



**NEW FACE  
FOR DIESELS**

OUR 56TH YEAR OF PUBLICATION

**OCTOBER 1960**

## • The President's Page

**W**E ARE now in the midst of an election campaign: On November 8, American citizens of voting age will again have the priceless privilege of casting ballots for the candidates of their choice.

The right to vote is the foundation on which our economic freedom rests. This heritage of freedom will be ours to enjoy only so long as we dedicate ourselves to its protection. Preserving our freedom is a sacred trust and a personal responsibility. By exercising our right to vote we can help protect that freedom.

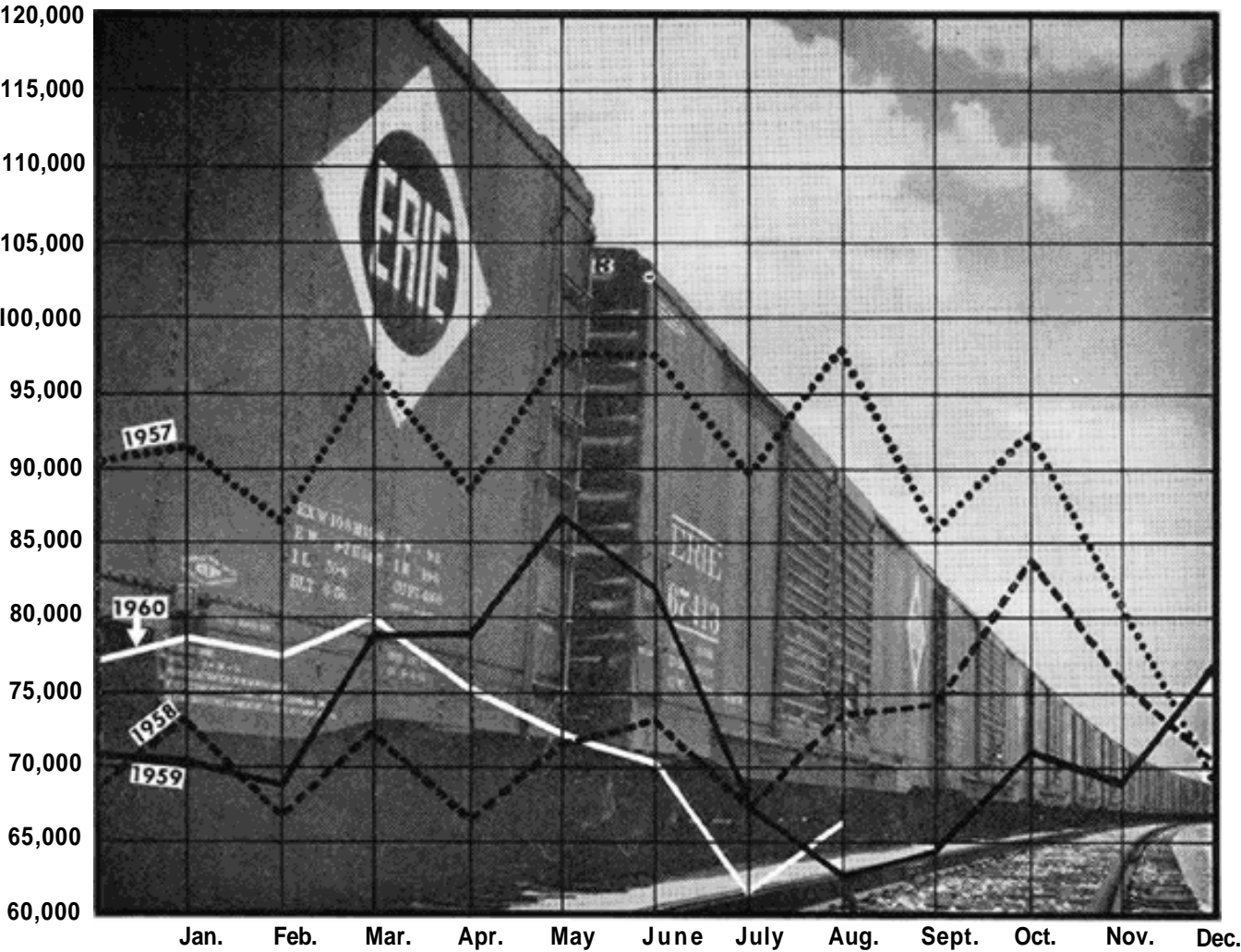
Let your decision as to which candidates to vote for be your own, but by all means, vote--and vote in all the contests, not merely the presidential campaign. Only in this manner can we expect to have efficient government at all levels and only in this way can we fully discharge our responsibilities as American citizens.

To act or not to act when it comes to politics is a matter of personal choice, but not acting, is the wrong choice. The right to vote is too precious to lose by default.

Conversion  
Note: Pages are  
marked  
November in the  
magazine!

H. W. Van Weller

# 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:			
1960 .....	\$12,184,476	\$13,909,073	\$(1,724,597)
1959 .....	11,676,084	13,335,884	(1,659,800)
Eight months ended August 31:			
1960 .....	103,251,991	109,564,280	(6,312,289)
1959 .....	105,762,014	109,384,785	(3,622,771)

( ) Denotes Loss

## THE COVER:

An Erie Railroad passenger locomotive passes through the washer at Hornell. Water cascading down the front of the cab unit emphasizes the footboard and the ladder rungs--both new additions to the front. See story on Page 4.

