake lever to the emergency position.

### Snatched from Death

As he did so, he rose from his seat, went out through the cab door and along the foot walk to the front of the engine, where he

climbed down to the footboard, and scooped the boy aboard as the train ground to a stop--eight feet beyond the point where Donald had been standing.

As Lloyd J. Carter, trainmaster, and Francis V. Huff, trainmaster, reported to J. Philip Allison, general manager: "The quick thinking and action on Mr. Nutt's part no doubt saved a fatal accident. . . . We feel that something more than a letter of commendation is in order, as . . . medals of honor have been awarded for lesser deeds in the past."

Nutt has been an Erie employee since Oct. 23, 1923. He and Mrs. Nutt, whom he married on Oct. 17, 1927, live in Conneaut Lake. One of their daughters, Carol, a secretary at American Viscose's Meadville plant, lives with them.

Another daughter, Mrs. Raymond A. Flack, lives in New Castle, Pa. The Nutts have two grandchildren.

## New York Law Costs Public Millions Annually

New York State's 46-year-old excess crew law is costing the public, the state's economy and the railroads more than 15 million dollars annually in waste expenditures which could otherwise be spent for service improvements.

The extent of this drain on the financial resources of the state's railroads was made known in nearly 400 pages of documenting testimony filed with the state's Public Service Commission by the New York State Association of Railroads.

The association's voluminous statement was prepared from the operations, traffic and route records of ten member lines, among them the Erie, at the request of the PSC. The commission is beginning a study of the so-called full crew law, which mandates the number of jobs for rail freight, passenger and yard operations, to determine whether it will recommend its repeal by the 1960 session of the legislature.

The drawbacks of the law as applied to modern rail technology and operations have been documented in the association's testimony. The railroads' testimony reveals that these non-productive jobs cost some \$15 million annually. Three specific examples of the law's archaic requirements are covered in the New York State Association's testimony:

### Three Examples

1. Today's Diesel-powered freight trains of more than 25 freight cars are still required to carry a crew of six. Three of the crew--the engineer, a fireman and a brakeman--ride up front; the conductor and two more brakemen ride in the rear. The historical functions of the jobs of the fireman and of the second brakeman have been eliminated. With today's Diesels there are no fires to stoke; and with modern automatic air brake systems there are no hand brakes to apply.

2. The case of the sealed baggage car. Despite the fact that the

(Please turn to page 25)

## Cities, Shippers Urge ICC to Approve Merger Plan

**R**ESOLUTIONS, letters and petitions from cities, chambers of commerce, shippers and service clubs all along the Erie and the Lackawanna urging approval of the merger of the two railroads are being received by the Interstate Commerce Commission in Washington. At press time, the magazine had reports of 62 such endorsements.

Support for the move is coming from cities large and small. Among the first to urge approval were the Buffalo Chamber of Commerce and Mayor Anthony J. Celebrezze of Cleveland.

Deposit, N. Y. where the first shovel full of dirt was turned in 2835 to start building the old New York and Erie Railroad, was among the first of the Southern Tier cities to add its voice to that of New York State communities.

Jamestown (N. Y.) Chamber of Commerce pointed out the benefits the city and its industries would derive from having a stronger railroad serving that area.

### Shipper Urges Approval

Mr. J. J. Upson, president of The Upson Co. of Lockport, N. Y., long-time shippers over the Erie wrote the ICC saying "The Upson Company has been closely associated with the Erie for upwards of forty years. We have watched them and worked with them through their bad years and their better years. We know the property, the officers, the traffic and operating personnel. We feel that the road is in good hands.

"I have before me the notice to Erie stockholders dated Aug. 17, 1959 and wish to give your honorable Commission my personal endorsement of the plan and believe that, if the Commission approves, the surviving company will be in a stronger position than they have been in for many years."

The Buffalo Chamber of Commerce said in part, "In view of the current economic conditions in the railroad industry, the Chamber commends the managements of both railroads for their forward thinking in seeking to merge the two corporations into one greatly improved and strengthened transportation system.

### Appeal to Governor

"Mergers of the type proposed by these two carriers offer the best hope for reducing the present downward trend in railroad employment. The Chamber sincerely hopes that the Commission will see fit to approve the applications of the two railroads thus making Buffalo the focal point in the operations of a new and dynamic railroad system."

Hornell, perhaps the most Erie-minded of all Erie towns, spoke through its chamber of commerce. Their resolution indicated they

(Please turn to page 26)

## ICC Chairman Urges Tax Relief for Railroads

Enactment of legislation providing for rapid tax write-offs on railroad equipment and property "would afford the railroad industry substantial relief in an area where real relief is needed," Chairman Kenneth H. Tuggle of the Interstate Commerce Commission told the House Ways and Means Committee in a letter which was made public on August 27.

In urging approval of bills which would allow the railroads to write off rolling stock in 15 years and other property in 20 years, Mr. Tuggle declared "the encouragement of capital investment in railroad property and equipment which would probably result from such action would offer substantial assistance in alleviating the serious freight car shortages which the nation has experienced over a number of years."

Mr. Tuggle said that passage of such legislation would be in the public interest "to the extent that it would strengthen the industry's financial ability to render adequate and efficient service."

# Straight Lines Mark Route of Erie's Marion Division

## Long Tangents, Gentle Curves Lead Through Rich Farm, Factory Area



**FRANCIS E. NAVIN** is superintendent of the Marion division.



**RONALD H. JORDAN** is division engineer.



**WILLIAM J. DONNELLY** is trainmaster at Huntington.

**T**HE ERIE'S MARION DIVISION, which stretches from Marion, Ohio, to Chicago, is 269.5 miles long; it was an operating entity, the Chicago & Erie, until 1941; and it is widely different from the sinuous Delaware division.

For in both tracks of those nearly 250 miles the Marion division has only 99 curves--and 11 of those are in the Marion yards, while the Delaware division has 253 curves in 104 miles. Too, no man from the Delaware division would admit that what are called curves by the westerners are really curves--for most of them are less than two degrees, and most of those less than one degree.

Headquarters for the division are at Huntington, where the Erie crosses the Little Wabash River, and here Francis E. Navin, superintendent, has his office.

Because of its size, the division is divided into two sub-divisions, one from Marion to Huntington, 126.6 miles; the other, the second sub-division, from Huntington to Chicago, 142.9 miles where William M. Wiarda, assistant division superintendent, has his headquarters.

Actual operation between the Indiana-Illinois state line and Chicago is over the tracks of the Chicago & Western Indiana Railroad, a road owned jointly by the Erie and four other railroads.

**CHIEF DISPATCHER,** Huntington, is John R. Michael.



### Central Standard Time

Historically, the Marion division begins at the point of the switch at Marion where the Dayton branch leaves the main line (see Erie Magazine for July, 1959), 305.06 miles west of Salamanca. This is milepost 0 for the Marion division, but today operational and maintenance responsibility begins at milepost 4 at the west end of Marion yards.

For convenience and safety reasons the Marion division operates throughout on Central Standard Time, although Ohio City, close to the Ohio-Indiana border is the "official" time change point.

Westbound trains pass between the eastbound and westbound yards at Marion; the eastward main track passes to the south of the yards.

### Baltimore, Pittsburgh & Continental

The division is proud of its history as a separate entity within the Erie System, although the Erie owned all the capital stock of the Chicago & Erie.

People along the line are still likely to refer to this part of the Erie as the "C & E", but like most railroads, even the C & E had predecessors. Oldest of its progenitors was the Baltimore, Pittsburgh & Continental Railroad; another was the Chicago, Continental & Baltimore Railway. These two

were formed within a few days of one another in the closing months of 1871.

In 1873, a third railroad, the Chicago and Atlantic Extension Railway, was formed. All three of these roads had the same stated end in view: the building of a railroad to the east across Indiana and Ohio.

### Line Is Built

In February of 1873 the CC&BR changed its name to Chicago & Atlantic Railway, and in June of that year the C & A and the Atlantic Extension merged to form the second company named C & A. In July the BP&C merged with the C & A, to form the Chicago & Atlantic Railway Co., which actually built the line from Marion to the Indiana-Illinois line.

This company built the line, which was completed from Marion to Hammond in the latter part of 1882, and opened for through traffic in June, 1883. By 1890 the road was in financial difficulties, and was sold to a committee under mortgage foreclosure proceedings, and sold by the committee to the Erie-owned Chicago & Erie Railroad Company.

The C&E operated the road until Dec. 22, 1941, when it was conveyed to the Erie, which has operated it ever since. The C&E ceased existence as a corporation in 1948.

### Early Road

The road built in the 80s was single track, and offered many operating problems in the days of steam. Because of the generally level to gently rolling nature of the countryside, little grading was done. But the route of the line crossed the valleys of streams instead of following them.

The result was a continuous series of grades -- momentum grades that the steam engines could handle by running fast down one hill to gain inertia to climb the next.

But sometimes they didn't gain the speed necessary, and this forced the doubling of even short trains on long hills. Although the Marion division today has some of the best, if not the best, running



**HERE AT MILEPOST 4** responsibilities of the Marion division, both for operation and maintenance begin--and the long stretch of tangent track through rich farmland is typical of much of the Marion division.



**LIMA HAS LONG BEEN** a center of oil refining. That's not coal beside the tracks, but petroleum coke, a fuel by-product of the refining process.



