

**AMERICA
REDISCOVERED**

OUR 53RD YEAR OF PUBLICATION

SEPTEMBER 1957

•The President's Page

ALL OF US ARE OPTIMISTIC about the future of the railroad industry. We have seen the important contributions which the railroads have made to the expanded and improved economic life of our country, and we know that these contributions will become greater in the years ahead.

However, the railroads are having a difficult time making ends meet in a period when the nation's over-all economy is at the highest level in its history. The leaders in transportation thinking have come to the conclusion that the underlying reason for this inconsistency is the excessive amount of governmental regulation which controls so many of our actions. Over the years many studies have been prepared and submitted to Congress, yet no action has been taken to remedy the situation. While the problem continues to increase, the American people are being deprived of the maximum benefits and services that this truly low-cost form of transportation is capable of providing.

Railroads are anxious to make the technological improvements that are necessary to provide economical and efficient transportation service which industry, in general, needs; but, these improvements require money which the railroads are finding it difficult to provide out of meager earnings. Furthermore, there is little incentive to spend money for new capital improvements so long as governmental authorities prevent the railroads from earning a fair return on expenditures to improve service and increase traffic volume. Needed capital for modernization and improvements would be more readily available if the railroads were permitted to conduct their business on a competitive-price basis without the regulatory interference which governmental agencies now impose.

There is urgent need for changes in our transportation laws. As an optimist, I have confidence that a well-informed public, through its elected representatives, can bring about the changes that are needed to strengthen the nation's whole transportation picture.

H. W. Van Weller



Oldest Employee Magazine in Railroad Industry . . . Our 53rd Year of Publication

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OUR OBJECTIVE

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

September, 1957

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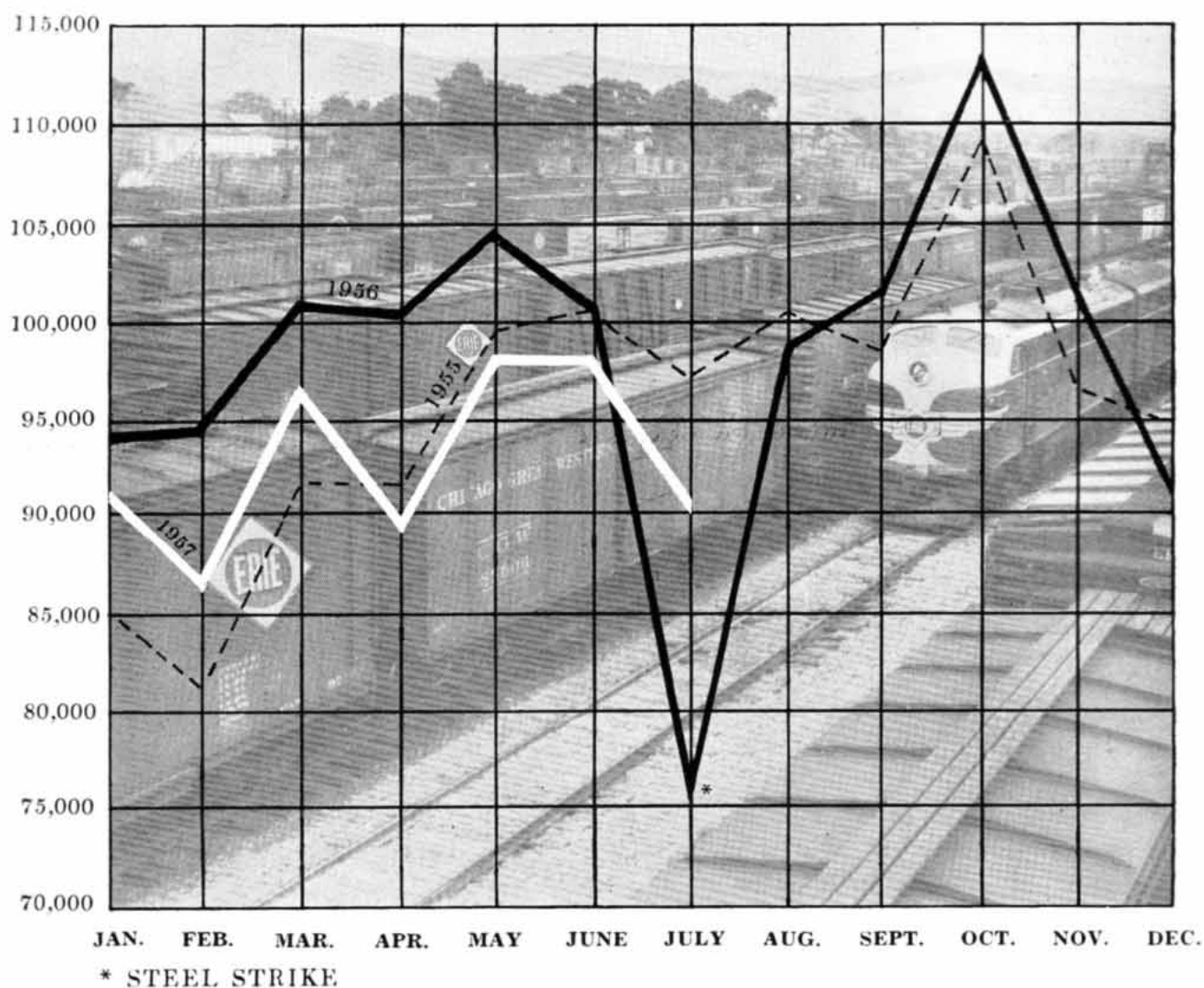
THE COVER:

Forty-seven years ago the flood-tide of European immigration was at its height. Thousands of those who came to these shores rode west over the Erie to their new homes. Among them was a boy who saw the Statue of Liberty on Bedloe's Island (now Liberty Island), passed through Ellis Island, and then rode the Erie to Cleveland. He has been a reporter for the Cleveland Plain Dealer for 33 years. His story begins on page 8.

George C. Frank Asst. to President
Talbot Harding Associate Editor
Mabel I. Ross Secretary
John F. Long Photographer-Reporter

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Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Seven Erie Teams Hang Up 25-Year Safety Records

Certificates Reward Hard Work of Many Men

SAFETY is the result of hard work, constant thoughtfulness, unremitting attention to the job at hand, courtesy of the highest sort, and teamwork.

That is true of all safety, on the highway, in the home, at the factory. But on the railroad, where masses of moving equipment are large and heavy, teamwork is of paramount importance.

For that reason seven men, leaders of seven Erie Railroad teams that had kept clear safety records for 25 years, were honored at a dinner in the Buffalo Athletic Club, where they were presented with certificates that set forth the records of their teams in the never-ending, and increasingly successful battle for safety.

That the battle waged by every one of the Erie's 18,000 employees has been a winning one, despite the odds, is proven by figures of the National Safety Council. Since 1923 the Erie's casualty rate has fallen by more than two-thirds.