## Erie Railroad Magazine

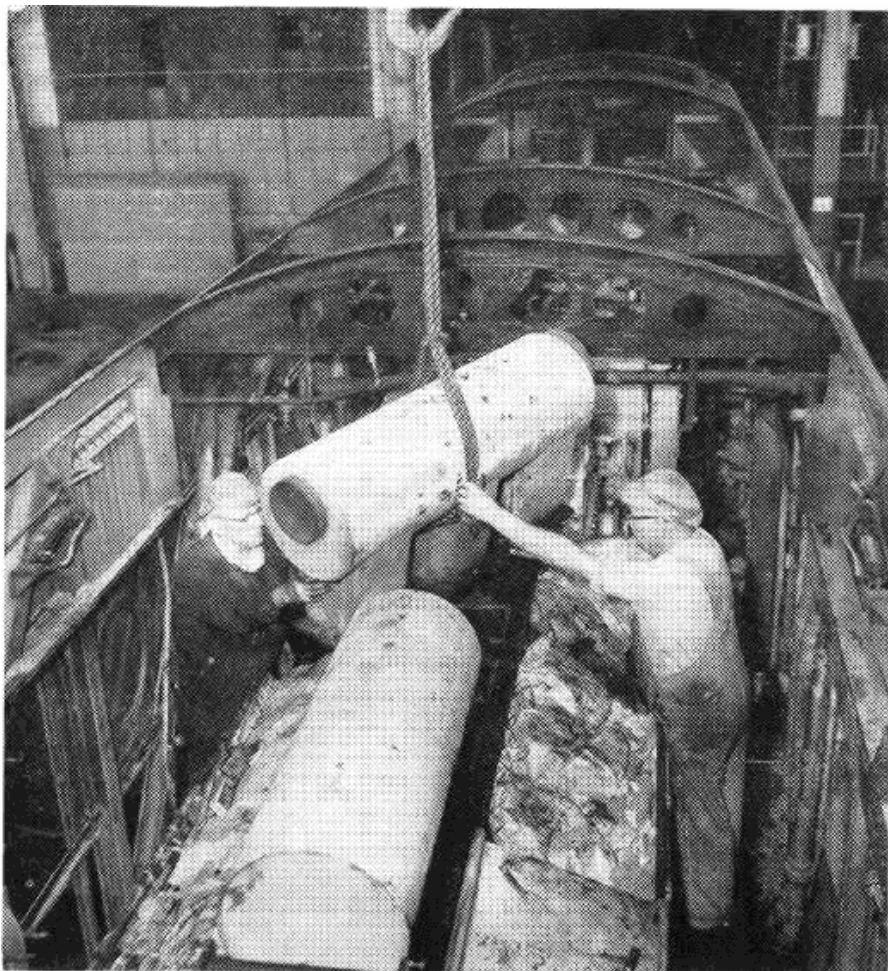
Oct. 1960 Vol. 56, No. 8

Oldest Railroad Employee Magazine  
Twelve Times a Year Since 1905

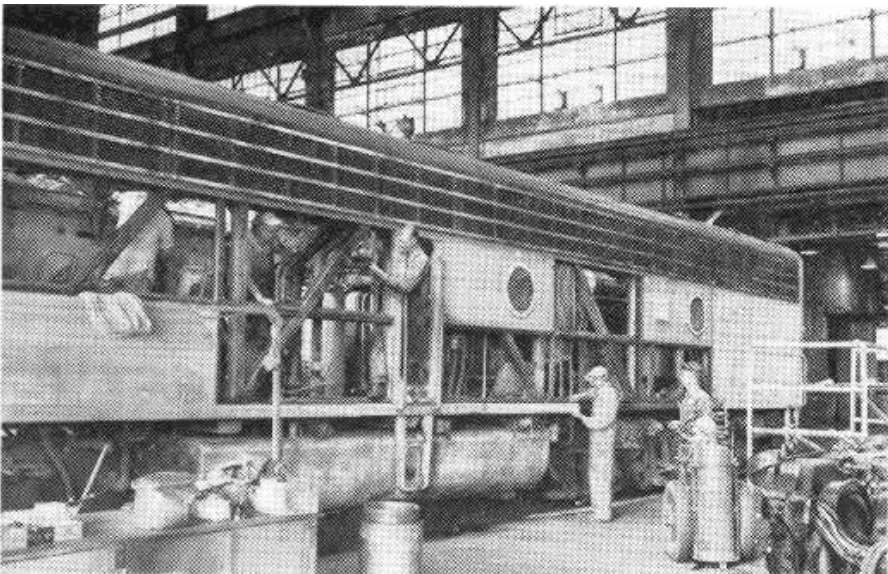
George C. Frank ..... Asst. to President  
Talbot Harding ..... Associate Editor  
Muriel Yeagle ..... Secretary  
John F. Long .... Photographer-Reporter

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# Erie Diesels Given New Look by Ladder, Footboard, Hoses



**AN EXHAUST MANIFOLD** is lowered carefully into position on one of the locomotive's Diesels by Ambrose Scheller and Morton Kase, machinists.



**AN OPEN-AIR APPEARANCE** is worn by locomotives once side panels and hatch covers are removed.

**E**RIE Railroad locomotives going through the company's sprawling shops at Hornell for their annual inspections are coming out with a new look today --a new look that includes a ladder, footboards and six air hoses.

As every A unit undergoes its annual inspection and renewal two new groups of equipment are added so that the locomotive not only comes out as good as new for another year of service, but has been modernized as well.

The new trimmings are of two sorts--one allows passenger locomotives to operate in multiple unit in larger locomotive consists than two, and the other allows quicker, safer and easier access to the headlight and windshield area of the engine.

## **16-Man Team**

All this means added work for the crews who care for the locomotives inside the shop. During each unit's nine-day stay for its annual overhaul, a crew of 16 men works directly on every locomotive, and more Hornellians in the shop are at work supplying the 16 with what they need in the way of supplies, administration and all things needed to do the work properly.

A typical crew consists of four machinists, three electricians, two painters and one painter's helper, two carpenters, a boilermaker and his helper; and two pipefitters.

This year's new styles are the first major change in the appearance of the locomotives, many of which have rolled up 2,750,000 or so miles since they went to work for the railroad.

## **Six Air Hoses**

Visible portions of the new multiple equipment linkage are six air hoses and a new electrical receptacle, all plain to see on the face of the locomotive, heretofore kept as smooth as the face of a man right out of the barber chair.

The sets of three are arranged in parallel. One hose, the largest



in each set, is a main reservoir equalizing pipe; one is the application and release pipe, and the third is the actuating pipe.

When units are coupled together only one set of three is used, and is linked to similar sets on the next unit.

### More Flexible Unit

The receptacle for the jumper cable that carries the 27 electrical control circuits from one unit to the next is being mounted on the center line of the locomotives--just below the headlight on Electromotive and just above it on Alco units.

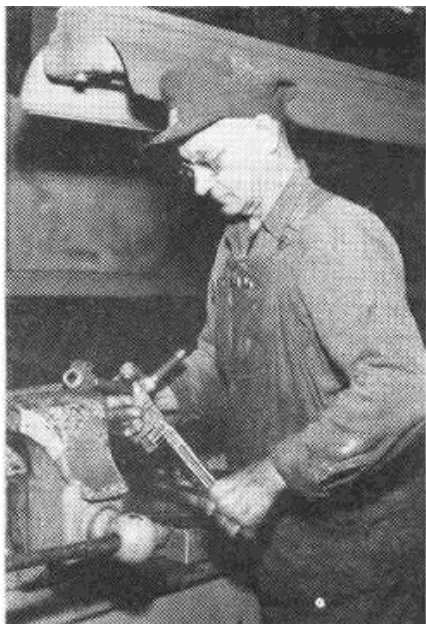
This location was chosen to allow standardization on one length of jumper.

Once the piping and circuits have been cut in, the unit's value as a piece of motive power increases greatly. At any time it will be possible to increase or decrease the number of units in a locomotive consist in order to handle changes in length of passenger trains.

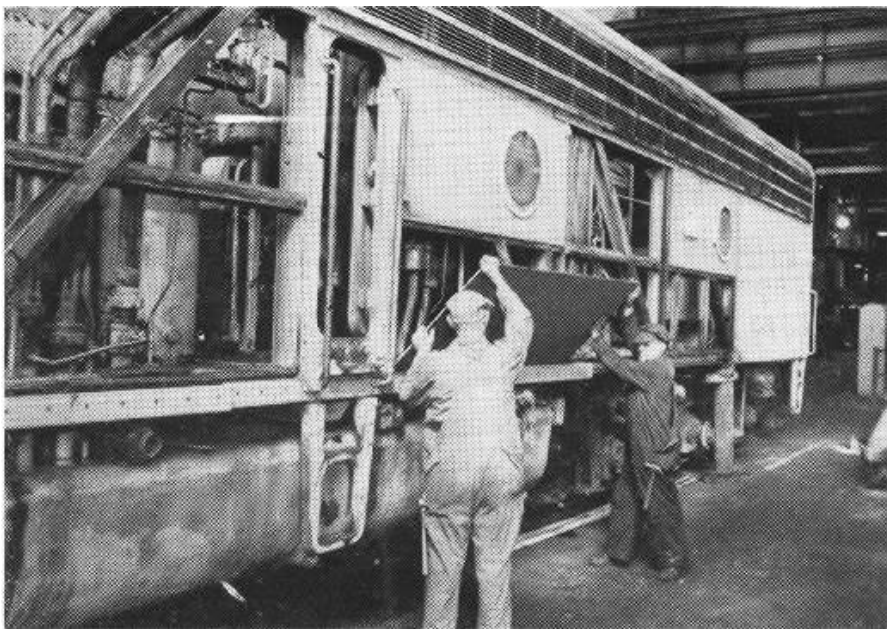
All this work on the units is in addition to the usual annual inspection procedures.