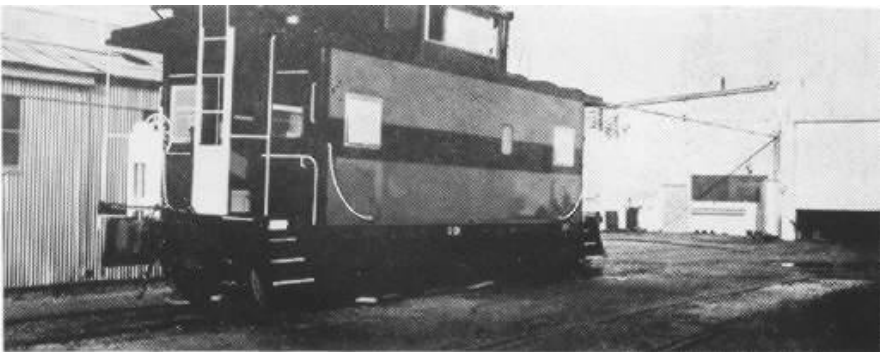
**A LONG LINE OF PIGGY-BACK** loads rolls through Lima yard on the way east.



**ELEVATORS AGAINST THE SKY** mark the route of the Erie from Marion to Chicago. This one is at Alger.



**OLD CABOOSSES** from all parts of the country ride Erie rails to reach this plant where they are completely rebuilt.



**THIS SHINING WAY CAR** never looked like this before-it entered the plant with a tired wood body, and came out with a shiny new steel one.

## Marion Division

(Story begins on page 12)

ground on the Erie, it was not always so.

### \$3 Fare to Fair

Clarence Day, author of "Life With Father" has a story to tell about his experiences in 1893 on the Erie. His father had gone to the World's Fair in Chicago while young Day stayed home to see that his creditors did not get into his father's office.

When the elder Day returned he gave his son \$100 and insisted that he go to the fair. Clarence used most of the money to buy off his creditors for a few weeks, and then searched for the cheapest way to Chicago. That was via an Erie emigrant train, round trip fare, New York to Chicago, \$3.

When the train reached Marion it was put on a siding for two and a half days before it moved out over the C&E. Once on the C&E it took its time getting to Chicago.

### Super-Railroad

Between 1911 and 1916, however, the Erie converted the C&E to a super-railroad. It was double-tracked all the way, and long fills and cuts reduced grades everywhere. Wherever the ground was unusually difficult--for that flat country--grade separations of eastward and westward tracks were made.

Finally the only grades left were those east and west of Huntington, and they are still the steepest on the division--0.5%. Just before the Diesel arrived, with its remarkable hill-climbing ability, plans had been drawn for elevating the road through Huntington and establishing a terminal at Simpson.

But meanwhile further improvements had been made in the line. In the 1920's and early 1930's heavier ballast, heavier ties and heavier rail was installed, at the rate of 60 miles a year throughout the division.

### Fine Road Today

Therefore trains entering the division today have a railroad as fine as any stretching before them -a far cry from the days when Clarence Day went to the fair.

Westbound trains move out

*Erie Railroad Magazine*





**THIS HUGE ELEVATOR AT DECATUR** testifies to the agricultural wealth of the Erie's Marion division.

through the Marion yards bound by only two speed restrictions--25 miles an hour on curve 3 between MP 0.48 and 0.49--and 60 miles an hour on curves 8 and 9, at MP 2.42 to 2.52. Thereafter, until SJ tower at MP 50.75 is reached, the speed limit is 70 miles an hour on curves and 75 miles an hour on tangents for passenger trains. Freight train speed limit is 50 miles an hour.

And the division boasts plenty of tangent track. There are four tangents more than 13 miles long, and one stretch of straight track is 14.82 miles long.

But we are getting ahead of the story.

### **Rich Farm Lands**

The line through Marion yard runs downhill to a point just east of MP 3, and levels off at an elevation of 911 feet, and then, just west of MP 3 begins a gentle climb. This climb, nowhere steeper than 0.25%, and mostly 0.2% or less, is part of a tangent more than eight miles long.

On either side of the railroad rich farm lands stretch away to the horizon, for this is in the heart of the corn belt. Summer days are hot and corn grows tall in the



**NUMBER FIVE** rushes past DA tower at Decatur, where the PRR crosses the Erie.

deep soils of the region, many of them true muck soils. Fields are large throughout this region, both in Ohio and Indiana, and 80 and 120 acre stands of corn and soy beans are not unusual.

At DeCliff there is a team track and lumber yard, and not far west of the station is the first curve since the Marion yard. This curve, however, is just a bit greater than

(Please turn to page 26)

# PEOPLE YOU KNOW



CLARENCE T. AREND  
Chief Clerk



## All Working for the Erie in Jamestown



RONALD A. GULLBERG  
Rate Clerk

JAMES W. COON  
Yard Brakeman



LEO R. SMITH  
Freight Agent



BERNARD E. SPEEDY  
Stenographer

CLARENCE A. CARLSON  
Cashier



JOSEPH M. CERVONE  
General Yard Foreman



DONALD A. ANDERSON  
Carload Clerk

ROBERT L. SWEENEY  
Yard Fireman



MISS LAURA BELLE  
STROMDAHL  
Typist



CHARLES A. BOEHLER  
Yard Brakeman

WAYNE W. COON  
Welder  
Car Department



MRS. RUTH SEDERHOLM  
Accountant-Timekeeper



JAMES H. HOLLERN  
Electrician  
Locomotive Department

HARRY C. OHMAN  
Yard Conductor



ALLAN K. PATTISON  
Yard Engineer



ROBERT W. WINSCHER has retired after more than 48 years with the Erie. His last job was engineer on transfer runs in Hammond. He and Mrs. Winscher have four children, and 9 grandchildren. His son, Robert, jr., has been an Erie employe for 20 years.



WHEN VICTOR J. TAYLOR retired as electrical supervisor, western district, Meadville, Chester K. James, superintendent of motive power (left), presented him with a parting gift from his friends. Taylor came to work for the Erie in 1911; he will live in Meadville.



## Erie Family Album

JO ANN THOMAS goes back to Harding High in Marion this month after an eventful summer. The Marion IOOF sent her on a pilgrimage to the UN, picking her from a large field to make the trip to the United Nations in New York. She is the daughter of James E. Thomas, transitman.



WENDELL R. (BOB) SWATOSH and Herbert A. Pasman (right) exchange broad grins at the joint retirement party held for them by members of the engineering department. Swatosh, with over 43 years of service was assistant superintendent of construction; Pasman, who first worked for the Erie in 1912, resident engineer at Jersey City.





**ROMANCE AMONG THE RATE BOOKS** culminated in the marriage of Carole A. Nemeth and Lawrence W. Foley, both employed at the Erie's freight traffic-rate department, 50 Church Street. They were married at Clifton, N. J., and spent their honeymoon in Florida.



**UNDISPUTED CHAMPION** horse-shoe pitcher of Marion County is Paul E. Swartz, clerk-stenographer in the office of the superintendent at Marion. He beat his most dangerous challenger 50-3.



**RETIRED RAILROADER RAILROADS.** Sam Scavera, who retired in 1957 as section foreman after more than 47 years service with the Erie, is railroading again--as locomotive engineer and chief engineer, maintenance of way, with the Kiddie Wonderland RR at River Edge, N. J. Here he is about to pull No. 11 out on the main line.



**WHEN FRANK J. TROYANO'S** friends bade him farewell after more than 46 years on the Erie, Mrs. Troyano was given an orchid. Here Frank pins it on. At the time of his retirement he was chief clerk to the auditor of disbursements.

# Erie Veterans News

Fellow Veterans,

Now that the summer vacations are about finished and all are back at their desks, on the engines, in the cabooses, on the tracks, or whatever your individual duties may be that keep the railroad running smoothly, won't you please find just a minute to ask the man next to you if he has a veteran's card.

If he hasn't and has the qualifications necessary to have one, see that he gets an application to fill out and turn in to the financial secretary of your chapter.

If this letter seems a little shorter than usual, its because I'm writing this one while baby sitting at the home of my son and his wife due to the fact baby Brenda Sue recently made her appearance in the Kelly family.

Grandma and grandpa are both happy to report that baby, mother and daddy are doing well. This is number six.

Again may I urge every veteran and every member of the various auxiliaries to do their utmost to get as many new members as possible before January 1st.

Then I will have the pleasure and honor of turning over to **Harry Travis** the largest enrollment we have ever had.

Fraternally yours,  
**H. A. Kelly**  
President

## Youngstown

By S. D. Bean

Our 17th annum stag party held at our own picnic grounds was a great success. The weather was fine and there was a good turnout.

Veterans **J. Ralph Fero**, chief clerk, 43 years and **James W. Bowser**, chief car record clerk at the Youngstown freight office, 37 years, retired in August.

The employes and friends held a picnic and joint party for both men at the Veteran's picnic grounds. **W.D. Owens, J. R. Morris** and **Mrs. Sophie Golubic** of the

freight house composed the working committee.

**F. T. England**, agent, presented **Ralph Fero** and **Jimmy Bowser** with their certificates of retirement and service.

**Fred J. Donaldson**, president of the local B.R.C., presented leather billfolds to both men.

**Jimmy** and his wife are taking a long trip to the western states. **Ralph** and his wife are going to North Dakota. Both will retain their homes in Youngstown.