Seven Honored

The seven honored were: Edward Lafferty, yard conductor, East Buffalo, Mark W. Reardon, yard conductor, Susquehanna; Thomas Claydon, leading car inspector, Black Rock; John S. Sheets, Jr., welding foreman, Susquehanna; Edwin A. Glasel, foreman, signal shop, Meadville; Raymond W. Whitney and James M. Hover, Jr., both sectional storekeepers at Hornell.

The awards were based on the 25 years ended Dec. 31, 1956, and one man, Lafferty, who had retired early in 1957, came out of retirement to receive the certificate. Reardon was unable to be present, and Carl S. Kinback, division superintendent at Hornell, received the honor for him, and for later presentation at Hornell.

Thomas E. McGinnis, assistant general manager, Jersey City, expressed the appreciation of the Erie Railroad's top management for the job the seven teams had done, and



EDWARD LAFFERTY, retired yard conductor, East Buffalo, receives the congratulations of Harold Jones, (left), and Thomas E. McGinnis, (right), on the work of his team. Jones is a yard brakeman; McGinnis, assistant general manager at Jersey City.

Harold E. Shaughnessy, superintendent of safety, spoke briefly.

Among guests at the affair were: James D. McFadden, superintendent, Walton E. Smith, division engineer, James W. Connor, trainmaster, Cornelius J. O'Leary, yardmaster, Clar-

ence H. Schueler, division car foreman, all of Buffalo; George J. House, general storekeeper, Hornell;

John F. McMullen, superintendent car department, John S. Parsons, assistant chief engineer, M. of W., John F. Duffy, manager purchases and

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THOMAS CLAYDON, leading car inspector, receives his citation at the hand of John F. McMullen (left), superintendent of the car department.

Rettberg, Bauer Top Annual Erie Employe Golf Tourney



JOHN BAUER, Huntington, won the Woodruff trophy.

LES RETTBERG, Salamanca, retained possession of the William A. Carlson Memorial Trophy for low gross, and John Bauer, Huntington, won the Robert E. Woodruff Trophy for low net at the second annual Erie Railroad Championship golf tournament held at Hornell Country Club July 27 and 28.

Two days of nearly perfect golfing weather gave the 71 competitors little reason to blame the elements for their failure to win. On the first day, a Saturday, a short shower drove the golfers to shelter. On Sunday morning, play had to be postponed when fog cut visibility. But the rest of the day was clear.

The 71 Erie employes who competed enjoyed more than the game. There was the good fellowship that flowed when old friends met, and views from the course—all of it lying between 1170 and 1800 feet above sea level—were breathtaking.

Whether drives were a little longer than in the thicker air near Hoboken or whether breath was a bit short because of the elevation, no one could say.

Calloway System

But from time to time the golfers paused to look up the long Canisteo Valley beneath them, a green and gold sword-shaped slash of farms on the level land that lies between the hills, or at the mountains that lie all about Hornell.

The nine-hole course itself is a true link, in the old sense of the term, "an upland pasture." The holes are arranged in a series of zig-zags up the hill, as such smaller mountains are called by the natives of Hornell.

Play was under the Calloway system of handicapping, a system that is intended for use among players for whom there is no known standard for handicapping.

Scores Announced

Scores of the players, as announced by the tournament committee, follow:

(Next page, please)



LAST MINUTE DETAILS are checked by Jack Craft, Don Brunswick and William Godfrey (left to right), all of Hornell, just before play begins.



LES RETTBERG kept the Carlson Memorial cup.

Erie Railroad Magazine

Les Rettberg, Salamanca, 69-0-69; John Bauer, Huntington, 73-3-70; Joe Lucas, Ferrona, 74-3-71; Joe Casey, Hornell, 75-3-72; William Carlson, jr., Cleveland, 75-3-72.

D. J. Schoonmaker, Marion, 75-3-72; William Bailik, Youngstown, 77-6-71; William Blascak, Youngstown, 78-6-72; Don Brunswick, Hornell, 80-7-73; A. Grillo, Hornell, 81-9-72.

Robert Willey, Cleveland, 82-10-72; George Frank, Cleveland, 83-9-74; Jack Craft, Hornell, 84-11-73; G. Stanislaw, Youngstown, 84-10-74; C. Briggs, Youngstown, 84-9-75.

Don Keister, Cleveland, 85-10-75; W. C. Craft, Marion, 86-14-72; Joe Manoski, Huntington, 86-11-75; A. M. O'Dowd, Marion, 86-14-72; J. W. Kelly, Hornell, 87-16-71.

Ed Moynihan, Jamestown, 88-12-76; S. V. Falzoi, Hornell, 89-15-74; L. Ging, Hornell, 91-18-73; Stan Gorton, Hornell, 90-13-77; John Weldon, Ferrona, 92-18-74.

William Cregan, Hornell, 92-16-76; C. H. Zimmerman, Susquehanna, 92-18-74; J. Stoddart, Binghamton, 93-19-74; E. Schneegas, Cleveland, 93-17-76; R. Neiderhouser, Marion, 93-17-76.

William Barnett, Hornell, 93-20-73; Paul Lucas, Ferrona, 93-17-76; J. H. Owens, Marion, 94-19-75; C. Hoffmann, Cleveland, 94-20-74; I. W. Jordan, Marion, 94-18-76.

J. Cregan, Hornell, 96-21-75; H. West, Cleveland, 97-23-74; J. Maynard, Marion, 97-25-72; Ed Hirneise, Marion, 97-24-73; William Jones, Marion, 98-22-76.

C. E. Primmer, Marion, 98-23-75; C. Houser, Buffalo, 99-24-75; R. Mocklair, Jamestown, 101-29-72; Ed Briner, Chicago, 101-23-78; R. Forsyth, Marion, 101-25-76.

William Bobownik, Hornell, 102-28-74; J. Wilson, Marion, 102-24-78; R. F. Stear, Jamestown, 102-25-77; William Cusick, Buffalo, 103-28-75; S. A. Daniels, Hornell, 105-34-71.

Ralph Berry, Hornell, 105-27-78; James Dean, Elmira, 106-32-74; C. Bloomingdale, Marion, 106-31-75; E. Blair, Marion, 106-30-76; W. O. Moore, Marion, 109-34-75.

J. W. Otto, Marion, 110-34-76; R. Robbins, Marion, 110-32-78; J. D. Gobeille, Cleveland, 111-36-75; T. D. Caine, Cleveland, 114-38-76; Don Boyd, Cleveland, 117-38-79; Ed Burke, Marion, 120-30-90.

Picked up: Dan Berry, Hornell; George Monat, Buffalo; R. Akron, Marion; C. Davanzo, Youngstown; T. Kelly, Marion.

B. Cosenza, Cleveland; N. Crann, Cleveland; William Broestl, Cleveland; R. Bozoti, Cleveland; J. Hough, Cleveland.

(More pictures on page 30)

September, 1957



A GOOD HOLE BRINGS SMILES and Charles H. Zimmerman, Susquehanna, shows his card to Timothy Kelley, Marion.



SAND TRAPS ARE NO HAZARD for Elmer Schneegas, Cleveland.