### Regular Procedures

When a unit comes in for its annual, the old paint is sandblasted off, leaving the unit looking as if it were made of aluminum; the roof hatches together with the radiators, and the radiators are cleaned, repaired and renewed. All



**FREDERICK C. STEIN**, pipefitter, works painstakingly on the new air connections.



**INSTALLING NEW SIDE** plates is part of the beauty treatment given whenever corroded ones are found. Carpenters **Lynn P. Stuart** and **Howard S. VanDusen** show how it is done.

the auxiliary generators and cooling fans are taken out of the car body, cleaned, inspected, repaired where necessary and reapplied.

Power assemblies scheduled for repairs are removed from the Diesel motors in the unit and replaced with others that have been repaired by our Hornell forces. Other engine parts are inspected for wear, and any requiring renewal are changed. It says much for the quality of engines that many of them have run since they were new without having their engine blocks removed from the body.

Side panels are inspected, and new ones installed where needed. The new panels are bedded in felt strips to prevent the entry of moisture and dust, and felt renewed where necessary on old panels.

### Ready to Roll Again

Steam generators are taken apart, the lagging removed from the separator, and the separator and coils both subjected to pressure tests, and new components installed if necessary.

Too, high-potential tests are made of all electric circuits; couplers and pins are examined, all air brake equipment is removed and new or rebuilt equipment applied; and general tests are made of all other equipment as required by the Interstate Commerce Commission.

When the unit has been reassembled it is primed and painted, and ready to roll again, for all parts are tested as the work proceeds. In fact it is the practice for a unit to move directly from the shop to the head of a passenger train.

Naturally, annual inspections are not the only job of the Hornell shop, which employs 276 men. On a typical day there may be as many as 80 locomotives through the shop for running repairs or receiving routine service attention.



**PREPARING SEPARATOR** for pressure tests are **Floyd Martin**, machinist, and **Edward T. Sullivan**, pipefitter.

# Erie Railroad Development

## Attracts New Industries

**J**UST OUTSIDE CLEVELAND, in the Bedford Heights Industrial Park beside the Erie tracks, industrial building is thriving, thanks to a favorable "climate."

The climate is composed of many factors--municipal authorities that welcome new undertakings, ample utility lines, excellent switching facilities, a road net unencumbered by traffic problems, and a labor market rich in many skills.

Development of the area had long been planned, but really began

to move in 1956. That year the Erie, which already owned some land north of its tracks in the area near Richmond and Miles roads, bought enough more to bring its holding to 220 acres. In the same year Thompson Electric Co. bought 40 acres that had long been used as an airport for light planes.

### 110 Acres Sold

But land alone is not enough, however well it may be situated. Utilities must be provided. Today the area is served by a 12-inch water main supplying filtered and purified water from the Cleveland system; gas is available at medium pressure throughout the tract, and high pressure natural gas is available from a 26-inch transmission line.

City sewers from eight to 15 inches in diameter serve the area, and tie in close by to interceptors and large mains; and the electricity supply is virtually unlimited.

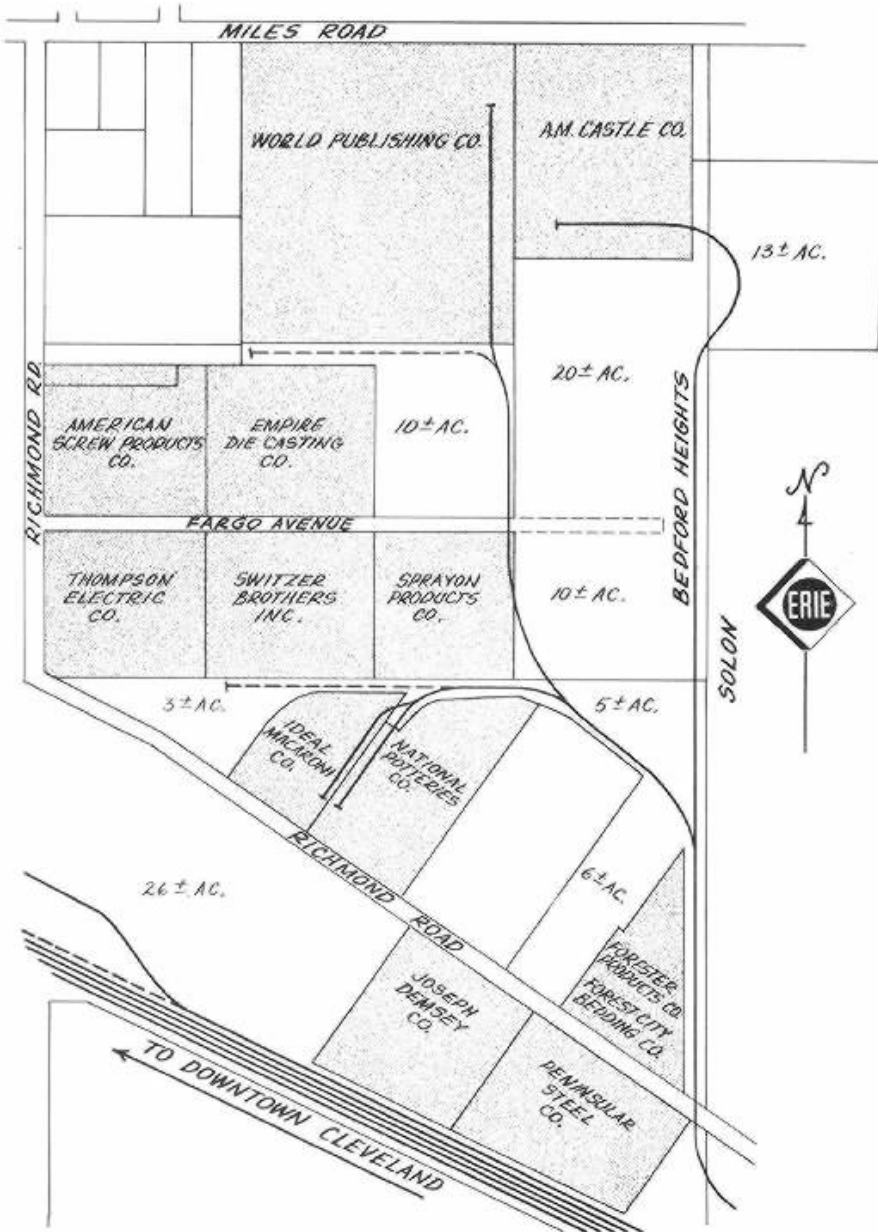
Meanwhile the Erie has sold half of its 220 acres, and Thompson Electric, which reserved 10 acres of its area for its own uses, has sold the rest of its property.

### Steel and Spaghetti

First to locate in the Erie portion of the tract, in 1957, was Joseph Demsey Co., a steel warehousing concern, that erected a 52,000 square foot building to house its activities. Next was National Potteries Co., a supplier of ceramic and other wares, who built an 80,000 square foot building surrounded by the kind of landscaping that would be expected from a firm that sells much of its product to florists.

Latest to buy is World Publishing Co., well known printers of Bibles and publisher of recent classics. World plans a final building of some 350,000 square feet.

Ideal Macaroni Co., makers of spaghetti, noodles and macaroni, are the owners of one of the most modern plants in the food industry, a 36,000 square foot building; Forester Products Co. makes bed



**THERE'S STILL LAND** available in Bedford Heights Industrial Park, and in tracts that can be "tailored" to fit the need of industry.