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Collins D. Bennett	Machinist	Hornell, N. Y.	8- 6-59	36
John Bobryk	Machinist Helper	Hornell, N. Y.	8-31-59	35
James W. Bowser	Chief Car Clerk	Youngstown, O.	8-31-59	37
Jacob Breier	Freight Conductor	Buffalo, N. Y.	8-11-59	40
John E. Brown	Car Repairer	Salamanca, N. Y.	8-29-59	42
Joseph E. Bushey	Engineer	Bradford, Pa.	8-10-59	49
Reginald Carpenter	Agent-Operator	Hohokus, N. J.	9-19-59	53
Loretta I. Coleman	General Clerk	IVew York, N. Y.	8-14-59	41
Edward E. Dressler	Chief Clerk	Hornell, N. Y.	8-31-59	47
Chester A. Eckert	Electrician	Marion, O.	8-22-59	30
James F. Farrell	Operator	Hoboken, N. J.	8-12-59	41
William Felske	Road Freight Conductor	Port Jervis, N. Y.	8-25-59	42
Clarence M. Ferguson	Passenger Conductor	Hornell, N. Y.	8-21-59	51
Lloyd W. Fritz	Electrician	Hornell, N. Y.	8-25-59	42
Michael A. Gaidzes	Coach Cleaner	Jersey City, N.J.	8-19-59	35
John W. Galvin	Yard Conductor	Port Jervis, N. Y.	7-31-59	42
Reuben H. Gray	Cashier	Cleveland, O.	8-31-59	46
George Greenwald	Yard Clerk	Chicago, Ill.	8- 5-59	50
Raymond A. Harter	Electrician	Salamanca, N. Y.	8-12-59	22
Edward Q. Higgins	Assistant Valuation Engr.	Cleveland, O.	8-31-59	42
Peter Jadrosich	Carpenter Foreman	Jersey City, N. J.	9-30-59	32
Frank hi. Julian	Accountant--R&BM	Hornell, N. Y.	8-14-59	43
William L. Lake	Passenger Carman	Susquehanna, Pa.	8-14-59	44
Frank W. Leahy	Machinist	Hornell, N. Y.	8-28-59	41
Henry L. Lindsey	Joint Car Inspector	Ferrona, Pa.	8-12-59	22
James W. McCarthy	Yard Brakeman	Croxtan, N. J.	8-19-59	40
Harvey McClarey	Carpenter	Marion, O.	8-31-59	37
Clifford L. Montgomery	Passenger Conductor	Hornell, N. Y.	8-12-59	46
James M. Moran	Conductor	Rochester, N. Y.	8-17-59	50
John D. Murphy	Marine Oiler	Jersey City, N.J.	7-31-59	30
Tony Novak	Baggage-master	Warren, O.	8-14-59	35
Jesse J. Partlow	Passenger Conductor	Marion, O.	8-24-59	42
Herbert A. Pasman	Resident Engineer	Jersey City, N.J.	9-30-59	42
Ralph Percivalle	Passenger Carman	Susquehanna, Pa.	8-14-59	34
Michael F. Pray	Laborer	Jersey City, N.J.	8-12-59	27
John O'Reel	Cutter & Welder	Chicago, Ill.	7-31-59	36
Frank J. Rieger	Barge Captain	Jersey City, N. J.	7-31-59	37
Lloyd L. Rynd	Car Inspector	Meadville, Pa.	8-31-59	38
Thomas E. Semora	Car Inspector	Jersey City, N.J.	8-19-59	29
Andrew C. Simko	Engineer	Youngstown, O.	8-28-59	37
John E. Slawin	Laborer	Jersey City, N.J.	8-10-59	32
Leon L. Smith	Agent	Canaseraga, N. Y.	7-31-59	52
William E. Snowden	Boiler-maker Helper	Hornell, N. Y.	8-20-59	26
Peter Stadler	Trackman	Kent, O.	7-31-59	37
John G. Starr	Accountant--B&RM	Hornell, N. Y.	8-14-59	42
Wendell R. Swatosh	Asst. Supt. of Construction	Cleveland, O.	9-30-59	44
Charles W. Terrill	Work Equip. Repairman	Meadville, Pa.	8-31-59	33
William A. Thompson	Locomotive Engineer	Akron, O.	8- 8-59	41
James B. Toolen	Freight Conductor	Buffalo, N. Y.	8-31-59	42
Leroy A. Waldorf	Yard Conductor	Ferrona, Pa.	8-31-59	31
Carl V. Weber	Machinist	Hornell, N. Y.	8-31-59	50
Joseph Wenderoth	Car Inspector	Jersey City, N.J.	8-25-59	42
Christopher W. White	Barge Captain	Jersey City, N. J.	8-12-59	39
Raymond W. Whitney	Sectional Storekeeper	Hornell, N. Y.	9-30-59	34
Francis M. Williams	Stockkeeper	Marion, O.	8-14-59	36
Frank L. Wilson	Machinist	Salamanca, N. Y.	7-29-59	41
Alfred Everly	Car Repairer	Marion, O.	8-31-59	47

## Buffalo-Rochester

By Jan Bender

The **George Heimlichs** celebrated their golden wedding anniversary recently at their Silver Lake residence with the help of a host of Buffalo buddies.

**George** and **Mary Cunion** are visiting from Florida and have been star attractions at several reunions. The latest reunion was held on the spacious grounds of **George** and **Ester Adams'** home in Hamburg.



It's generally agreed that **Mrs. William R. Stretton** is a cracker-jack at telling Irish stories.

**Tom Martin** and wife, **Edith**, are looking forward to a two week visit with their daughter, **Teresa**, and son-in-law, **Charles** who is intern- ing in a New York City hos- pital, and their newest grandchild, **Joseph**.

About fifty of our members ac- cepted the D.L.&W.'s invitation to their annual picnic in August. They all reported having an en- joyable time.

After the boost from President **Kelly** in the August issue, the ladies of the Auxiliary are rarin' to go.

## Jersey City

By **G. C. Kalle**

A large number of our members plan to attend the annual conven- tion of the United Railroad Vet- erans to be held at Roanoke, Va.

One of the highlights of this convention will be the elevation of our good friend from Buffalo, **M. J. Redding**.

At our meeting last month we were again pleased to honor one of our members, **William A. Skin- ner**, who was presented with his life membership card and fifty year button.

Our membership committee re- ported the following new mem- bers; **F. J. Caruso**, **Eleanor A. M. Duffy**, **Salvatore Ferraro**, **Frank J. Jacubetz**, **George Venturini** and **William Walsh**.

A total of forty-five new and re- instated members for Jersey City since January 1, 1959.

We are proud of our record and hope to add a number of addition- al members before the end of the year.

Attention to all our members who have not yet paid their '59 dues. Now is the time to take care of this small obligation.

We are striving for a 100% rec- ord for '59, and with your help we can surely attain this goal.

Our regular meetings are held the first Wednesday of each month at 320 Market St., Paterson, N. J. at 8:30 p.m. We are sure you'll have a good time and will want to come again.

# Latest Chatter About All the Erie Family

## New York Division PASSAIC, N. J.

**Charles Dalzeli** rate clerk, went to Glen Rock and made use of his "do-it-yourself" kit.

**Charlie Makarski**, car foreman, spent his vacation in Canada.

**H. Lynch**, engineer of the Dundee crew, did a good job killing all the rats on Dundee Island with his home-made rat poison.

**Arthur Katz** spent his vacation in the Adirondacks.

**Fred Keesler**, ticket clerk, spent two weeks fishing.

**John Lucas**, baggageman, was invited to act as judge for the polka dances at Chicago.

## SUPERINTENDENT'S OFFICE HOBOKEN

By **Mary A. D. Meyer**

Recent visitors to the office were **Dan Crowley**, **Ralph Riccardo**, **Bert Bertram**, **Bill Southerland**, **Anne Volski**, **Barbara Meister**, **Pa- tricia Mahoney**, **J. W. McCarthy**, **Roy Haslam** and **Jack Dillion**

**Joe Nalewaiski** is a commuter to his summer home at Lake Hop- atcong. Joe has now passed his 35th year of service.

**Ed Bunnell** sent regards to all from Stockton, Maine.

**Ester Del Chiacchio**, stenog- rapher, won first prize in a Vien- nese waltz dance contest on **Ted Steele's** TV dance party program. Ester was presented with a hand- bag, "Christmas Night" perfume and jewelry.

Welcome to **Bill Trainor** as junior clerk from the mechanical department and to **M. Bjorhman** relief operator at the Hoboken tele- graph office.

**Christinia McNamara** spent the weekend at Hornell, recently.

**Mr. and Mrs. Abe Kleiman** vaca- tioned at Bradley Beach, N. J.

**Mr. and Mrs. George Hafesh** and sons went to Asbury Park and took a motor trip through the New England states.

**Mr. and Mrs. J. T. Corbet** vaca- tioned at the shore.

**Mr. and Mrs. George De Puy** went to Pittsburgh.

**Mr. and Mrs. Joe Angelo** went to

Amsterdam, N. Y., while **Mr. and Mrs. Carl Hansen** took local trips.

**Dick Young** took an automobile trip to Brewster, and Wellfleet, Mass., then to Newport, R. I. and Portland, Maine. He took a train to White Mountains, then to En- field, N. H., White River Jct., Vt., Northampton, Mass. and New Ha- ven, Conn.

Good luck wishes to **Laura But- ler Coleman** on her retirement. Laura was former general clerk here and later at Pier 19, N. Y.

Best wishes to **Roy Haslam**, usher, who retired. He completed 39 years with the Erie and 3 years with the DL&W.