Erie Gateway to America

Revisited After 47 Years

Sentimental Journey Retraces First Steps of Thousands

By Joseph A. Wadovick



JERSEY CITY station looked vast in 1910.

A FRIENDLY AUGUST MORNING SUN was breaking through the haze over Upper New York Bay. The Erie tugboat Binghamton, with three barges in tow, was churning the waters. Ahead loomed Liberty Island and its world-famous landmark, the Statue of Liberty.

"This is it," said Tugboat Captain Harold Hasbrouck to me. He sensed that I, his passenger this morning, was waiting for this moment when I could stand close to the "Old Lady."

This was a magic moment, indeed, for the time clock was spun back. It was no longer August, 1957, but August, 1910. It was a teen-age youngster from Czechoslovakia, not a Cleveland Plain Dealer reporter, riding the waters of New York harbor. I had come to retrace the last leg of the most important voyage of my life.

A nostalgic journey, a sentimental journey, it touched chords of recollections grown dim over the passing of nearly a half century. . .

It was a ten-day crossing of the Atlantic on the Holland-America Line's Potsdam—ten days of be-

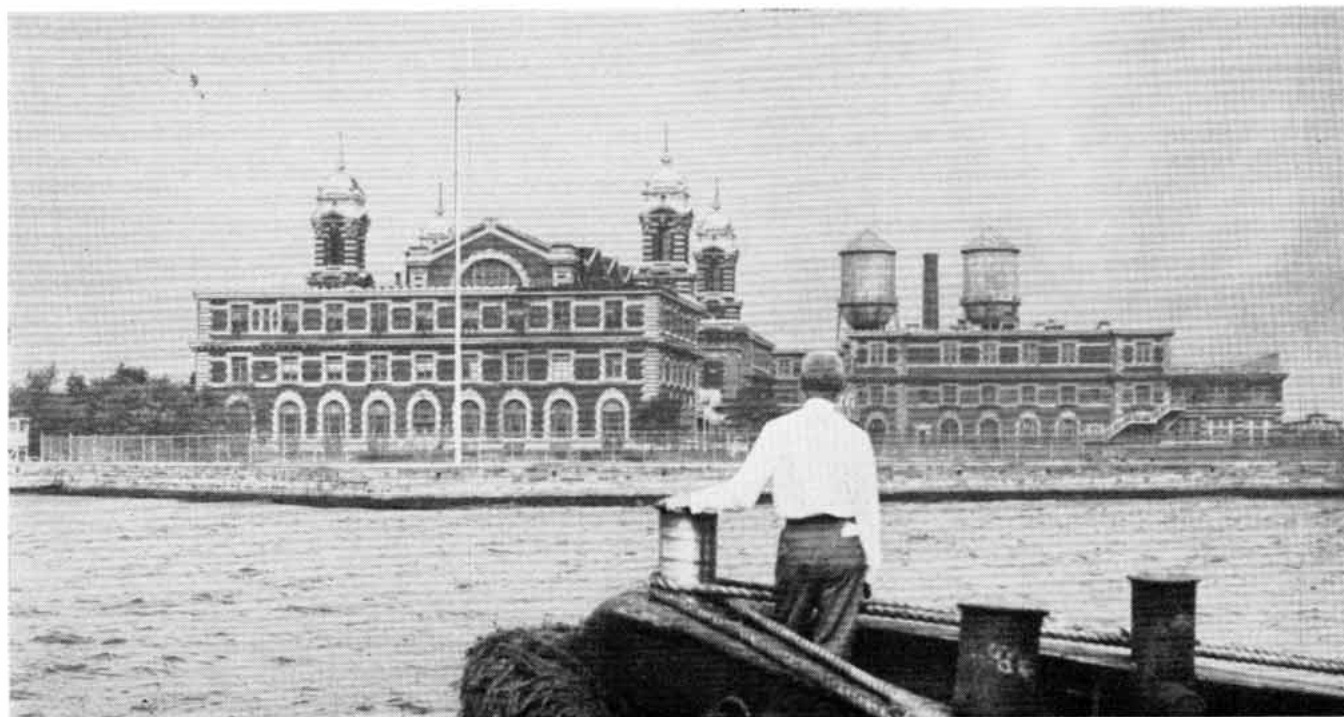
wilderment, homesickness and confusion, of bedlam among a big boat load of strangers from various parts of Central Europe, of rough waters and seasickness, of the distinctly-remembered thrilling moment when one of the passengers first sighted the dim shoreline of America and shouted the glad tidings. . .

The tugboat, on its rounds of picking up and delivering cargo, made a wide half circle of Ellis Island.

Faulty Diagnosis

Ellis Island—it recalled the hours upon hours of waiting for your name to be called by a strange American.

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EVEN THE FLAGPOLE IS EMPTY at Ellis Island today. The once crowded spot is all but deserted.

When your name was called, it meant you were cleared for the final journey to your destination. Someone had vouched for your not becoming a public charge.

We—my brother, Frank and I—were sorry for that name-calling man on Ellis Island. His must have been a tough job, straining his lungs all day, shouting out strange, hard-to-pronounce names. It was much later we learned that the big, shiny brass cuspidors to be seen in America were for the convenience of users of that unheard of thing called chewing tobacco. And all that time we thought his lungs were bleeding with the effort. . .

The tugboat edged past the Holland-America Pier, and here the time machine became scrambled in switching back and forth. At the pier, ready for departure, was the company's new luxury liner Statendam, a sleek, beautiful thing to behold.

No More Steerage

Today, no more steerage passengers, no more crowding, no more huddling of miserable humans on the lower deck, none of the nausea of concentrated seasickness.

"Tourist accommodations today beat those of first-class passage of that day you speak of," says Christian M. Schmidt, retired Erie Railroad steamship passenger agent.

Mr. Schmidt and I were having a little refreshment in a little cafe near Rockefeller Center. Mr. Schmidt obligingly left his home at Ocean Grove, N. J., to have a chat with me about the old days. I confessed to him that some of the harrowing details of my arrival in America had faded from my memory.

Route Traced

"What happened most likely was that a small steamer took you from Ellis Island at 5 in the afternoon and brought you to the immigration room at the Erie station in Jersey City. You left Jersey City for Cleveland at nine in the evening. You changed trains at Youngstown."

The little cafe had a friendly atmosphere, and Mr. Schmidt didn't seem averse to talking, didn't mind having "another one." The waiter brought another round, and we settled down to more talk. In 58 years of service with Erie you get to see a lot of things, and five years of retirement didn't dull Mr. Schmidt's yen for reminiscing.

"You had to be good to be in that business," he said. "There was a lot of competition among the railroads, and we had to fight for the business. I handled mostly first-class passengers. I was the only man on the pier who spoke Scandinavian.

"We had as many as 300 persons from one ship. The steamship companies had agents all over Europe. The railroad companies paid them a 10% commission for selling tickets, but that practice was abolished after World War I."

"Good old days," bah!