**LATEST COMPLETED BUILDING** in the park is the A. M. Castle Co. warehouse.

frames and headboards, and right next door Forest City Bedding Co. makes bedding supplies and mattresses. Forester has 8,000 square feet under roof and Forest City 6,000. American Olean Tile Co. maintains a distribution point and warehouse in the park.

Newest building of them all, 58,000 square feet, is owned by A. M. Castle Co., steel suppliers; Peninsular Steel Co., specialty steel warehousemen, have a 30,000 square foot warehouse on their property.

Among recent purchasers of tracts is the Sprayon Products Co., but yet to build, custom packagers of paints, enamels, finishes, waxes and other consumer products in pressurized cans.

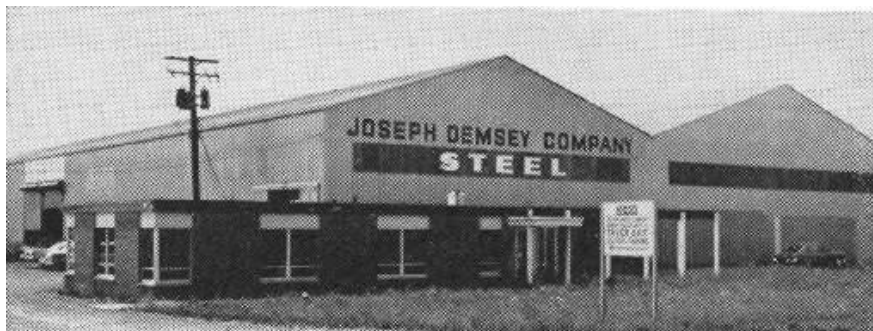
Those who bought from Thompson include the Empire Die Casting Co., American Screw Products Co. and Switzer Bros. Inc.

All of these varied businesses profit by one another's presence in the park, and by the nearness of the Erie's North Randall ore dock and the Seaway Grocery Co.'s large operation on Aurora Road.

### **Services Multiply**

For as businesses multiply, so do the services available to them. Not only do switching schedules become more frequent, but other amenities multiply too. Electric companies stimulate growth by increasing the capacity of their lines; larger and larger sewers, gas lines and water lines are installed.

The Erie Railroad itself has just built a new concrete access road in the area, which was already served by a state highway. Interchanges now contracted for in the immediate area will give direct access to seven such highways and the Inner and Outer Belt Systems. Truly, the Erie Railroad's Bedford Heights Industrial Park is a good place to locate.



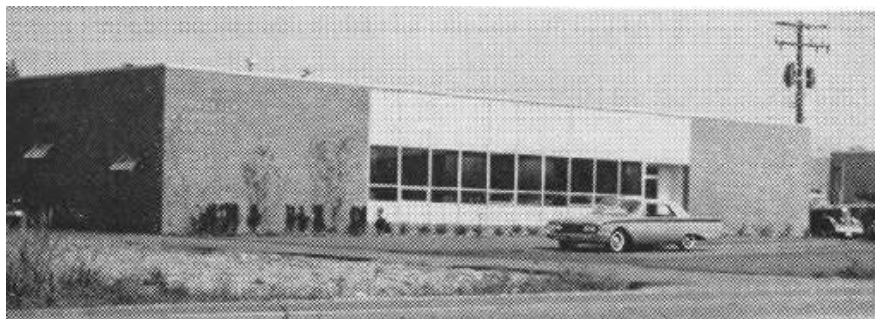
**FIRST TO BUILD** was Joseph Demsey Co., steel supply concern.



**EVEN THE OUTSIDE** of this factory suggests the cleanliness of food.



**SPECIALTY STEELS** are Peninsular Steel Co.'s stock in trade.



**FORESTER PRODUCTS CO.** makes bed frames and headboards.

# Years of Study and Work Pay Off; Merger Approved

## Roads' Heads Hail Decision of Commission

**F**OUR years of study, hard work, and legal proceedings reached a climax on Sept. 15, 1960, when the Interstate Commerce Commission gave its approval to the merger of the Erie and Delaware, Lackawanna & Western railroads. The merger has been referred to as "the largest railroad merger in this century."

The ICC order permits the merger to take effect, on substantially the terms proposed by the merging roads, on Oct. 15, or within two years thereafter.

Harry W. Von Willer, president of the Erie, and Perry M. Shoemaker, president of the Lackawanna, welcomed the decision by issuing the following joint statement: "We are gratified by the prompt action of the Interstate Commerce Commission in approving the Erie-Lackawanna merger."

### "Challenging Opportunities"

"This progressive move will materially improve the new railroad's competitive status and increase its earning capacity which, in turn, will strengthen its ability to modernize and invest in more efficient plant and equipment. In this way the merged company will be able to improve its service and create more and better jobs as it prospers and grows. These are the things profits make possible.

"The opportunities presented by this consolidation are stimulating and challenging to everyone associated with the merged company. Within the combined organization there is a spirit of vigor and determination waiting to be unleashed to do the best possible job in serving the public. The newly merged company, which has adopted the slogan "The Friendly Service Route," eagerly looks forward

to the greater contributions it can make to the economy of the nation and its people in the exciting and dynamic years that lie ahead."

Next step in the formation of the Erie-Lackawanna Railroad Co. was the acceptance of the ICC decision by the boards of directors of the two companies. The merged company will have a board of 22 directors.

### In Public Interest

Total assets of the new company will be about \$719,000,000; the outstanding long term debt about \$319,000,000; there will be no increase in the total fixed or contingent charges as a result of the merger. Fixed charges of the new company will amount to about \$9,000,000 a year, and contingent charges \$3,800,000.

It is expected that at the end of five years economies of \$13,000,000 a year will result from the merger. However, there will be no 'magic' immediate savings. It is anticipated that the first year savings will amount to about 10 per cent of that amount.

In its decision the Commission stated that the merger is consistent with the public interest; that the ratio of exchange of stock is "just and reasonable"; that the traffic conditions asked by three railroads (NKP, NYC, GTW) to which the merged company could not agree would be too restrictive and would deny the shipping public improvements in service to which it is entitled and would unduly restrict the unified company in soliciting and routing traffic.

### Job Protection

The Commission said: "It is not practical nor would it be in the public interest to impose conditions calculated to freeze the flow of traffic to a pre-existing pattern or to protect competing and connecting carriers against all possible adverse effects."

It held that the job protection conditions imposed (those of the New Orleans Union Passenger

Terminal case) offer reasonable protection to employees against financial loss within a four-year period. The Commission went further and said that the additional protection asked by the Railway Labor Executives Association would be "untenable."

The kind of protection asked by the labor group, the Commission pointed out, would be "conditions calculated to preserve unneeded jobs which would unduly restrict the applicants in the establishment of most economical operations, would be wasteful, and would be in conflict with the objectives of the national transportation policy."



## Conway, Pioneer of Piggy-Back Service, Retires

Bernard F. Conway, who guided the course of piggy-back traffic on the Erie from its inception, retired Sept. 30 after more than 48 years of service to the railroad.

A native of Linden, N. Y., he grew up in Bethany and Batavia, and came to work for the Erie as a clerk at Attica on May 5, 1912. He rose through various positions in the operating department in Niagara Falls, Buffalo and East Buffalo, and in 1920 transferred to the freight traffic department (sales and service).

His first traffic assignment was in Detroit as travelling freight agent; in 1931 he became general agent at Albany; service in Buffalo, Elmira, Philadelphia, and Boston followed. In 1951 he became assistant freight traffic manager at New York, and in 1955 freight traffic manager, with special responsibilities for I.c.l. shipments and the then embryonic piggy-back traffic.