**Vaughan A. King**, conductor, re- tired recently with over 49 years service. He was general chairman Erie Railroad for the Order of Rail- way Conductors and Brakemen from '45 to '57.

## Lighterage

### NEW YORK CITY

By **Regina F. Frey**

**Herman Miller**, assistant chief clerk, retired in September after 52 years service. He was given an office party.

We welcome **Norma Clark** to this department as a stenographer.

Vacationers just returned are **Harry Mondello** from Miami, **Eunice Wilson** from Mansfield, Ohio and **Joe Keenan** from the Jersey shore.

Good luck to **Laura Coleman** who recently retired.

**Tom McGowan** visited the office with his three little daughters dur- ing his vacation.

**Lilly and Emil Skupins** visited Asbury Park over Labor Day weekend.

**Dot Shea** recently visited Forest Port, N. Y.

Congratulations to **O. A. Frau- son**, superintendent, who became a grandpa for the second time with the arrival of a granddaughter. **Mr. and Mrs. Bob Frauson** are the proud parents.

## Kent Division

### MARION

By **Lucile Osmun**

**Verna Mae McWherter** division freight agent's office, has a new car.

**Anita Wise** spent a week of her vacation visiting in Cleveland, O.

**Jesse Lott**, operator in GN office, has returned from a Michigan vacation visiting his son and family.

## AKRON

By **Besse Westbrook**

**Charles Johns**, reconsigning clerk, and family moved into their recently purchased home during his vacation.

**Harold Stewart**, rate clerk in the revenue bureau, and family vacationed in Gettysburg, Penn. and saw other points of interest.

**L. V. Brownell**, general foreman, and wife with friends, **Mr. and Mrs. Albert Schumacher**, motored to Ridge Manor, Florida to visit **Fred Bott**, retired chief clerk Akron yard office, and **Mrs. Bott** in their new home.

The three couples enjoyed several days on the beaches of Clearwater and Daytona.

The **Brownells** and **Schumachers** stopped at the Fort of St. Augustine and several other points of interest en route home.

**Paul Zent**, checker, and wife joined his brother, **Kenneth**, former warehouse employe, and wife on a fishing trip on Lake Erie.

**Andrew Kavulla**, caller, and wife together with **S. E. Toth**, trucker, and wife enjoyed a week fishing and boating near East Tawas, Michigan.

**R. D. Hill**, yardmaster in Akron, carded a hole in one on the 150 yard seventh hole at Mogadore Golf Course.

Golfing with **Mr. Hill** were **W. J. Moore**, roundhouse foreman; **G. Costas**, electrician and **A. F. Leidal**, car inspector.

## Mahoning Division

### MAINTENANCE OF WAY

By **Catherine E. Holzbach**

**Fred Weimer**, signalman, Youngstown, recently retired after 33 years service. Since retirement he has been enjoying some extensive travel.

**Angel DeAngel**, welder at Cleveland, has retired after 34 years service.

**C. A. Larson**, foreman of signal maintainers, retired from active service after 37 years. A formal dinner was held at Warren, Ohio honoring him.

**John L. Manders** signal main-

tainer at Niles, Ohio, recently retired after 42 years service.

**C. L. Castor**, communications and signals supervisor, was presented a fifty-year pass by **R. J. Pierce**, division engineer.

**Mr. and Mrs. W. H. VanLenten**, chief clerk, vacationed recently in Jersey City.

**Bernice White**, secretary, and husband had good fishing while vacationing in Canada.

**Karen Clair** has returned to Marquette University where she is completing a teaching course. Sire is the daughter of **E. E. Clair**, leading clerk to master carpenter and supervisor of communications and signals.

## POLICE DEPARTMENT

By **J. O. Sheets**

Lieutenant **F. D. White** recently had the pleasure of a visit from **Joseph Nadelske**, yardmaster at Akron, O.

Patrolman **M. Banyas** recently returned from a week-end trip to Canada. He reported good bass fishing.

Patrolman **W. C. Hart** has moved into his newly purchased home in Saegertown, Pa.

Patrolman **J. F. Gilson** has purchased a hunting dog, and is getting ready for the hunting season.

Patrolman **A. Herrick** bought a new automobile.

Patrolman **J. M. Buda** and family enjoyed a camping and fishing trip.

Patrolman **E. Matanin** and family recently took a vacation in Florida.

Patrolman **C. E. Tally** spent his vacation working around the house.

Patrolman **R. E. Hamilton's** son, **Robert L.**, age 14, is playing football with the freshman team at Ashland High School and is trying out for quarterback.

## Marion Division

### TRANSPORTATION DEPT. AND M. OF W. DEPT.

Best wishes for a long and happy retirement go to **Bob Dalrymple** trackman, who recently retired.

Other recent retirements were **George M. Saunders**, engineer, after 47 years service and **J. H. Wolfe**, signal maintainer.

Congratulations to **Mr. and Mrs. Hubert Kelly, Jr.**, the proud par-

ents of a new daughter, **Brenda Sue**. The **H. A. Kellys** are the grandparents.

Congratulations to **George Boh**, he received the Eagle Scout Award at ceremonies at the Elks Club in Huntington.

**George** is the son of **W. E. Boh**, road foreman of engines at Huntington.

## 14th STREET, CHICAGO

By **Christ Hardt**

**Louise Buffer**, billing department, is very happy over the adoption of a grandson, **James Joseph** 3 months old, by daughter, **Dorothy**, and son-in-law, **William Gleaves**.

**Maureen Madden**, secretary-stenographer, recently married **Roger Ricketts** at St. Mary's Church, Crown Point, Indiana. A reception followed the ceremony at Morning Glory Inn, Gary, Indiana.

**George Sheridan**, freight agent, presented **Maureen** with a gift from her office associates.

Another recent wedding was for **Donna Zera** and **Jerome Bruss**, they were married at St. Benedict Church.

**Donna** is the daughter of **Blase Zera** and wife, **Mildred**, who operate the 14th Street Erie lunch canteen.

**B. B. Bowden**, our caretaker, enjoyed his vacation with a visit to his mother's home at Corinth, Mississippi.

**John J. Brynda** general foreman, and family enjoyed a visit with **Mrs. John Vonesh** and family at their home in Denver, Colorado.

**Mrs. Vonesh** is **John's** sister and the widow of **John Vonesh** former rate department employe.

**Nell Walsh**, billing department, vacationed at Mackinac Island, Michigan and Sturgeon Bay, Wisconsin.

**Howard Von Posch**, timekeeper, and wife, **Helen**, visited historic spots at Washington, D. C. and Philadelphia. Then they went to the Bronx, New York City for a visit with **Howard's** mother.

**Robert Meek**, assistant agent, and family went to Buffalo, Mt. Morris, and the Alleghany Mountains. They also stopped to see relatives.

**John "Jack" Smith** check clerk, took a boat ride to Havana, Cuba.

**Floyd Barth** cashier's department, is a grandfather for the fourth time. It's a daughter for **Floyd's son, Raymond.**

### **HAMMOND CONSOLIDATED** **By Grace Connoles**

Congratulations to **Amy Helms**, IBM operator at Hammond, and **Robert K. Hanagan** yardmaster at 51st Street, Chicago, who were recently married. They are residing in the Robertsedale section of Hammond.

Congratulations to **Mr. and Mrs. Paul Schug** on the birth of their first child, **Debbie**, who weighed 6 lbs., 7½ oz.

A reunion-wedding celebration was held for **Mr. and Mrs. Roy W. Elkins**, freight house foreman, on their 43rd wedding anniversary. It was at the home of their eldest daughter in Mansfield, Illinois.

Fifty-eight members of the **Elkins** family were present.

The **Elkins** have 5 children, 13 grandchildren and 3 great grandchildren.

**Mr. and Mrs. N. T. Emrick** road foreman of engines, toured parts of the west and some parts of Canada in their new car.

A vacation of interest was taken by **Mr. and Mrs. E. M. Wilt** supervisor, and **Mrs. Wilt's** sister and brother-in-law.

The couples went to Los Angeles and Hollywood, stopped on the way at Montrose, Colorado, visited Mesa Verde Park, Silverton Mining town, stopped in Durango to take a ride on the DRGW narrow gauge railroad, went to Bryce Canyon, Zion National Park, Las Vegas and Glenwood Springs, Colorado, where the men went trout fishing and the women took mineral baths.

**Richard Shawver** relief clerk, and buddies traveled to Florida during their vacations.

Congratulations to **Harold K. (Red) Badger**, who was appointed second trick yardmaster at Hammond.

**William E. Coffman**, conductor, retired recently after 46 years service.

Besides his duties with the railroad, Bill was active in politics in Calumet City. He was elected councilman for four 4-year consecutive terms, a total of 16 years as the chosen representative of his ward.

## **Accounting**

### **AUDITOR OF REVENUES**

**By Neil Crann**

The Red Cross bloodmobile made its annual stop at Erie in August. The list of donors included **Lorraine Campbell, Bob Bozoti, Joe McManus, Tom Edwards, Bob Osterlander and Carol Dercole.**

On September 5th, **Phil Emery** and **Carole Ann Bergine** were married. After the ceremony at St. Michael's church, the couple honeymooned in New England.

**Ray and Mary Jo Torowski** announced the arrival of a 7 lb., 10 oz. son, **Mark Joseph.**

**Mr. and Mrs. Paul Kovary** announced the arrival of a 7 lb., 8 oz. boy **Daniel.** He was the couple's third child and first boy.