Today's immigrants arrive by plane or ship. No more Ellis Island, no more long waits in immigration rooms of railroad stations, no more exposures to the tricks and wiles of confidence men and sharpsters who used to infest New York.

"We tried to be helpful to the newcomers," said Mr. Schmidt. "We warned them against tricks, told them about cab fares and charges for transferring luggage. It didn't always work."

Con Men

Accommodating gentlemen were lurking around the stations. They were glad to trade the newcomer's foreign currency for Confederate money, or even counterfeit money. They offered bargain railroad fares, sold their victims tickets — for a ride on the elevated train, all for \$10. They offered gold coins—gold-plated 1853 U. S. nickels with a "V" on the

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HOBOKEN'S marble and glass has taken the place of Jersey City's wood.



JUST AS HE DID IN 1910, Wadovick approaches Jersey City on the ferry—but the decks are not crowded, and, once ashore, he will find an almost empty station, a great contrast from the colorful, crowded scene of 1910.

Ferry to Run Until Court Rules on Case

THE ERIE'S ferry across the Hudson River between Jersey City and Chambers Street in Manhattan will continue to run until a three-judge federal court rules on the technical question of the jurisdiction of the Interstate Commerce Commission.

Meanwhile the Federal District Court at Newark has issued an injunction ordering the railroad not to cease operating the ferry until the decision is handed down.

No definite date has been set for the ruling in the case.

The injunction was issued after the State of New Jersey and the New Jersey Board of Public Utilities Commissioners had appeared together before the court, arguing that ending of the ferry service would not be an abandonment, but a curtailment, of service.

Therefore, lawyers for the state and the utility commission said, the ICC did not hold jurisdiction in the case, and could not grant permission for the railroad to end the ferry service.

The ICC, in denying an earlier petition by the state and the commission, had asserted its jurisdiction, and its power to grant permission for the ferry service to end.

Once legal arguments are complete, the court will study the record, and hand down its decision.

In the meantime the Erie ferry will continue to lose \$400,000 a year shuttling back and forth between Jersey City and Chambers Street to accommodate 1,100 commuters out of the 2,400 who ride the Northern Branch and NYS&W trains. Those who don't use the ferry go to New York by Hudson & Manhattan tube trains.

Rails Stretch 774,000 Miles

According to the latest "Directory of Railway Officials and Year Book," published in London, there are now 774,000 miles of railroad in the world, distributed percentagewise as follows: North America, 36.8%; Europe, 32.7%; Asia, 12.6%; South America, 8.3%; Africa, 5.7%; and Australia and New Zealand, 3.9%.

MAKING THE BEST MARKS



Erie Policeman To Go To School

Monroe R. Craig, lieutenant of police for the Erie Railroad at Akron, has been named the railroad's delegate to the seventh annual National Railroad Police Academy, to be conducted in Chicago Sept. 16-28.

At the academy, conducted under the auspices of the protective section of the Association of American Railroads, Lt. Craig will study the latest methods developed for protecting all who work for, travel on, or ship by railroad.

On his return to regular duty, Lt. Craig will hold sessions for Erie police in which he will tell them all that he learned in Chicago.

Married, Lt. Craig lives in Barberton, and has two children, Connie, 14, and Marc, 15 months.



"Don't tip it. I couldn't find the right size cork for it."

States Urge End of Transport Tax

Legislatures of fourteen states have asked Congress to repeal the transportation excise taxes imposed during World War II—taxes which, as they have pointed out, penalize users of common-carrier transportation.

Latest states to take this action are Delaware, Florida, Minnesota and South Carolina. Previously the legislators of California, Colorado, Idaho, Illinois, Iowa, North Dakota, Oregon, South Dakota, Tennessee and Washington had asked Congress to end wartime taxes.

When the first line of railroad was completed to the Pacific Coast, in 1869, a single-track road ran from Fremont, Nebraska to Sacramento, California, with only two connections with other railroads over the 1,600-mile route.

One of these was at Cheyenne, Wyoming, where connection was made with the Denver Pacific Railroad to Denver, Colorado. The other was at Ogden, Utah, where a connection was made with the Utah Central Railroad to Salt Lake City.

The longest stretch of railroad without a connection was between Sacramento and Ogden, a distance of 741 miles—equal to the rail distance between Boston and Detroit.

Big Boosts Set in Road, Water, Air Subsidies

What the government plans to spend to help the railroads' competitors in the fiscal year beginning this month is the topic of an article in one of the leading news magazines.

Among other expenditures the government plans to spend \$401 million "to help water transportation" and \$465 million "to promote aviation," according to U.S. News & World Report. "Aid for highway building"—which benefits the truckers—will consume some \$1.7 billion.

This subsidization of the railways' competitors is not new, and, in fact, is increasing each year, for as the article points out, comparable federal expenditures in the fiscal year beginning July 1, 1954 were \$253 million for aviation promotion, \$331 million for water transportation help, and \$647 million for highway building.

Cost of Diesels, Freight Train Cars, Revealed

How much does a Diesel-electric locomotive cost? How much do the railroads pay for freight cars?

According to data published by the Interstate Commerce Commission, the average cost of a new Diesel-electric "A" freight unit in 1955 ranged from \$122,008 for a 1500 h.p. unit to \$233,478 for a 2400 h.p. unit. An "A" unit is a self-propelled unit capable of operating independently or coupled to other Diesel-electric units. A "B" unit is dependent on the "A" unit and is used to provide supplementary power. The average cost of a "B" unit in 1955 ranged from \$122,008 for a 1500 h.p. unit to \$170,221 for a 1750 h.p. unit.

Diesel-electric multiple purpose "A" units cost an average of \$87,210 for a 660 h.p. unit to \$241,426 for a 2400 h.p. unit. Diesel-switching "A" units cost an average of \$88,147 for a 600 h.p. unit to \$144,478 for a 1750 h.p. unit.

The ICC reported the following average costs per freight car unit in 1955:

Box cars, general service	\$7,515
Box cars, special service	8,919
Flat cars	8,692
Gondola cars	7,915
Hopper cars, open top	6,745
Hopper cars, covered	8,122
Refrigerator cars	10,774
Rack cars	7,733
Tank cars	10,439
Caboose cars	12,730

Christmas Card Echoes Magazine

Verona Station on the Caldwell branch of the Greenwood Lake division had its picture in the Erie Magazine last month—but the editor of the magazine was not the first to be taken by its charm.

Helen Fleming, an artist for Paramount greeting cards, painted its portrait in the snow for Paramount's 1956 line of Christmas cards, and Mrs. Kenneth Dean, wife of Ken Dean, service clerk and passenger representative, Cleveland, chose it for the Deans' Christmas card.

The average straight time hourly earnings of Class I railway employees has more than trebled since 1934. In that year it was 65.3 cents. In 1956 it was \$2.16.

McGranahan Retires; Will Railroad Still

WHEN MOST MEN retire, they change their occupations. Railroaders are likely to become farmers, and farmers move to town to watch the trains go through.

