The President's Page

By 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.
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October, 1959 Volume 55, No. 8

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**Business Indicator**

Freight Cars Loaded on the Erie and Received from Connecting Railroads

**Dollar Figures at a Glance**

<table>
<thead>
<tr>
<th>Month of August:</th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1959</td>
<td>$11,676,084</td>
<td>$13,335,884</td>
<td>($1,659,800)</td>
</tr>
<tr>
<td>1958</td>
<td>12,905,826</td>
<td>13,202,677</td>
<td>(296,851)</td>
</tr>
</tbody>
</table>

Eight months ended August 31:

<table>
<thead>
<tr>
<th></th>
<th>Amounts Received</th>
<th>Amounts Spent</th>
<th>Net Income (or Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1959</td>
<td>$105,762,014</td>
<td>$109,384,785</td>
<td>($3,622,771)</td>
</tr>
<tr>
<td>1958</td>
<td>100,326,706</td>
<td>105,224,783</td>
<td>(4,898,077)</td>
</tr>
</tbody>
</table>

( ) Denotes Loss
Here's Organization, Route of Proposed Merged Railroad

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

HERE 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.

**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.
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.

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 day-time 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

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.

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:

<table>
<thead>
<tr>
<th></th>
<th>East</th>
<th>West</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hoboken and Chicago</td>
<td>3</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Hoboken and Buffalo</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Hornell and Buffalo.</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Hoboken and Binghamton</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>7</td>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

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.

Erie Railroad Magazine
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, McGarrrity 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

OVERWHELMING 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 meeting 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 4½/2% 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)

Engineer Snatches Boy from Death on Bridge

Runs out onto Footboard, Grabs Youngster "Frozen" by Fright

THANKS to the bravery and quick thinking of Charles B. Nutt, Mahoning division engineer, a 7-year-old Cochranton 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. 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 employe 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

Cities, Shippers Urge ICC to Approve Merger Plan

RESOLUTIONS, letters and petitions from cities, chambers of commerce, shippers and service clubs 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. Celebreze 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

THE 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.

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 predecessors 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...
OLD CABOOSES 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.

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

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...
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 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 soybeans 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)
CLARENCE T. AREND
Chief Clerk

JAMES W. COON
Yard Brakeman

RONALD A. GULLBERG
Rate Clerk

LEO R. SMITH
Freight Agent

CLARENCE A. CARLSON
Cashier

JOSEPH M. CERVONE
General Yard Foreman

BERNARD E. SPEEDY
Stenographer

All Working for the Erie in Jamestown
DONALD A. ANDERSON  
Carload Clerk

CHARLES A. BOEHLER  
Yard Brakeman

WAYNE W. COON  
Welder  
Car Department

HARRY C. OHMAN  
Yard Conductor

JAMES H. HOLLERN  
Electrician  
Locomotive Department

ROBERT L. SWEENEY  
Yard Fireman

MISS LAURA BELLE STROMDAHL  
Typist

MRS. RUTH SEDERHOLM  
Accountant-Timekeeper

ALLAN K. PATTISON  
Yard Engineer

October, 1959
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 horseshoe 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 annnual 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 employees 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.

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.

NAME

POSITION

LOCATION

DATE

YEARS

SERVICE

Collins D. Bennett

Machinist

Hornell, N. Y.

8-6-59

36

John Bobryk

Machinist Helper

Hornell, N. Y.

8-3-59

35

James W. Bowser

Chief Car Clerk

Youngstown, O.

8-31-59

37

Jacob Breier

Freight Conductor

Buffalo, N. Y.

8-4-59

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

Hoboken, N. J.

9-19-59

53

Loretta L. Coleman

General Clerk

New York, N. Y.

8-14-59

41

Edward E. Dressler

circulating Clerk

Hornell, N. Y.

8-31-59

47

Chester A. Eckert

Electrician

Marion, O.

8-22-59

38

James F. Farrell

Operator

Hoboken, N. J.

8-12-59

41

William Falske

Road Freight Conductor

Port Jervis, N. Y.

8-25-59

42

Reginald Carpenter

Passenger Conductor

Youngstown, O.

8-21-59

51

Loretta L. Coleman

Electrician

Hornell, N. Y.

8-25-59

45

James B. Concannon

Yard Conductor

New York, N. Y.

8-14-59

43

William L. Lake

Cashier

Syracuse, N. E.

8-14-59

44

Frank W. Leahy

Yard Clerk

Hornell, N. Y.

8-28-59

41

Frank L. Wilson

Electrician

Ferrona, Pa.

8-12-59

22

Alfred Everly

Assistant Valuation Engr.

Croxton, N. J.