Many of the piggy-back practices now standard were pioneered by Conway, who had to meet many totally new problems in the new mode of shipment, and guide its course of development.

He plans to continue to live at 2 Gouverneur Place, Rutherford, N.J. The Conways have one son, Bernard F., jr., who is a law student at Fordham University.





## Hot Box Detector Proves Worth at River Junction

The Erie Railroad's new hot box detector at River Junction (see Erie Magazine for September) has already proved its worth.

During its first three weeks of operation the dispatcher at Buffalo, watching the written indication of journal heats, twice did not wait for train concerned to reach the signals which would stop it, but called the crews by radio to alert them of dangerous conditions.

In both cases trouble was found just where the indicator said it would be--and both were serious. In one case a journal had got so hot that the car burst into flame; in another the journal had burned off.

Besides these spectacular ones, the device has halted trains with over heated journals frequently. Too, a further use has been found for the machine--the dispatcher looks over the written record on every train, whether the device reports trouble or not. This inspection is for bearings that, while not hot enough to trigger the alarm, are running warmer than the average.

When he spots these, the dispatcher calls Hornell, and when the train arrives the car inspectors pay special attention to such bearings, thus precluding trouble on the divisions east of Hornell.

# Praise Earned by Erie Men, Women at Work

Sir:

I arrived at my downtown New York office this morning minus a bag, containing many--although non-negotiable, nevertheless personally valuable -- documents, which I had inadvertently left behind me on the 8:41 train from Upper Montclair, arriving in Hoboken at 9:11.

Telephone inquiry by my secretary of your lost & found department helpful only in referring her to the chief dispatcher, who in turn referred her to a Mr. Downing.

At 11:00 A.M., she was informed the bag had been found, immediately went to Hoboken to claim it for me, and before 12:30 P.M. today the bag was again in my possession.

We were both so impressed and pleased by the intelligence, calmness, cooperation and helpfulness of Mr. Downing and Mrs. Smith of Mr. Downing's office, that this letter is being sent you in appreciation of their services to me in this situation.

Maxwell Barus  
New York 5, N. Y.

Sir:

The last campfire has faded away--56,000 happy, tired, dusty Jamboree Scouts and Leaders have all returned home safely.

Why? Well, it's because of dedicated folks like you, who have worked hard with us for over a year; putting up with our every whim; the many changes; the frustrations and blasts from certain volunteers.

I really appreciate the excellent arrangements and working relationships with you.

Let's get together real soon.

Edward J. Stoeffel  
Director of Activities  
Boy Scouts of America

Sir:

We had our first trip on the Erie Railroad on Train #8 Coming to Binghamton.

... it was very punctually and smoothly run.

I want to stress the friendly, helpful attitude of the employees we came in contact with.

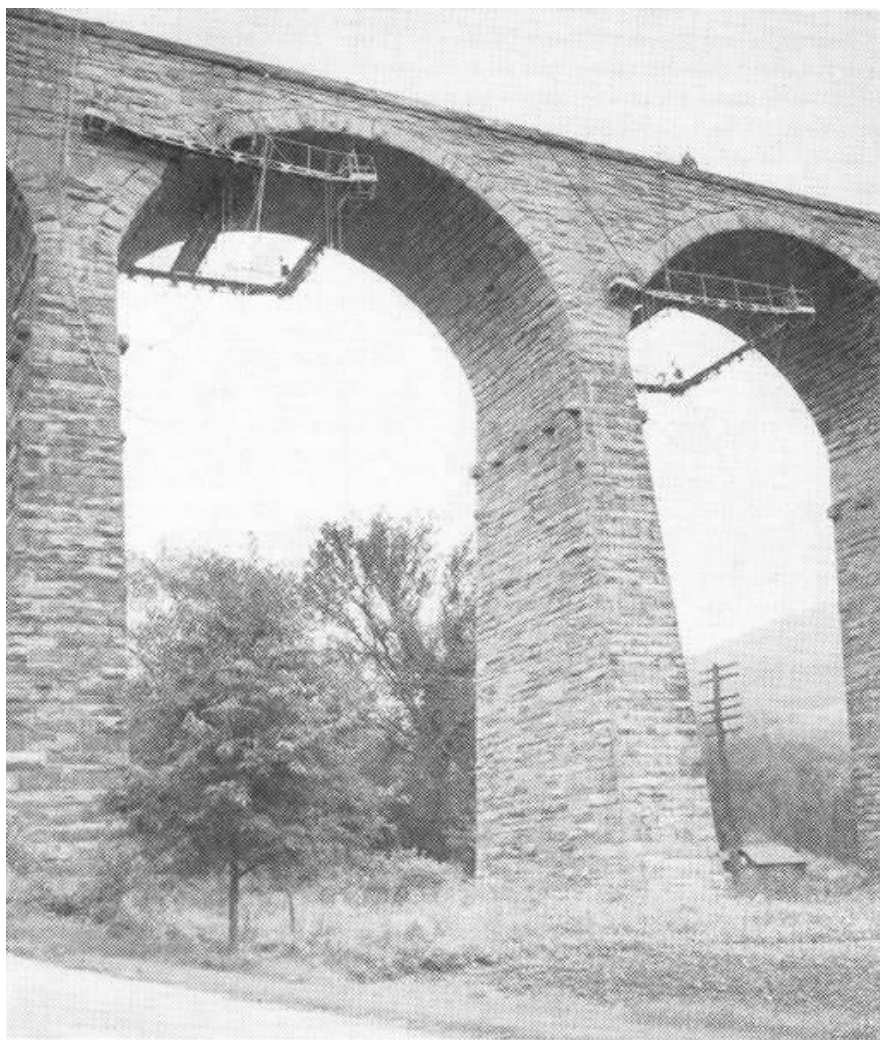
We expect to use your services on other occasions in the future.

Gerard Butler  
Peterborough, Ont., Canada

## Retirements

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Harold A. Ammerman	Camp Maintainer	System	8-12-60	38
Frank Capria	Trackman	Buffalo, N.Y.	8-10-60	29
Beatrice I. P. Casey	Nurse	Hornell, N.Y.	8-24-60	33
Bernard F. Conway	Freight Traffic Manager	New York, N.Y.	9-30-60	48
Otto Dyroff	Machinist	Secaucus, N.J.	8-31-60	45
Enrico Fiacco	Trackman	Binghamton, N.Y.	7-21-60	27
Carl P. Flagg	Operator	Gowanda, N.Y.	8-22-60	39
Lawson C. Fox	Upholsterer	Susquehanna, Pa.	8-17-60	31
Carl G. Guthrie	Engineer	Huntington, Ind.	7-25-60	48
Ralph Z. Hafler	Trackman	Hawley, Pa.	8-3-60	35
James Heaney	Barge Captain	Jersey City, N.J.	8-31-60	34
Clyde A. Horton	Painter Helper	Hornell, N.Y.	8-11-60	21
Orval K. Howard	Car Inspector	Barberton, O.	8-25-60	32
Harry J. Kelly	Patrolman	Corning, N.Y.	8-30-60	35
Samuel Kostas	Shop Hostler	Akron, Ohio	8-31-60	42
Lewis M. Larkin	Machinist	Secaucus, N.J.	7-31-60	51
Alfonso G. Liguori	Engineer	Hoboken, N.J.	8-29-60	35
Harley M. Lowry	Boilermaker Welder	Marion, Ohio	7-31-60	40
Leonardo P. Maffetone	Track Foreman	Little Falls, N.J.	8- 4-60	32
Sidney G. May	Asst. Section Foreman	Avon, N.Y.	8-15-60	30
George W. McMahon	Freight House Foreman	Weehawken, N.J.	9-30-60	34
Roderick Montgomery	Locomotive Engineer	Buffalo, N.Y.	7-11-60	50
Edward F. Mues	Yard Conductor	Croton, N.J.	8-15-60	43
Edward J. Nolan	Road Conductor	Avoca, Pa.	8-19-60	32
Frank Palazzone	Track Foreman	Waldwick, N.J.	8-24-60	47
George Pappas	Section Foreman	New Castle, Pa.	8-16-60	44
Ernest Poling	Engineer	Huntington, Ind.	8-16-60	43
Lester A. Rohner	Engineer	Hoboken, N.J.	8-29-60	50
Salvatore Sabia	Leading Car Inspector	Dunmore, Pa.	8-24-60	50
LeRoy A. Stinnard	Assistant Foreman	Hawley, Pa.	8-19-60	37
William R. Stretton	Engineer	East Buffalo, N.Y.	8-18-60	36
Wid A. Wells	Yardmaster	Brockway, Pa.	7-28-60	42
William J. Wieman	Yard Brakeman	Croton, N.J.	8-21-60	40
Delphos S. Wise	Passenger Conductor	Marion, O.	8-16-60	49
Christopher W. Yetman	Leading Maintainer	Meadville, Pa.	7-19-60	46