But Stanley F. McGranahan, who retired as assistant vice president (staff) of the Erie Railroad Aug. 31, after 47 years of service,



Stanley F. McGranahan

is the exception who proves the rule.

For, immediately after his retirement, he became a consultant on railroad problems, working with William Wyer & Co., transportation experts, on studies of the possible merger of the Erie Railroad, the Lackawanna, and the Delaware & Hudson.

Mr. McGranahan is especially suited for the job. Not only does he have 47 years of active railroad service, but he made studies of operational coordination between the Erie and the Lackawanna, just before his retirement.

"When most men retire they go to Florida," Mr. McGranahan says, "but Mrs. McGranahan and I won't take a trip down there right away. Perhaps by this winter Mrs. McGranahan and I will make a swing down that way."

Mr. McGranahan entered Erie Railroad employment shortly after his graduation from Jamestown (Pa.) High School in 1910.

By the time World War I began he had risen from clerk to station agent. After his return from mili-

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Anthracite Is Fuel of Future, Its Friends Say

Anthracite, the fuel that refused to give up the field to oil, is becoming what its proponents call the "fuel of the future."

This month, from the 16th to the 22nd, all those interested in the production, distribution, and sale of hard coal will be celebrating Anthracite Week, and with more confidence than in many years.

For anthracite, always famed for its smokeless and sootless qualities, had one of its plus values emphasized recently during the Suez Canal crisis.

The principal market for household heating anthracite has always been New Jersey, New York and New England, and it is precisely in that area that the fuel's principal competitor is fuel oil.

So when Nasser upset the world distribution of oil products by closing the canal, New Englanders, always noted for their care for the future, reacted by returning to their traditional fuel—anthracite.

Many of those who returned found out something they had missed during their use of the competitive fuel—anthracite today can be as automatic as oil.

Bin to Fire

New burning units move the coal straight from the bin—often in the small and inexpensive rice and buckwheat sizes—to the furnace, where it is burned. There are no clinkers, makers of the furnace units say, and the ashes are delivered into a special compartment, from which they may be removed either automatically or by hand.

There is no sifting of ashes, shaking of grates or skill in "banking" fires on this new equipment, and, of special interest to all consumers, the ashes are said to command a premium price in the cinder field, where they are used for making cement block.

Heating of other buildings—schools, hospitals, office buildings and stores—by anthracite is becoming popular again, too. For anthracite's delivery cannot be interrupted by events in foreign lands, since it is produced in the United States, close to the northeastern area where most of it is consumed.

• • •

Development Team Wins Customers for the Erie



DONALD M. LYNN, assistant vice president, leads the industrial development team.



MAPS ARE IMPORTANT tools in the department. Here **George W. Moorhouse**, industrial commissioner at Cleveland, studies one.



JAMES HANSON is chief clerk in the Cleveland office.

New Factories Not Accident; Nine Men Work Hard to Get Them

WHEN NEW FACTORIES rise along the lines of the Erie Railroad, factories that furnish the road with business, it is not just by accident.

Of course, everyone who works for the Erie knows the advantages of locating along the high and wide route, and everyone who helps make the Erie realizes the importance of serving the customers we have in a way that makes them glad to say: "I always ship by Erie."

But not everyone in the manufacturing, warehousing and wholesale worlds knows what the Erie has to offer. Too, when an established company is looking for a new site, or a new company is just going into business, other carriers, and chambers of commerce of cities so unfortunate as not to be on the Erie, court his favor, pointing out the advantages of their locations.

Too, men looking for factory sites have a way of keeping that information to themselves, and moving quietly about their business.

So it isn't easy to find out who wants a new factory, let alone persuade him that beside the Erie is the place to put it.

Nine-Man Team

But day after day new plants choose the Erie—and that is due to the efforts of a specialized nine-man team headed by Donald M. Lynn, assistant vice president, industrial development, plus the efforts of the rest of the 18,000 Erie employees to make the customer happy once he is located on the Erie.

The nine are deployed in New York and Cleveland, but spend much of their time on the road and in the field. The New York office is responsible for that part of the road from Binghamton to New York; the Cleveland office for the area west of Binghamton.

The New York wing of the team consists of Leo J. Slack, industrial commissioner; Robert W. Scheuch, industrial agent; Daniel F. Mackerley, industrial engineer, and Howard H. Walters, chief clerk, while the Cleveland group is made up of George W. Moorhouse, industrial commissioner; John S. Parsons, jr., industrial agent; Richard S. Tibbits, industrial engineer, and James Hanson, chief clerk.

Newshawks, Too

While they are primarily salesmen of Erie service, they are much more than salesmen. First of all, they are news-gatherers. They must learn what company needs a factory site, and who is looking for one, almost before the company itself knows about it.

For if they don't some other carrier, or some off-line town will have the deal sewed up.

Next, they must know the Erie territory intimately. This doesn't mean just what can be seen from the windows of a train or the cupola or bay window of a caboose.

Knowledge and Tips

They must know the potential of every mile along the line in terms of electric supply, water supply, minerals, labor skills, wage rates, availability of workmen and even the bearing strength of the soils.

Too, they must know the real estate business inside out. They must know people. They must be willing to spend two months or more literally living with one man. While engineers are assigned to the teams, the other members must know engineering, and the engineers must know real estate.

Tips on plans for factory sites come in many ways.

One of the prime sources of solid news about new and expanding industries is the network of Erie Railroad traffic agencies, and the men of the industrial development department regard themselves as tools to be used by the traffic department in developing new sources of business.

Among the news sources are field men for industry, chambers of commerce, industrial papers, area development groups and local officers of corporations.

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Erie Railroad Magazine

Too, advertising plays an important part. The Erie advertises its advantages, and specific sites it has to offer, in national magazines and in trade papers. Executives looking for sites remember the Erie, thanks to the sales work of the advertisements, and inquire about sites.

Acquisition and sale of sites, too, is a specialty of the department. Nor are sites limited only to those immediately beside present Erie tracks.

If a right of way can be constructed, the department might, for example, pick a site at a distance from present Erie tracks, thereby avoiding the congestion and high prices of land abutting the main line.

The team may option a number of adjacent tracts, and buy them for resale to shippers once the shipper has chosen the site, or they might sell the option to buy to the customer; some land is purchased outright for possible resale, and sometimes the road finds that modernization—as in the change-over from steam to Diesel operation—releases land for industrial use.

Hush-hush Work

Too, the department will buy land to order for shippers. Thus, at Mansfield, before General Motors located their new plant there, members of the department bought 550 acres of farm and woodland in their own names, 350 acres of which they resold to General Motors, and the rest of which was bought by the Erie for its own use and industrial expansion.

That was done in order to prevent Mansfield from losing the plant through the activities of speculators who would have inflated land prices to the point that GM would have had to look elsewhere for a site.

Too, the department works on reclamation and redevelopment work, often in close conjunction with civic committees. Thus, when technological changes hit the silk weaving industry in New Jersey, the Erie helped attract new industry to the stricken towns.