**Audrey Darroch** and **Mary Laubenthal** have left us to take up the duties of housekeeping.

**Steve Miko** spent a week fishing in Canada.

The New England states were enjoyed by **Chris Nolan** and **John Lockwood.**

**Dave Walsh** spent some time in Chicago.

Florida was the vacation spot for **Joe Alico, Madeliene Koleszar** and **Suzanne Chervenak**

**Ralph Brickner** has spent 17 months with the U. S. Army in Germany acquiring the rank of Specialist 4th Class. **Ralph** is back with the Erie now.

The welcome mat was rolled out during the month of August to **Joann Vivic, Malcolm Brown** and **Tom E. Crowley.**

**Johnny Clements** took a week of vacation to break in his new car.

**Tom Edwards** purchased a new-used car recently.

**Paul Steinmetz** spent two weeks with the U. S. Army at summer camp.

**Ray Torowski** made the newspaper. He accomplished every golfer's dream by making a "hole-in-one".

**Charlie Healy** got the autograph of famous jockey **Willie Shoemaker.**

The Cleveland Committee of Railroads helped sponsor a highway safety display at the Berea Fair this year.

The volunteers from the Erie, who helped man the display, were

**Jack Sherman, Benny Cosenza, Bill Broestl, Joe McManus, Marty Marcellino, Charlie Lamoureux and Neil Crann.**

Men returning to evening classes this fall include **Ray Stevens**, Cleveland College; **Bill Broestl, Bill Lash** and **Art Neff**, who are going to Fenn College.

The baseball season came to an end August 21st for Lakewood's Bangerts Bombers.

After compiling a 7-5 record in league play and a 1-1 record in the A.S.A. Tournament, the team headed for the eliminations with a bright outlook. Erie's winning streak lasted for 4 games in the first round of the eliminations.

Then their luck turned, and they lost in the second round by a score of 13-12 in an extra-inning game.

**Ray Stevens** finished on top of the list of averages with a .593 mark, and 19 runs scored.

**Ed O'Donnell** was next with a .512, leading the team with 5 home runs, 14 runs batted in.

The rest of the top five averages were **Bill Broestl**, .428; **Tom Nicolay**, .424 and **Paul Steinmetz**, .421. The team average was .373.

The Parma team with help from **Paul Jurcisin** went all the way to the final game of the A.S.A. tournament and missed being Cleveland's representative in the world-wide eliminations by only 2 runs.

The Parma, Pickwick, team leaders in batting averages are **George Joseph**, .480; **Jim Petonic**, .430; **Ray Humble**, .422; **Bill Lash**, .416 and **Mel Merritt**, .395. The team average is .376.

### **HORNELL ACCOUNTING** **BUREAU**

**By Frank Bottomley**

The **Bill Moores** and **Ray Clarks** each spent a week at Keuka Lake.

**Eleanor Trowbridge, Ruth Hunt** and **Olga Nazar** vacationed at Cape Cod.

**Frank Bottomley** spent two weeks at Canandaigua Lake.

**Mr. and Mrs. Winters** vacationed in the Adirondack Mountains.

**Edna Metzger** enjoyed her vacation in a small town in Michigan.

**Marlene Neu** sold her horse.

The **Vets, Ordways Congellises** and **Bottomleys** and families enjoyed a picnic at Wyant's Pond.

Best wishes to **Carolyn Benson**

on her recent marriage to **George Booz**.

Congratulations to "**Pat Harkins**, new chief clerk, and **Harold Hogue**, statistician.

Best wishes to "**Ed Dressier**, our retired chief clerk.

Many happy years of retirement to **Frank Julian** and **Jack Starr**.

Those who celebrated recent birthdays are **Marguerite Whiting**, **Gerald Curran**, **Gertrude Moogan**, **Mary Hillman**, **Francis Cassidy**, **Donald Clark**, **Ronald Ordway**, **Patrick L. Harkins** and **J. C. Heyberger**.

#### AUDITOR OF DISBURSEMENTS

By **Jim Hough** and **Don Keister**

**Rita Mazur** and **Marilyn Haely** spent Labor Day weekend at Cedar Point, they said they "had a ball".

**Mr. and Mrs. Andy Mowerson** spent part of their vacation at Linwood Park, Ohio.

**Dave Murg** took a solo-hop to Asheville, North Carolina in his convertible.

**AI Okeson** and friends drove to Darlington, South Carolina over Labor Day weekend to see the auto races.

**Polly Kennard** reports that she and her husband enjoyed some low golf scores at Fredonia, N. Y. while on vacation.

**Jim Hough** has been to Michigan twice this summer.

We understand **Brian O'Donnell**, our new messenger, is not just an avid baseball fan, but a fine player as well.

**Barbara Oros** was first in the office to mention bowling as she reported a season opener of a 347 series.

**Frank J. Troyano** has retired after more than forty-six years service with the Erie.

**Mr. Troyano** started as a messenger, advanced to many positions in the accounting department, where he was appointed chief clerk to the auditor of disbursements.

During his employment he was active in the Erie bowling league and various offices in the Erie Veterans Association, where he served as president in 1943. He is currently a member of the association's advisory board. He also was a director of the Erie's employees credit union.

**Mr. and Mrs. Troyano** were given

a testimonial dinner by office associates and friends. **George W. Thompson**, auditor of disbursements, presented him with a check from his associates to be used in purchasing the camera of his choice.

#### NEW YORK STATION

By **Charlotte M. Schall**

**Joe Berry** has recently spent his vacation touring the northeastern states.

Employees celebrating recent birthdays were **L. G. Obermeyer**, our manager, **J. J. Feeney**, **A. J. Zazella**, **Alyce M. Clancy**, **T. J. Gaidis**, **Loretta R. Hughes**, **W. J. Ayers**, **W. J. Burke**, **F. J. McElhatton**, **H. P. Schmidt**

**T. Campbell**, **W. G. Massey Margaret M. Malone**, **D. A. Moffit**, **Charlotte M. Schall**, **J. V. Conway**, **Wanda Bisinski**, **S. J. Aielli** and **T. J. Montrose**.

Congratulations to the **M. J. Rogers** and the **W. H. Schneiders** on their wedding anniversaries. For the former couple, 23 years and the latter couple, 36 years.

Employment anniversaries recently celebrated: **T. H. Collins** 43 years; **W. M. Carragher** 42 years; **H. P. McCrane** 35 years; **M. J. Rogers**, 33 years and **P. J. Brignola**, 30 years.

Congratulations to **J. J. O'Dwyer**, he celebrated his 80th birthday in September. **Jim** has been retired for many years.

**Mary McCormick** and husband spent their vacation in their new car touring the turnpikes to Minnesota.

**J. Roach** and family enjoyed their vacation fishing and swimming at Pt. Pleasant, N. J. **Mr. and Mrs. Roach** recently celebrated their 19th wedding anniversary.

**J. F. Collins** and family vacationed at Atlantic City, N. J.

**Emilie Peters** enjoyed her vacation making daily trips to shore areas.

**Dominick Auletto** and family vacationed at Seaside Heights, N. J.

**P. Brignola** and family spent two weeks vacation at Miami Beach. He went deep sea fishing.

**Bill Carragher's** daughter, Sister **Mary Elaine** of Holy Name Hospital, Teaneck, N. J. spent a few days at home.

Congratulations to **W. J. Ayers**, who was recently promoted from 1st sergeant to regimental sergeant-major of 102nd armored cavalry.

**Wally** has been a member of the New Jersey National Guard for the past 10 years. Previously he was in the armed forces for 5 years.

**W. C. Ryan**, chief clerk, recently gained a son-in-law.

• • •

#### Susquehanna Division

**HORNELL BACK SHOP  
AND DIESEL SHOP**

By **R. L. Hammond**

Congratulations to **Mr. and Mrs. Jack Mahoney** clerk, on their 35th wedding anniversary.

**Jerry Parker**, messenger, attended the Canadian National Exhibition at Toronto.

**Charlie Turnbull** went fishing in Canada.

**Mr. and Mrs. E. J. Rayburg** vacationed in Hackensack, N. J.

**J. J. Recktenwald** vacationed in Montana.

**Jack McInerney** toured Ohio.

**R. L. Hammond** chief clerk, and family attended the Canadian National Exhibition at Toronto.

**Mr. Branning** general master mechanic, is sporting a new car.

**Glenn Flansburg** machinist, has just completed modernizing his home in Canisteo.

**Fran Donnelly** says his new barbecue pit is completed.

**Lawrence Callahan** has returned as labor foreman in the Hornell diesel shop.

The supervision at Hornell mechanical department held a steak dinner for **Leon F. Cleveland**, general foreman, transferred to Salamanca.

Recent retirements were:

**Bernard J. Wright** machinist, Hornell Diesel shop, 45 years service; **Collins D. Bennett**, machinist, Hornell back shop, 36 years service; **William E. Snowden**, boiler-maker helper, Hornell back shop, 26 years service.

**Lloyd Fritz** electrician, Hornell diesel shop, 39 years service; **John Bobryk**, machinist helper, Hornell diesel shop, 33 years service; **Carl Weber**, machinist, Hornell diesel shop, 45 years service and **Frank W. Leahy**, machinist, Hornell diesel shop, 41 years service.

# New York Law

(Story begins on page 10)

baggage car is completely sealed and no one rides in the car, the railroads are required to carry a baggage man aboard the train. He frequently rides with the passengers.