# Starrucca Viaduct Prepared for Heavier Traffic to Come



IT'S A LONG WAY UP to the arches where the men are at work on the viaduct.



CLEANED AND REPAIRED, the masonry is subjected to an inspection. The repairs are expected to last at least a century.

**M**EN ARE AT WORK today inside Starrucca Viaduct—and outside it too—readying the Erie's most famous structure for the increased traffic that the merger with the Lackawanna will bring, and for another century or more of service.

Yes, there is an inside to the viaduct. Its tall imposing stone piers are solid, but the arches are hollow. To support the cover stones of the bridge, upon which the concrete floor is laid, the piers extend up into the space between the arches, and three brick walls, each a foot thick, reach from the extensions of the piers to the arches, parallel to the outside walls.

Thus each side of every arch is flanked by four rooms, and the 17-arch bridge might be called a 136-room bridge. The walls that form the rooms are of brick, laid solid, one foot thick.

## Walls Dry Out

The men working in these rooms today are the first to do so in the 112 years that the bridge has been in service. In order to get in they had first to enlarge the weep holes provided in each arch to drain the arches of water, water that seeped in from the deck before its waterproofing in 1958. (See *Erie Magazine* for August, 1958.)

The man-holes had to be cut in the brick walls inside the arches. These walls were found to be water-soaked, and suffering as a result from the alternate freezing and thawing of the water.

However, they rapidly began to dry once the man-holes were cut, and it is planned, once the current job is done the first major repairs to the bridge since it was put in service in 1848—to leave them open, but to screen the arch man-holes to keep out birds. Then, it is felt, ventilation will help keep the rooms and their walls dry.

Where necessary, the brick walls are being repaired to restore their original strength. First hook bolts are applied to the walls, then steel

bars and reinforcing mesh, and then the whole is sprayed with gunite concrete, at a pressure of 35 pounds to the square inch or more.

But that is inside the bridge. Men are at work outside, too, raking old mortar out of joints, and refilling them with high-strength grout; drilling long holes in the parapets and outside walls and driving long steel rods into the holes, bolting them solid, grouting the rods in place, and then plugging the ends of the holes with asphalt.

Broken and cracked stones in the bridge are being searched for, and when cracks are found the cracks are cleaned and filled with high strength concrete.

### Good Until 2060

This job will cost the railroad about \$125,000 to \$150,000, a large sum compared with the \$330,000 original cost of the bridge, but only a tiny fraction of the millions of dollars a new bridge at this point would cost today.

And when the job is done, the bridge will be ready for another century of service, no matter what form trains may take in the future. When built the bridge carried a single track, on which light "tea-kettle" locomotives ran. Today it carries two tracks, on both of which loads undreamed of in 1848 run in safety.

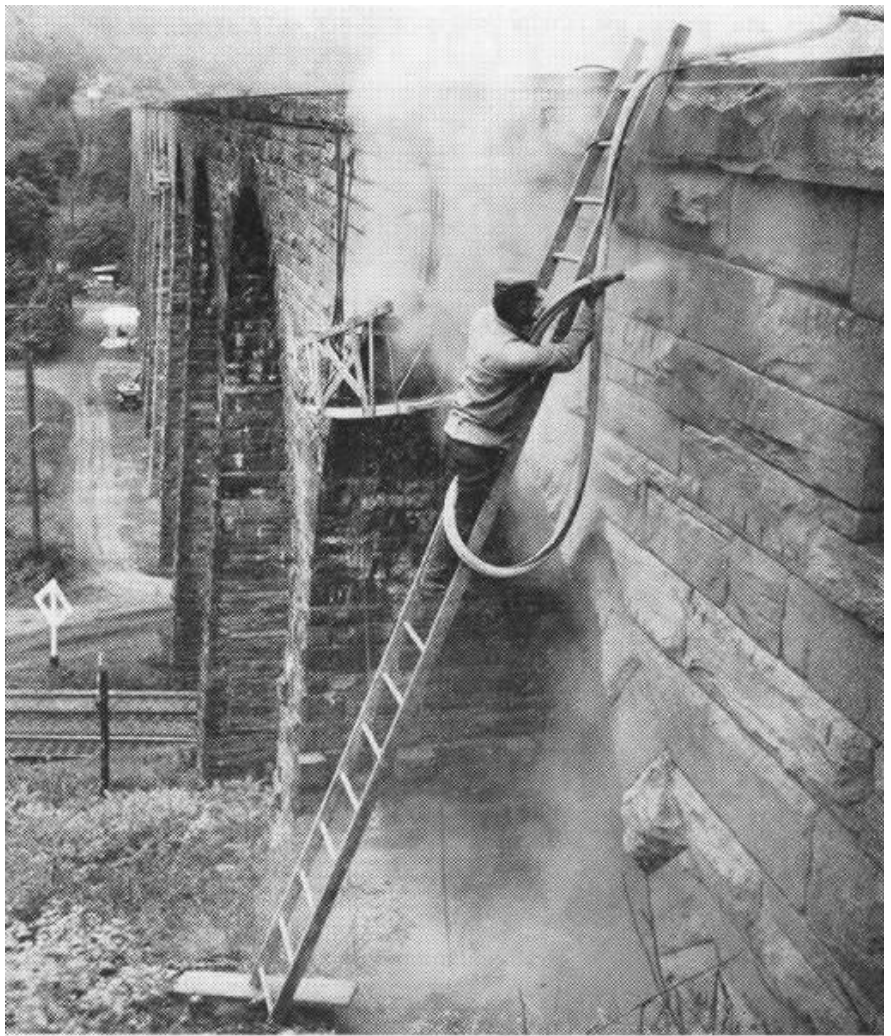
For attacks of frost are the bridge's only enemies. Heavier weights on top of the bridge only serve to increase its strength, thanks to the design of the arches.