Swamps Reclaimed

Reclamation of the New Jersey Meadows is now going on, with new techniques of land building making building sites out of marsh land, close to the nation's largest market, New York, and once worthless land is being reclaimed for the use of man and making employment for thousands.

Site service is not limited merely to the surface of the ground. Erie engineers supervise the takings of

ROBERT W. SCHEUCH is industrial agent at New York.



borings at likely spots to determine how much load the soil can stand, so that no site will be offered that will give the buyer settlement troubles.



DANIEL F. MACKERLEY, industrial engineer, makes his headquarters in New York.

Members of the department stand ready to offer advice and testimony before zoning boards and city councils planning zoning. They may call

(Please turn to page 34)



CONFERENCE ON LOCATIONS. John S. Parsons, Jr., industrial agent and Richard S. Tibbits, industrial engineer, hunt for possible sites to meet the specifications of a manufacturer.

Erie's New York Division Rises from Sea to Peaks

Trip Reveals Mystery of Graham Line, Complication of Dundee Spur



THE DUNDEE SPUR is part of the responsibility of Edward W. Kane, agent at Passaic.



WILLIAM E. DORNAN is agent at Port Jervis.



WALTER J. KLINK is road foreman of engines, with offices at Hoboken.

FOR THOSE who have never worked east of Port Jervis, the Erie Railroad's main line seems a mysterious thing—why, for example, does the Graham Line split off from the main line, only to return to it?

And what is the Dundee Spur, once known as the Bergen & Dundee? Why and what is the Island Yard? And why Dundee, when there is no post office of that name, nor, for that matter, an agent assigned there by the railroad?

But those questions—which the magazine will try to answer—seem insignificant compared with the wide range of contrasts to be found along the railroad itself.

The division's rails begin just above the high water mark in New York harbor, where the Erie's three float bridges, used for loading freight cars aboard car floats, and receiving them from the floats, carry the rails out over the waters of the North (Hudson) River. The division ends at Sparrowbush, N. Y., on the Delaware River, 89.7 miles from Jersey City.

Meanwhile the right of way has passed through as wide a variety of scenery as can be found in the northeastern part of the United States, and risen 775 feet from sea level to its high point in Otisville Tunnel, 74 miles from the Jersey City docks.

But the contrasts are not merely those of elevation and of scenery. The outlook of the people along the line, and the ways they earn their livings, are just as varied. And so is the business of the railroad, along the main line, on the New York State

branches, the Bergen County short cut and the fabulous Dundee Spur.

Crackers and Tuxedos

These contrasts in outlook and business are reflected in the buildings along the line, and in the sights pointed out to visitors.

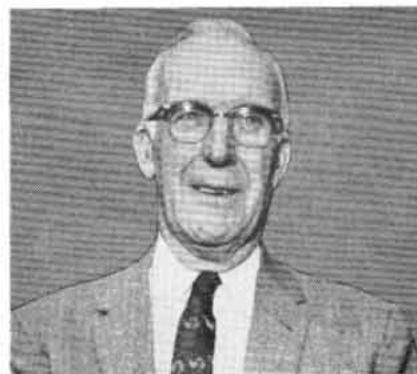
These sights reveal just what those who point them out think is important. Near Jersey City you will be shown a new multi-million dollar cracker bakery rising from the ground, or vast automobile, pharmaceutical or chemical plants.

A little farther north the proud resident will show you pleasant suburbs, possibly the great houses of Tuxedo, the town for which the evening clothes are named; still farther out a new Japanese-style hotel on the top of a mountain, a hotel with its own approach road.

At Port Jervis, concerned with tourist trade, you will be shown the

(Next page, please)

WILLIAM C. HARBOURNE is agent at Newark.



HAROLD A. RHOADS is trainmaster at Jersey City.

mountains, and the place in the Delaware River just opposite the town, where the three states of New Jersey, New York and Pennsylvania meet in midstream.

And near Goshen you will see a fine tomb, beautifully placed on the crest of a hill and surrounded by a vast expanse of grass. Both the site and the tomb itself are worthy of some famous general, statesman or hero. But Goshen is Goshen, and the tomb is that of its most famous son, the trotting horse Hambletonian.

There is much to see between the Hudson River and Sparrowbush, much that the natives take for granted, but of real interest to the traveler.

Bergen Archways

Now, of course, most travelers on the main line leave Hoboken by way of the Lackawanna, and pass through that road's tunnels under Bergen Hill, a great piece of granite that rises from the Jersey marshes just west of the station, and reach the Erie's own main line in the marsh west of Bergen.

On our trip, however, we will leave Jersey City on the Erie, and pass through the famous Bergen Archways, a cut hewn from the granite of Bergen Hill between 1906 and 1910 to expand the Erie's capacity and break the bottleneck that the double-track Erie tunnel, built in 1858, imposed.

By 1900 the old tunnel had become a serious problem. The Erie's trains to and from Jersey City had reached the number of 600 a day—too many to operate with comfort—and the number was growing.

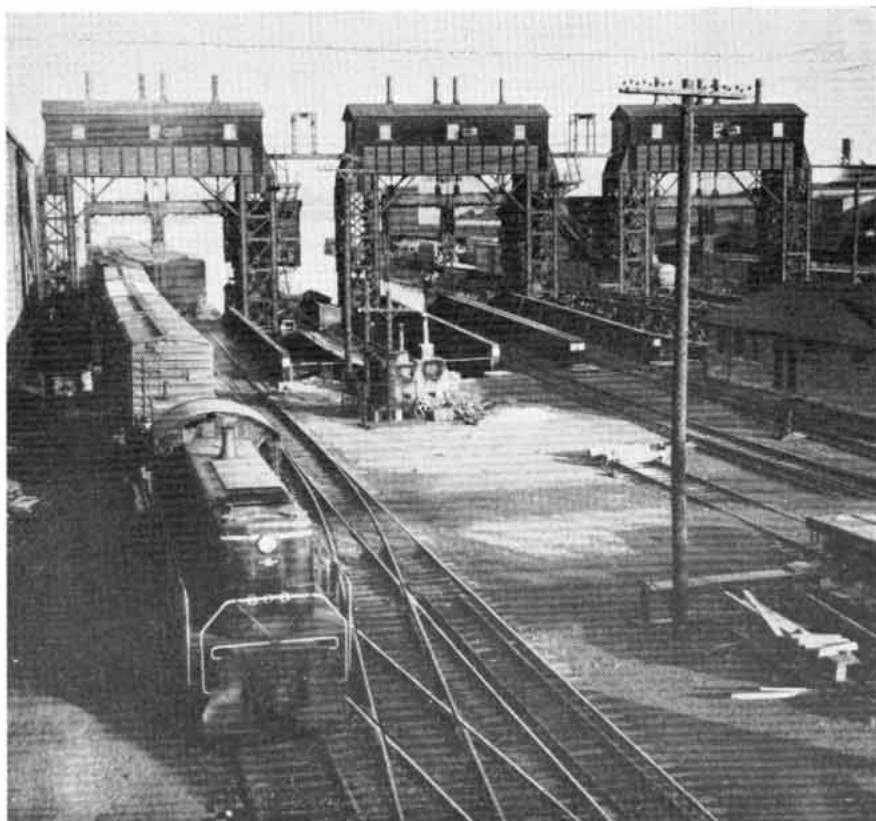
Four new tracks were needed, and the Archways were constructed to provide a place for them. Half cut and half tunnel, the new route drew its name from the five bridges of living rock that were left standing when the cut was made to provide a way for the citizens of Bergen, on top of the rock, to get back and forth across their city.