3. On Diesel locomotives engaged in switching and transfer operations in rail yards a fireman is required by the law to be carried on duty though he serves no useful function.

## Why the Railroads?

William White, president of the Delaware and Hudson Railroad, in testifying on the views of managements of the individual railroads in connection with the need to repeal the excess crew law, stated:

"Why should railroads be singled out and told by legislative fiat how many people they should employ on a given job? We don't for one second suggest that the Legislature of New York should by law require a given number of drivers on a truck, bus, delivery wagon, airplane, canal boat, a continuous rolling mill in a steel mill, telephone exchange, nor on the New York subways, but we think that railroad management that is responsible for service, safety and profits should bear that responsibility and the freedom that is necessary to operate their railroads without artificial restraint."

The evidence submitted by the state's railroads, according to Gerald E. Dwyer, counsel to the association, "fully reveals the extravagant costs of operating modern railroad systems in New York State while burdened with the strait jacket of an obsolete law passed back in the days of steam engines. Our testimony cites accident records in New York State that show that the number of crew members has no relationship to safety."

## Modern Devices

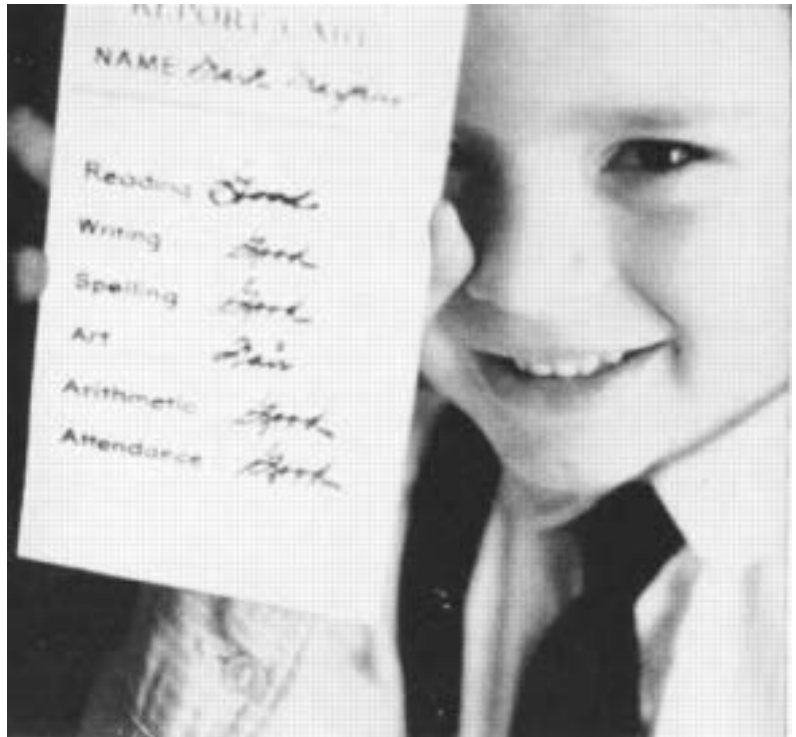
Also shown in the testimony, Dwyer stated, is that the costs of operating railroads in New York State under this law are reflected in costs to shippers and passengers as well as in the inability of the railroads to spend this money on productive jobs in areas of service improvement and maintenance.

In the statement to the PSC,

many developments in railroading that have occurred since the original law was passed 46 years ago were reviewed. The art of railroading has changed mightily since 1913.

Advances in signalling and its counterpart, Centralized Traffic Control; the use of radio for communication between the head and rear end of the trains; the use of wayside radio stations for direct communication between moving trains and train dispatchers; the use of Diesel locomotives which

eliminates the necessity for coal and water stops; the remote control of main track switches; the improved construction of freight cars which, aside from being heavier and stronger, have cast steel side frames instead of arch bars, better brake beam supports, brake hangers, even brake shoe keys; advances in metallurgy--all of these things have vastly improved the art of railroading, made rare dragging equipment and made easier and safer the jobs of railroad employees.

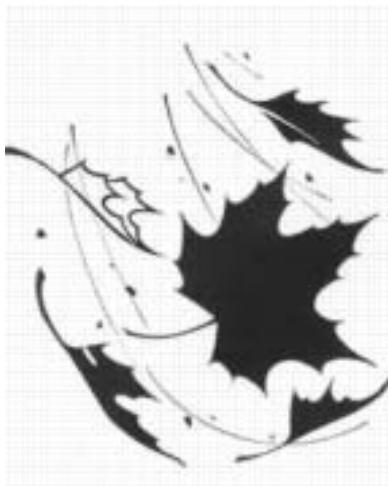


He's doing his share--are you doing yours?  
With Prudential's Education Plan you'll  
have enough money to educate him--  
whether you're here or not.

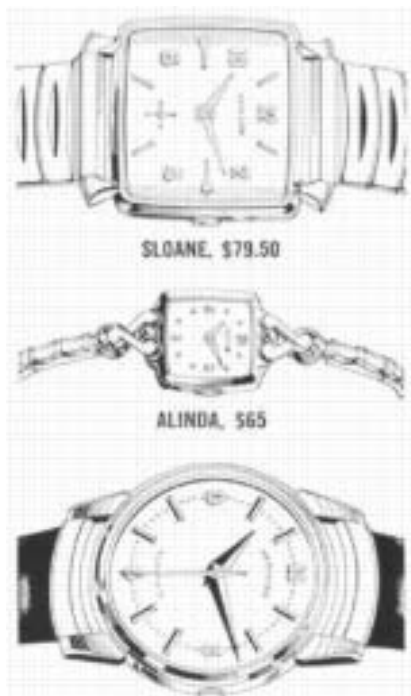
*See your Prudential Agent*



LIFE INSURANCE 9 ANNUITIES 9 SICKNESS AND ACCIDENT PROTECTION 9 GROUP INSURANCE 9 GROUP PENSIONS



**The gift of a  
Hamilton...  
reward of love**



**URANUSElectric\*, \$110**

The day you give a Hamilton will be remembered throughout all the years to come. Ask your Hamilton Jeweler or time inspector to help you choose the perfect Hamilton for your special someone. Hamilton Watch Company, Lancaster, Pennsylvania.

\*Patented

**HAMILTON**



creator of the world's  
first electric watch

## Merger Vote

(Story begins on page 10)

Only one final stamp of approval is needed for the merger to become effective, namely that of the Interstate Commerce Commission which began hearings on the application at Buffalo on September 29. Its ruling is expected sometime in the summer of next year.

## Urge Approval

(Story begins on page 11)

recognized the special benefits that would accrue to that community as a result of Hornell's increased importance as a terminal point after the merger is approved, even though everyone regretted that the accounting bureau forces were scheduled to be transferred to Scranton.

The Olean Chamber of Commerce wrote to Governor Nelson A. Rockefeller of New York, with a similar letter to the ICC endorsing the merger stating "This proposed merger will strengthen the system of railroads, promote efficient railroad operations, encourage industrial growth and be in the public interest."

### Others Enthusiastic

Other Erie communities that have endorsed the merger plan are: Canaseraga, Avon, Wayland, Warsaw, Silver Spring, Le Roy.

Caledonia, Attica, Alden, Niagara Falls, Corry and Hamburg.

Other Chambers of Commerce that have endorsed the merger plan are: Meadville, Corry, Mansfield, Lockport.

Niagara Falls, Cortland, Bradford, Bergen County (Hackensack) and Marion.

Other shippers that have endorsed the merger plan are:

Buffalo Waste Paper Co., Inc., Pittsburgh - Shawmut Coal Co., Iroquois Door Co.

## Marion Division

(Story begins on page 12)

one degree.

Beyond DeCliff a long cut and then a long fill make the grades gentle; built to minimize the effect of grades on steam engines, these are as flat land to the Diesels. Hepburn, is approached on a three-mile long embankment, and beyond Hepburn, where there is an elevator, the fill begins again.

The sum of these gentle curves tends, throughout the division, to carry the line in a more and more northerly direction, for Marion, O., is far south of the division's goal at Hammond.

### Chicken in Caboose

Just west of Hepburn there is an oddity in one farmyard--a chicken house that is quite obviously a Boston and Maine Railroad caboose body, complete with herald.

But before the traveler has time to wonder how a B&M caboose could get so far off its own tracks, the Erie crosses the Scioto River on a 266-foot through plate girder bridge, and Kenton can be seen ahead.

### Way Car "Factory"


Among the Erie's customers at Kenton is one that explains the far-wandered caboose body on an Ohio farm: for here one company specializes in re-building cabooses, making new cabooses and building house trailers.

Old caboose bodies are natural salvage from that operation, for wood-bodied way cars enter one end of the shop, and come out the other as all-steel cabooses of modern design.

### Across Taylor Creek

Other customers of the Erie here include a maker of machine tools and electric welding equipment, a

(Next page, please)



**NALCO CHEMICAL COMPANY**

6216 West 66th Place

•

Chicago 38, Illinois

**Diesel Cooling System and Steam Generator**

**Water Treatments • Combustion Catalysts •**

**Fuel Oil Treatments • Weed & Brush Control**



builder of water control machinery, and a maker of electrical parts for automobiles.

Here too, the Erie interchanges with two New York Central lines: the Toledo & Ohio Central and the Big Four, and crosses both at grade, the T&OC at KN, and the Big Four about a mile farther west at HN. Both crossings are controlled from HN tower.