## Plan Immediate Use of New Mark

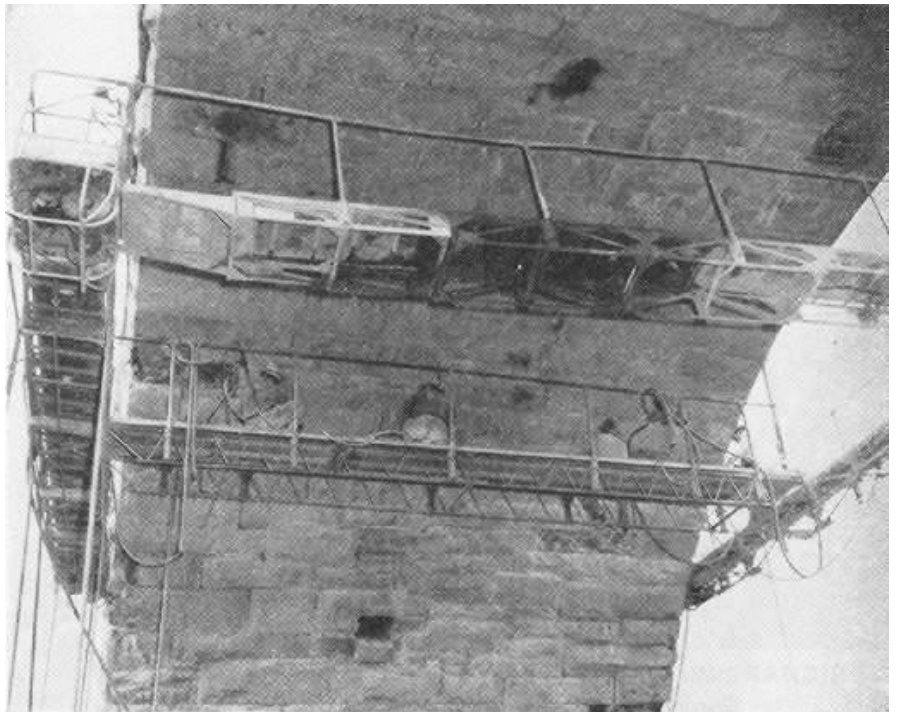
The approved service mark of the Erie-Lackawanna Railroad--a combination of the letters E and L on a white disc on a diamond--will be put into use immediately when the merger becomes effective. At that time the legal department will file an application with the patent office for its registration.

Among items on which it will make an early appearance are freight cars, menus, letterheads, envelopes, timetables, passes, and business cards.

November, 1960



**IT'S ALSO A LONG WAY** across the bridge. Here the first step--sanding the structure clean--is being carried out.



**MOST OF THE WORK** is carried out from scaffolding hung from the bridge. These men work on the underside of one of the arches,

# PEOPLE YOU KNOW

## All Working for the Erie in Hornell Yards



DANIEL R. CURRAN  
Yard Clerk



JOSEPH H. WATT  
Brakeman



RICHARD W. BECKWITH  
Engineer

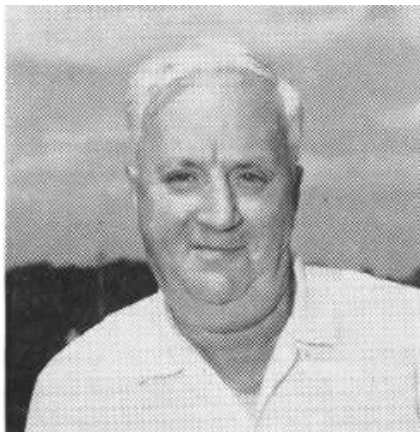
ERNEST R. STUART  
Fireman



REX H. ORDWAY  
Brakeman



FRANCIS CROWE  
General Yardmaster



PLAYFORD W. McKEE  
Conductor



CHARLES P. HARRINGTON  
Fireman



STANLEY G. GORTON  
Fast Freight Yardmaster





# Erie Veterans News

Fellow Veterans:

Now that the vacation season is drawing to its end, our regular meetings have begun again in all the chapters. Let us all take an active part in them and thereby strengthen our organization and derive the most benefit from it.

It is especially important that we do so this year, so that when the merger takes place we will have full representation. Surely none of us would like to feel that the Lackawanna, with its smaller total number of employees, had as large or a larger veterans group than the Erie.

Fraternally yours,  
**Harry C. Travis**  
President

## Susquehanna

By **H. Harold Perry**

Approximately 150 Erie Veterans and their wives attended an annual picnic at Soop's Grove in Lanesboro. Many who attended were from out of town.

Among the out-of-town visitors were **Mr. and Mrs. George Stoddart** and **John Perry** of Binghamton and **Mr. and Mrs. Alphonse Parrillo** and son, **James**, of Kirkwood, N. Y.

**H. Harold Perry**, your scribe, and **Gulio Canini** defeated all com-

ers at quoit pitching at our local Erie picnic.

Our town's popular policeman and photographer did a good job of parking cars and taking pictures of guests at the picnic.

**Charlie Soom**, Dodger fan No. 1, gave up hope for this year, and went to Yankee Stadium with **Pat Parrillo** to see a Yank-Baltimore series.

## Buffalo-Rochester

By **Jan Bender**

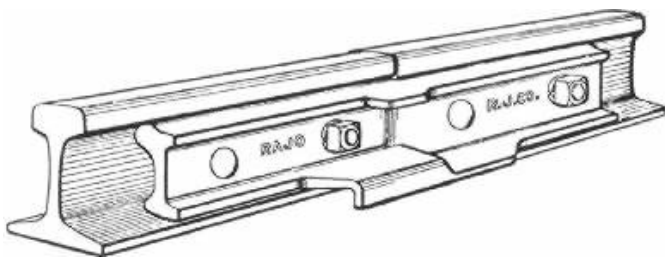
**Frank A. Sedita**, Buffalo's

mayor, presided at the "Mayor's Breakfast."

The occasion was a salute to the United Association's president, **Michael A. Redding**.

Among the group of honored guests was **Harry W. Von Wilier**, president of the Erie Railroad Company.

The two principal convention speakers were **Harry W. Von Wilier** and **Malcolm Wilson**, lieutenant governor of New York (Please turn the page)



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MISSOURI**

state.

The junior hostesses in charge of seating the guests were Erie's own **Sara Baxter**, **Adele Kuminski**, **Sadie Mrad**, **Dorothy Shipton Keleher**, former employe and **Mildred McDermott**.

The Auxiliary ladies dispensed gifts and flowers for the occasion.

A fine stage show was presented

after the banquet, then dancing. **Phyllis R. Bender** daughter of **A. W. Bender**, was guest soloist.

The next regular business meeting is scheduled for November 19th.

**Herb Moyer** would appreciate the tardy ones bringing the 1960 dues list up-to-date by that time.

Happy retirement to **William R. Stretton**, yardmaster; **Alfred De-**

**boben**, engineer and **C. D. Smith**, engineer.

**Leo Overs** and family sent a postcard from Wasaga Beach, Ontario.

As of July 1, 1960, the Class I railroads owned 1,743,242 freight cars of all types, including 69,415 railroad owned and controlled refrigerator cars.