Bergen County Line

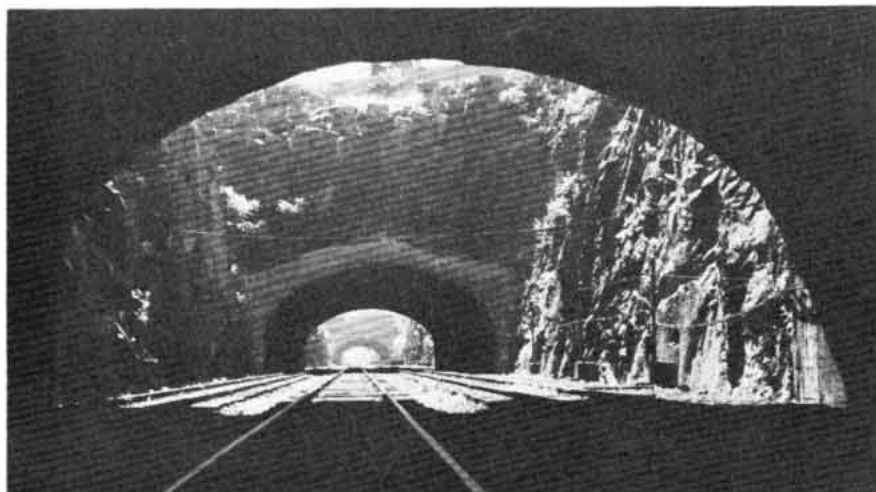
Once through the Archways, the main line crosses the Jersey marshes to Rutherford, a residential town, and a half mile farther on, at Rutherford Junction, the railroad's tracks divide, the main line running off to the left, and the Bergen County to the right.

Here, well out of the vast, bulrush-covered marsh, both lines rise, and pass through industrial areas. The main line runs through towns that have grown up along the old Ramapo, Paterson and Hudson River railroad—long part of the Erie's main line. Among them are Passaic,

(Turn the page, please)



THESE THREE FLOAT BRIDGES at tidewater mark the point where the New York division begins.



BERGEN ARCHWAY, cut in the living rock, makes a dramatic approach to the Jersey Meadows.



PASSAIC'S BUSY AND CROWDED main thoroughfare has grown up on both sides of the Erie tracks.

New York Division

where the main street runs on either side of the right-of-way, and the railroad signals and traffic lights are interlocked to cause the least disturbance to the life of the townspeople, who depend on the railroad not only to serve their industries, but to take them to and from New York, for Passaic is in the heart of the commuter territory.

The main line and the Bergen short cut rejoin at Ridgewood Junction, 11.3 miles from Rutherford Junction by way of the main line, and 9.9 miles by way of the Bergen County.

Both run through highly industrialized areas, where everything from electrical cable to perfume, from crackers to trucks, toys to gift boxes, neckties to galoshes, are made.

But most fabulous of all is the Dundee Spur, which in less than two and a half miles of track, manages to split, rejoin, divide and redivide until, to make things easier to understand, the men who work it recognize two main lines of the spur, plus numerous branches.

Confusion of Names

It begins quietly enough, leaving the Bergen County at Garfield, and running down the middle of the street. But wait—Garfield isn't really Garfield, but just a part of Passaic. And the line runs to Dundee, but there never has been a place officially recognized by that name.

Dundee is just another part of Passaic, and is called Dundee because of the large number of Scots who came over to work in the silk and woolen mills. Most of them came from Paisley, a Scotch fine fabric center. So the area in which they settled was called Dundee, after the place in Scotland where marmalade is made. Simple?

Well, the Dundee Spur is just as simple.

Traces of Canal

Once it has trundled down the street and crossed the trestle over the Passaic River, a Dundee Spur train arrives at Island Yard, the spur's own 60-car yard. Island Yard, named for an island that once existed between the Passaic River and a canal, serves the crews as both classification and storage yard.

Today only traces of the canal remain, and a housing project runs alongside the fenced Island Yard; on the other side is a children's playground, connected to the housing project by an overhead bridge.

The two main lines of the spur are known as "Down the Hole" and "Around the Loop," both names that fit its Alice in Wonderland qualities. But if the spur seems to be something out of Alice, combined with a switching puzzle, it is rich in industry.

Candied Fruit and TV

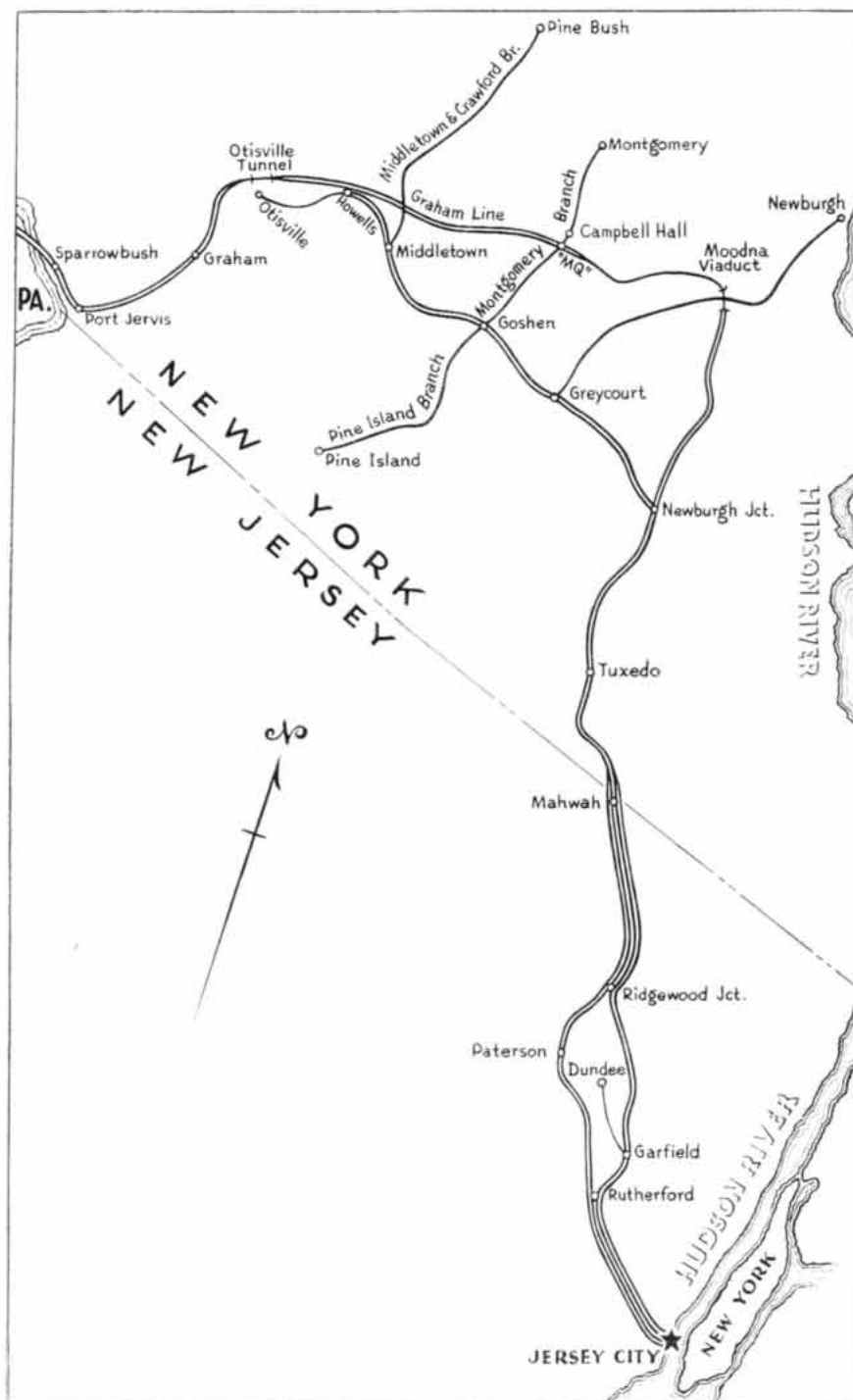
Down the Hole are manufacturers of laboratory glassware, television tubes, gift boxes, toy boxes, candied fruit makers, cleaning compounds, nail polishes, granules for artificial roofing, chemicals and dyes.