West of Kenton the road crosses Taylor Creek on a 72-foot through plate girder bridge, and then runs through broad farm lands on a high fill. This land from here to McGuffey and Alger was once an onion-raising center. The muck lands are drained by huge ditches, some of them wholly man-made, and others improved creeks and streams.

### Grade Separation

Among the streams made to flow in straight lines is the Scioto itself. In the old days as many as three onion crops a year were taken from the farms hereabouts, but onions are no longer a large crop. Today's crops are soy beans and corn, and the corn yields run as high as 90 bushels to the acre.

All the way from Marion the general trend of the road is upward, and between Alger and Harrods, just east of MP 41 the road reaches the highest point on the Marion division, 1,001.25 feet above sea level.

Beyond Harrods there is a long fill, and then at MP 44.25 the eastward and westward tracks split grades for five miles. Westbound trains descend grades as steep as 0.5%, eastbound trains nowhere climb grades greater than 0.3%.

### Oil Center

At Lima the Erie interchanges traffic with the Detroit, Toledo & Ironton, the Baltimore & Ohio and the Nickel Plate. Interchange with the Pennsylvania is made via the DT&I.

Lima has long been a center of the oil industry, one of Ohio's largest refineries is located here.

Other industries include a maker of cranes and shovels, a chemical plant, a steel foundry and a creosoting plant. A lumber yard here specializes in the preparation of hardwoods. All told, the inter-



**PASSENGERS ON THE ERIE** get this view of the farm of Russell R. Somers just west of Kingsland. It is believed to be the only farm named for a railroad.

change and industrial work is heavy enough to afford employment for two yard crews. For four months every year refinery business amounts to about 100 tank cars a week.

### Across the Ottawa

As the Erie leaves Lima it crosses the Ottawa River on a deck plate girder bridge 140 feet long, and passes a cemetery on a high fill. Two and a half miles west of Lima is KP siding, used for westbound movements.

At MP 55.53 the road crosses the Ottawa River again, this time on a deck plate girder viaduct 171 feet long. This is an area of long tangents, long cuts and long fills. Kemp is reached at MP 58.25.

In this area the fields become larger, and quail and doves are plentiful along the track, and both sorts of birds seem to delight in perching on the rails and staying there until the last possible moment of escape.

### Beans and Furniture

The Auglaize River is reached at MP 61.89, and is crossed by a bridge 196 feet long. Like many of the bridges in this area, it is a deck plate girder viaduct. Beside the east end of the bridge is a sign that tells that Johnny Appleseed, pioneer nurseryman, had one of his apple orchards nearby.

Spencerville, at MP 64.8, has a modern elevator, a steel stamping plant and a garden furniture factory. Here there is a siding for 28 cars, heavily used during wheat and soy bean harvest seasons. Too, one of the Erie's four-way radio communication towers is located beside the track at this point.

Just beyond Spencerville, a typical Marion division, tangent begins at MP 65.25.

The tracks run perfectly straight from this point to MP 79.22 in Ohio City, 13.97 miles away--and

(Please turn the page)

## THERE'S MONEY FOR YOU IN NORTH JERSEY...

Come to the outstanding bank in the Erie area of New Jersey when you need extra cash. You get fast service and low monthly payments.



PATERSON, BLOOMINGDALE, CLIFTON, MOUNT VIEW, POMPTON LAKES,  
PRAIRIE, RINGWOOD, BOROUGH OF TOTOWA,  
WANAE, QUEENSBORO, and WEST MILFORD  
New Jersey  
Member Federal Deposit Insurance Corporation

# Marion Division

(Story begins on page 12)



**DECATUR'S SIDINGS ARE BUSY** places in the soy bean harvest season.

in those miles the track rises and falls only slightly so that the rails seem to stretch endlessly ahead.

Along the line the track passes through Converse and Elgin, both grain shipping points, runs on fills and through cuts that keep the grades to a minimum. In the fields on either side of the tracks are oil wells that have been pumping oil for many years.

Ohio City in late August and early September is fragrant with the spicy smell of hundreds of tons of ketchup and chili sauce being cooked in the canneries. Here the Nickel Plate and the Cincinnati Northern line of the NYC cross the Erie and one another.

The Erie interchanges with both at this point, and RE tower, operated by the Erie, controls the crossings; however, the switches

for the Erie sidings here are hand-operated.

## 14½ Mile Tangent

Ohio City is the westernmost point on the Erie in the official Eastern Standard Time belt.

In Ohio City the long tangent is broken by two slight curves, one of 14 minutes, the other of 16 minutes, and from the west end of the second of these at MP 79.41 to MP 93.96 the north track runs westward in a perfectly straight line for 14.55 miles to MP 93.96.

This tangent is the longest on the first sub-division; soon it will be the longest on the Marion division, as single-tracking farther west will break a slightly longer one.

But it is far from being an uneventful stretch. Along the way

the road passes through Glenmore and Wren, both with elevators, coal yards and stub sidings; at MP 89.40 the Ohio - Indiana boundary is crossed, and at MP 89.84 the eastward main curves away from the westward line and follows a grade of its own to MP 92.79.

In this stretch the westward main descends grades as great as 0.5%, while the eastward main's grades are held to 0.2%. At MP 95.57 a 200-foot long bridge through truss and deck plate girder carries the Erie across the St. Marys River, and at MP 96 the station at Decatur is reached.

## Decatur, a County Seat

Decatur is an agricultural center with a long history. Among its more recent installations is a 15,000,000-bushel soy bean elevator, served directly by the Grand Rapids & Indiana line of the Pennsylvania, and indirectly through interchange by the Erie.

Other industries here, served by the Erie, include a novelty plant, a cement block factory, lumber and coal yards and grain elevators.

## Another Tangent

West of Decatur, at MP 99.30 a 13.63 mile long tangent begins that runs to MP 112.93, up a gentle grade through Preble and Tocsin, and down again through Kingsland and Uniondale.

It is not too noticeable a hill--in the first 9.7 miles of the tangent the road climbs 43.18 feet; the descent to the west is steeper, and in the remainder of the tangent the road falls 41.80 feet--a 0.2% grade.

Land on both sides of the right of way is obviously fat and rich. There are elevators at Preble and Tocsin and at Kingsland an interchange with the NKP, which crosses the Erie here.

## Farm Named for Erie

Just west of Kingsland a neat farmstead set between the Erie tracks and the highway to the south is remarkable for the face it presents to the railroad. The buildings are red, trimmed in white, and the gable of the barn displays the Erie diamond, and tile name of the farm, "Erie Country-side."

**T-POWER**  
means MORE  
HOLDING  
POWER

TRADE MARK  
**IMPROVED FAIR**  
**RAIL ANCHOR**  
THE P. & M. CO.  
Division of Poor and Company  
CHICAGO, NEW YORK, DENVER, ST. LOUIS

**POWER**  
stops track creepage cold!

BOSTON, ST. PAUL, WASHINGTON, SAN FRANCISCO, MEXICO CITY

This is the place of Russell R. Somers, agent at Preble and Tocsin, and the name and decorations reflect his pride in, and love for, the Erie.

At Uniondale there are two elevators, a livestock yard, a team track, a lumber yard and a building materials dealer, all offering business to the Erie. Here the road curves slightly northward.

### Markle and Simpson

Five miles farther west is Markle, where there is an east-bound siding. Among Markle's receivers of goods is a dealer in anhydrous ammonia, who gets his stock in trade by the tank car. Ammonia in the cars is compressed into a liquid, and he dispenses it to farmers, who use it as fertilizer.

The next named point on the railroad is Simpson. In the days when elimination of grades at Huntington was being discussed, Simpson was a contender for the honor of being the principle terminal on the Marion division.

Today, however, it resembles many another named place in the corn belt--a small collection of houses, a grain elevator and a short stub siding.

### Huntington Yard Limits

At MP 123.78 Huntington yard limits begin. The main yard, of course, is across the Little Wabash River, but here on the slope toward that river--a slope that produces 0.5% grades--are a series of westbound sidings.

For here westbound trains stop to allow crew changes on the down-grade, where trains may be easily started for the run westward. In the days of steam this was a helper grade, but today's Diesels climb it without help, but without enthusiasm as well.

Here too is a livestock loading yard, and a track for preparing stock cars for loading in Chicago.

*(This is the 22nd article of a series about the Erie Railroad, tracing the road's route from the Atlantic to the Great Lakes. The next installment will describe the line from Huntington to Hammond.)*



**GREENERY STRETCHES** down to the Little Wabash River even in the heart of Huntington. This view of the river was made from the Erie's bridge.