8-19-59

40

James W. McCarthy

Yard Brakeman

Marion, O.

8-31-59

37

Harvey McClarey

Carpenter

Hornell, N. Y.

8-12-59

46

Clifford L. Montgomery

Passenger Conductor

Rochester, N. Y.

8-17-59

50

James M. Moran

Conductor

Jersey City, N. J.

7-31-59

30

John D. Murphy

Marine Oilier

Warren, O.

8-14-59

35

Tony Novak

Baggage master

Marion, O.

8-24-59

42

Jessie J. Partlow

Passenger Conductor

Susquehanna, Pa.

7-31-59

49

Herbert L. Pasman

Resident Engineer

Hornell, N. Y.

8-30-59

42

Ralph Partzville

Passenger Carman

Youngstown, O.

8-14-59

37

Michael F. Pray

Laborer

Cleveland, O.

8-5-59

50

John O’reel

Cutters & Welder

Marion, O.

8-15-59

43

Frank J. Rieger

Barge Captain

Youngstown, O.

8-10-59

32

Lloyd L. Rydal

Car Inspector

Canaseraga, N. Y.

7-31-59

52

Thomas E. Semora

Engineer

Hornell, N. Y.

7-31-59

49

Andrew C. Simko

Yard Laborer

Youngstown, O.

7-28-59

37

John E. Slavin

Agent

Cincinnati, O.

7-15-59

52

Leon L. Smith

Yard Laborer

Rochester, N. Y.

7-30-59

42

William E. Snowden

Car Inspector

Port Jervis, N. Y.

7-31-59

37

Peter Studler

Accountant--B&RM

Hornell, N. Y.

7-31-59

37

John G. Starr

Trackman

Youngstown, O.

7-31-59

37

Wendell R. Swatos

Hornell, N. Y.

8-14-59

42

Charles W. Terrill

Meadville, Pa.

8-3-59

33

William A. Thompson

Buffalo, N. Y.

8-31-59

42

James B. Tooten

Ferrona, Pa.

8-31-59

41

Leon A. Waldorf

Port Jervis, N. Y.

8-31-59

39

Carl V. Weber

Teamster

Marion, O.

8-30-59

32

Joseph Wendoroth

Car Inspector

Youngstown, O.

8-25-59

42

Christopher W. White

Barge Captain

Youngstown, O.

8-25-59

39

Raymond W. Whitney

Sectional Storekeeper

Hornell, N. Y.

9-30-59

34

John Bobryk

Yardman

Marion, O.

9-14-59

35

Frank L. Wilson

Machinist

Salamanca, N. Y.

7-29-59

41

Alfred Everly

Car Repairer

Marion, O.

8-31-59

47

Erie Railroad Magazine
Latest Chatter
About All the
Erie Family
New York Division
PASSAIC, N. J.

Joseph Nalewaiski rate clerk, went to Glen Rock and made use of his "do-it-yourself" kit.

Blanche Hamill, car foreman, spent her vacation in Canada.

Herman Miller, assistant chief clerk, was presented with a handbag, "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 telegraph office.

Christinia McNamara spent the weekend at Hornell, recently.

Mr. and Mrs. Abe Kleinman vacationed 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 vacationed 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 Wellflelt, Mass., then to Newport, R. I. and Portland, Maine. He took a train to White Mountains, then to Enfield, N. H., White River Jct., Vt., Northampton, Mass. and New Haven, Conn.

Good luck wishes to Laura Butler 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, retired recently with over 49 years service. He was general chairman Erie Railroad for the Order of Railway 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 during 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. Frauson, 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.
Fred Bott, 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 Weiner, 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 maintainer 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 Saugertown, 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.
By J. O. Sheets
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 parents 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 Connole

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 Robertsdale section of Hammond.

Congratulations to Mr. and Mrs. Paul Schug on the birth of their first child, Debbie, who weighed 6 lbs., 7 1/2 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 to 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 Oslander 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, Madelene 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 Vicie, 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 Marcello, 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 Bangerters 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 Congelis 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 Moogian, 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.

Al 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. McElhat ten, H. P. Schmidt.


Congratulations to the M. J. Rogers and the W. H. Schneider's 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. Brig nola, 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 Carraghens 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 McNerney 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, boilermaker 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. Leary, machinist, Hornell diesel shop, 41 years service.
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 management 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

October, 1959
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 - Shawnut 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)
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-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.

October, 1959
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 at 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 Countryside."
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 eastbound 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 downgrade, 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.)
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Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarry at Huntington, Ind., on the Erie Railroad

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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

Losses in the Erie Family

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

That's why financially sound, progressive and strong railroads are important 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.
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.