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# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Beasock, Harry Horace	Yard Clerk	E. Buffalo, N. Y.	7-31-60
*Beavirs, Leonard Nick	Laborer	Hornell Stores	6-22-60
*Beegle, Harry Clark	Laborer	Jersey City Pass. Car Dept.	6- 6-60
*Bradley, James Joseph	Baggage & Mail Handler	Jersey City, N. J.	8-10-60
*Brunswick, Charles Carl	Machinist	Hornell Shop	8- 9-60
*Chappell, Thomas	Marine Oiler	Jersey City, N. J.	6- 4-60
*Delaney, Delbert	Trackman	Buffalo Division	7-11-60
*Edwards, Edward VanTurple	Engineer	Delaware Division	7-23-60
*Frizzell, Delbert Franklin	Patrolman	Port Jervis, N. Y.	7-29-60
*Griffin, Cecelia Mary	Janitress	Jersey City, N. J.	8- 1-60
*Hating, Frederick	Crossing Watchman	NJ&NY RR	7-22-60
*Koehnlg, Herman George	Machinist	Port Jervis Loco. Dept.	8- 6-60
*Levien, Roy Benjamin	Car Inspector	Marion Car Shop	7-30-60
*Liberati, Attilio	Janitor	Susquehanna Shop	7-31-60
*Lueck, Frank Henry	Yard Clerk	Akron, O.	7-23-60
*Luthman, Alexander Fritiof	Trackman	Delaware Division	5-24-60
*Lynch, Thomas Valentine	Percent Revision Clerk	Aud. of Revenues Dept.	8-10-60
*Maas, Frederick Henry	Supvr. Air Cond. & Lghtg.	Susquehanna, Pa.	8-15-60
*Maloney, Michael William	Yard Conductor	Salamanca, N. Y.	6-17-60
*Mecca, Guiseppe	Welder	Dunmore Car Shop	7- 2-60
*Miesse, Arthur Willison	Asst. to Chief Engineer	Cleveland, O.	7- 4-60
*Montagano, Marcus Vincent	Car Demurrage Clerk	N.Y. Division	7- 6-60
*Moore, Samuel Finney	Agent	Meadville Division	7-21-60
*Morris, Gust	Trackman	Mahoning Division	4-30-60
*Murray, Anthony Joseph	Barge Captain	Marine Dept.	7-12-60
*Ness, Ernest Henry	Supvr. Wk. Equip. & Welding	Susquehanna, Pa.	8- 7-60
*O'Hern, Robert Emmett	Foreman	Dunmore Car Shop	7-26-60
*Parker, Harry Alfred	Stockkeeper	Youngstown, O.	7-28-60
*Peck, Ray Leslie	Locomotive Engineer	Buffalo Division	6-24-60
*Percent, Charles George	General Statistician	Office Asst. Chief Engr. M/W	8-16-60
*Pettibone, Fred Whiteford	Conductor	Allegany Division	8- 2-60
*Plickens, Albert Lee	Conductor	Meadville Division	8- 5-60
*Radomski, Edward Bernard	Yard Conductor	Cleveland, O.	7-13-60
*Schumacher, Louis Arthur	Head C/N Investigator	Aud. of Revenues Dept.	7-15-60
*Sivert, Samuel John	Shop Hostler	Dayton, O.	8-12-60
*Sorensen, William	Rigger	Marine Dept.	4-21-60
*Soule, Lawrence Mulling	Yard Conductor	E. Buffalo, N. Y.	8-13-60
*Southworth, Leslie David	Signalman	Meadville Division	7-25-60
*Spring, Fred James	Road Conductor	Kent Division	7-30-60
*Stabell, Raymond Ambrose	Agent	Hasbrouck Heights, N. J.	6-16-60
*Suruda, Ludwick Victor	Air Brake Repairer	Jersey City Pass. Car Dept.	8-19-60
*Tarr, Joseph	Trackman	Meadville Division	8- 1-60
*Turner, Walter	Locomotive Engineer	Wyoming Division	6-18-60
*Vogler, Elsie Anna	Clerk	Aud. of Revenues Dept.	8- 9-60
*Wade, Robert James	Burner	Meadville S. & R. Plant	8-20-60
*Wertman, Paul Maynard	Locomotive Engineer	Buffalo Division	7- 2-60
*Westpy, Guy	Crossing Watchman	New York Division	5-18-60
*Whitacre, Harry George	Car Inspector	Chicago, Ill.	7-20-60
*Yost, Lester Eugene	Tool Room Attendant	Dunmore Car Shop	6-10-60
*Retired employees			

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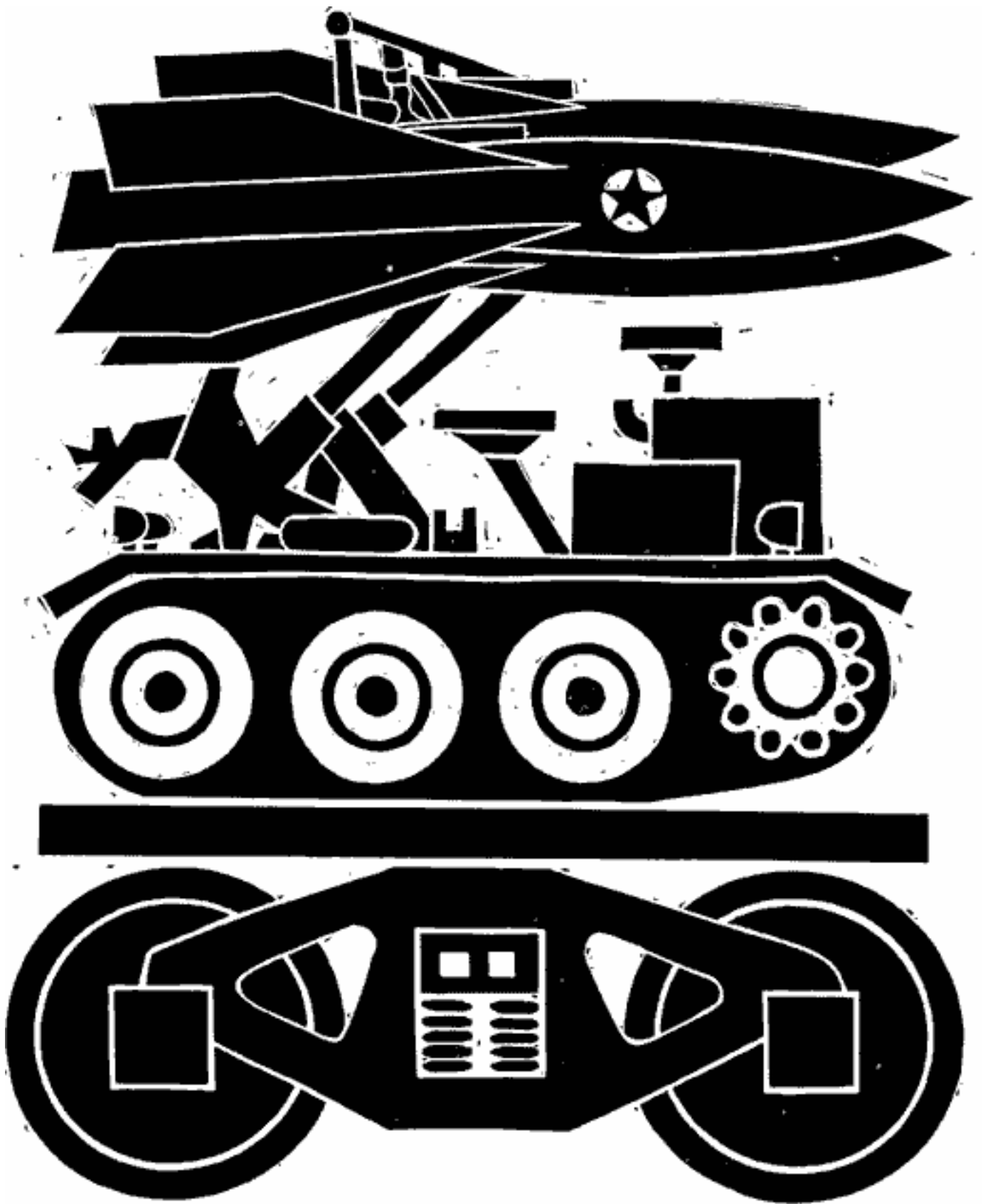
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