**HERE AT THE STOCKYARD** in Huntington cars are prepared to carry livestock from Chicago.

### STILL GREATER PROTECTION--For Cars and Lading

*Cardwell Friction Bolster Springs*  
to absorb vertical and lateral forces

*Cardwell and Westinghouse Friction Draft Gears*  
to absorb horizontal forces

**CARDWELL WESTINGHOUSE CO., Chicago, Ill.**



### RAILROAD

### ACCESSORIES

### CORPORATION

**SIGNAL AND TRACK DEVICES**

**Chrysler Building  
NEW YORK 17, N. Y.**

# THE FLEISHEL LUMBER COMPANY

## SAINT LOUIS, MISSOURI

# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ashton, Franklin Couch	Shop Hostler	Port Jervis	8-19-59
*Backo, Carl Lawrence	Engine Preparer	Avoca, Pa.	8- 3-59
*Bergstrom, Carl Edwin L.	Clerk	Frt. Trf. Dept., Jamestown	5-30-59
Bleeks, James Ward	Trackman	Allegany Division	7-30-59
Bousser, John Joseph	Engineer	Allegany Division	7-31-59
*Carr, Hugh Francis	Engineer	N.Y. Division	5-23-59
*Clayborn, Dorsey	Chef Cook	Dining Car Dept.	7-30-59
*Commerford, Walter	Dock Clerk	Jersey City	8- 5-59
*Daly, George Joseph	Track Foreman	N.Y. Division	8- 7-59
*Doyle, John Joseph	Laborer	Jersey City Shop	8- 7-59
*Eshelman, Wilbur Charles	Chief Clerk	Meadville Prog. Car Shop	7-27-59
*Farrell, Edward Aloysius	Chief Revision Clerk	NYTSAB, Jersey City	5-12-59
*Friend, Thomas Aloysius	Acetylene Welder	Jersey City Shop	7-29-59
*Galanzo, Frank	Track Foreman	New York Division	8-26-59
*Gianquinto, Joseph	Coach Cleaner	Jersey City Pass. Car Dept.	8-11-59
*Granger, Harold Milton	Machinist	Hornell Diesel Shop	8-14-59
*Guiliano, Cataldo	Trackman	Wyoming Division	4-24-59
*Kelley, Foster Housel	Conductor	Allegany Division	4-17-59
Kerwan, Clark Patrick	Yard Conductor	Susquehanna Division	8- 5-59
Lacey, Austin James	Conductor	Meadville Division	7-31-59
*Libordi, Sebastiano	Asst. Section Foreman	Susquehanna Division	6-28-59
*Lindemann, George Henry	Trackman	Marion Division	UNKNOWN
*McCarthy, James Joseph	Engineer	Jefferson Division	5- 8-59
*Miller, Fred William	Engineer	Mahoning Division	8- 6-59
*Morrett, Charles Franklin	Road Foreman of Engines	Huntington	5- 6-59
*Nieman, Christian Lenhard	Laborer	Port Jervis Car Dept.	7-26-59
*Ozga, Bartlomie	Coach Cleaner	Jersey City Pass. Car Dept.	8-13-59
Patete, Joseph James	Road Brakeman	N.Y. Division	7- 4-59
*Schneckenburger, Glen	Carpenter	Buffalo Division	5-17-59
*Seaman, Percy Deninny	Conductor	Susquehanna Division	8- 4-59
*Smith, John Almer	Stockkeeper	Marion Stores	8- 7-59
*Sullivan, Albert James	Agent	Bradford Division	7-24-59
*Travis, Byron	Machinist	Hornell Shop	8-10-59
*Vesto, John	Car Inspector	Kent Car Shop	7-17-59
*Vivenzio, Felice	Checker	Jersey City Docks	8-17-59
*Washburn, Harold Delos	Switchtender	Susquehanna Delaware Div.	5-23-59
*Weppler, William Ellis	Road Conductor	Mahoning Division	7-15-59
*Wingert, Charles Edward	Engineer	Bradford Division	7- 3-59
*Retired Employees			



Grade "A" Crushed  
Stone, properly pre-  
pared 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

## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

## IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

## W. H. MINER, INC.

EFFICIENT RAILWAY APPLIANCES

CERTIFIED FRICTION DRAFT GEARS

CERTIFIED RUBBER DRAFT GEARS

POWER HAND BRAKES

TRUCK SPRING SNUBBERS

THE ROOKERY

CHICAGO

# Salesman who "never uses" the railroads



The highways he travels...

The car he drives...

The products he sells for his company  
(and that he'll later have shipped  
to his customers) . . .

All come by low-cost railroad  
transportation -- as raw materials,  
component parts, finished products.  
There's railroad service in every  
item in his line.

*Salesman who "never uses"  
the railroads? There's never a  
day when he doesn't!*

Railroads carry more of the things you  
use than any other form of transpor-  
tation. And they save you money, too,  
because railroads are a *low-cost* way of  
shipping freight.

That's why financially sound, pro-  
gressive and strong railroads are im-  
portant to you. They are essential both  
to an expanding economy and to the  
national defense. It's in your interest  
that railroads be given the *equality of  
treatment and opportunity* on which  
their health depends -- now and in  
the future.

ASSOCIATION OF  
AMERICAN RAILROADS

WASHINGTON 6, D. C.

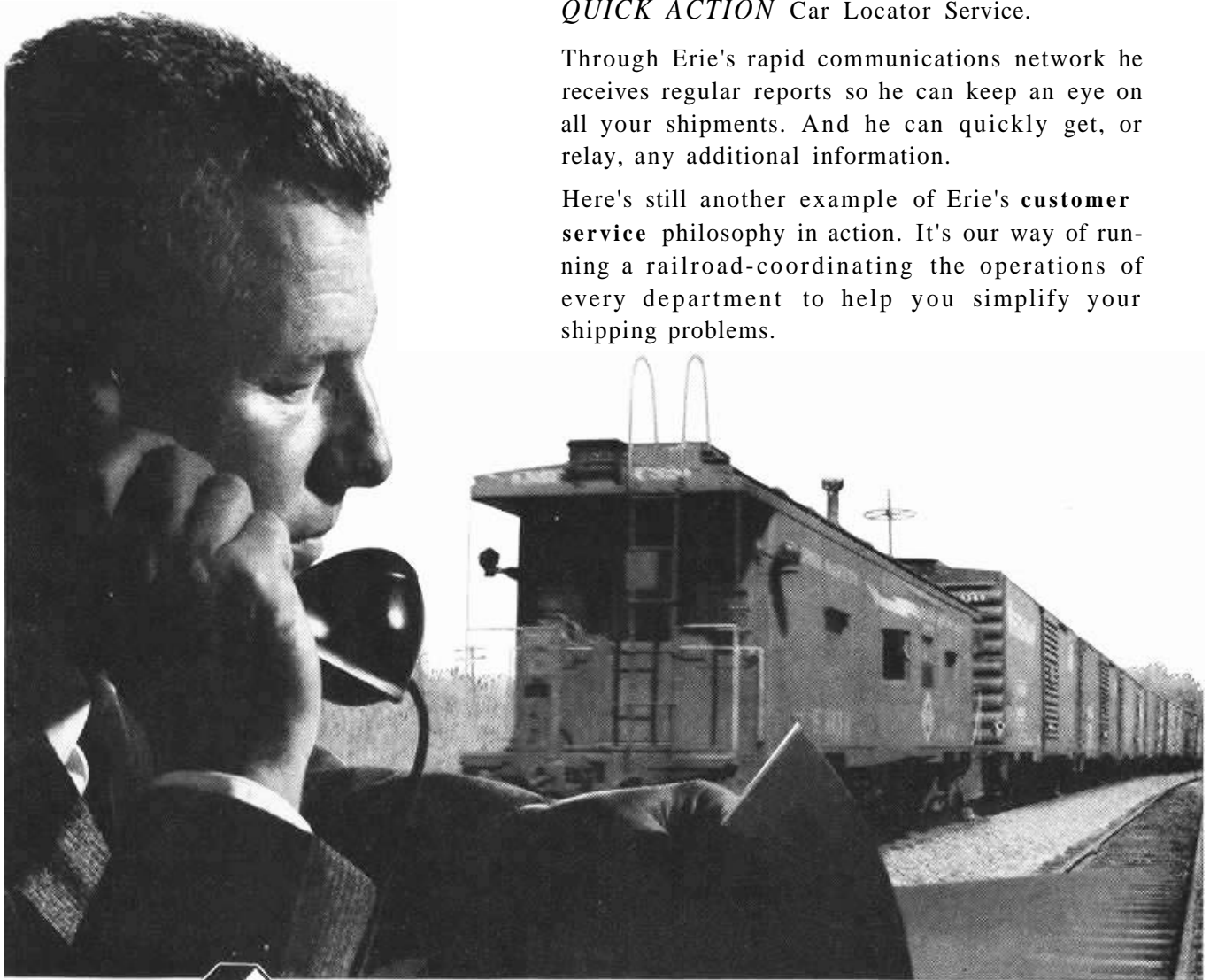
Your Erie customer service man has...

# An eye on your shipment all the way!

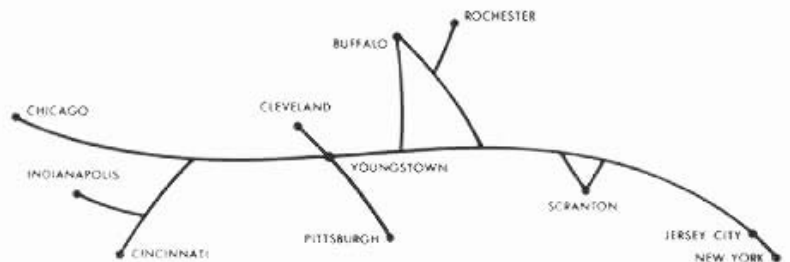
Your Erie **customer service** man can answer questions about your shipment *last*. Usually while you hold the phone he can tell you where it is—when it will get there—thanks to Erie's famous **QUICK ACTION** Car Locator Service.

Through Erie's rapid communications network he receives regular reports so he can keep an eye on all your shipments. And he can quickly get, or relay, any additional information.

Here's still another example of Erie's **customer service** philosophy in action. It's our way of running a railroad—coordinating the operations of every department to help you simplify your shipping problems.



...symbol of  
dependable  
customer  
service



## Erie Railroad

*Dependable Service For  
The Heart Of Industrial America*

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