Just at the point where the Down the Hole line and the Loop split, there are several team tracks, and the Loop line is just as busy as Down the Hole.

On the Loop there are makers of tennis shoes, galoshes, hot water bottles, hose (both garden and fire).

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Erie Railroad Magazine



THIS MAP EMPHASIZES THE MAIN LINE of Erie's New York division, and the side lines between Sparrowbush and Newburgh Junction. Those branches between Suffern and Jersey City, and a discussion of them, may be found in last month's magazine.



MOODNA VIADUCT is one of the wonders of the Graham line.

insulated cables, chemicals and bottles. There too, are found woolen mills and a company engaged in making cotton print goods.

And in the midst of all this industry there is even a dealer in hay, feed and grain.

Back to Bergen County

But if the Dundee Spur is confusing to the newcomer, the Bergen County is not. But it too, has along its main line a number of important industries, industries that include everything from plastics to sound and weather proofing products, coffee to airplane engine parts and seamless tubing.

Along the true main line through Passaic and Paterson the industries are even more numerous and varied, and include everything from fabrics to steel fabrication, and automobile assembly to additives for the concrete industry that give cement special qualities.

For this part of New Jersey, once the center of America's silk industry, has met the threat of artificial fibers—nylon, dacron, orlon and rayon—by turning the skills of its tradesmen and the imagination of its managements to other fields and to new materials.

And all along the line, too, are self-respecting pleasant residential areas.

North of Ridgewood Junction, where the two lines become one again, the residential character of the line becomes dominant.

But just after the train has passed through Hohokus, Waldwick, Allendale and Ramsey the alert passenger will see a vast automotive plant in the valley just west of the line, with a long S-shaped spur of the Erie leading to it.

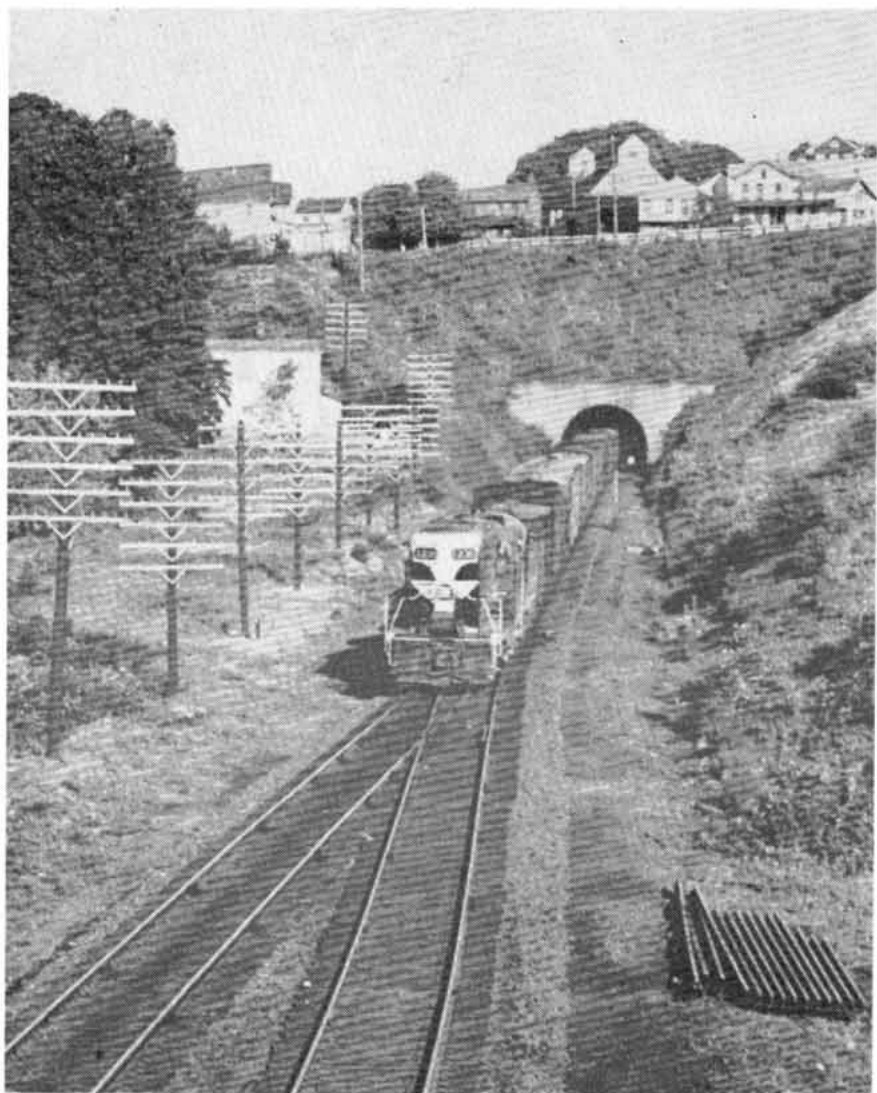
This is at Mahwah, right on the New Jersey-New York line. Here the Erie has constructed a huge new

yard to serve the overseas department of a large manufacturer, where cars are prepared for shipment to foreign ports, trucks assembled, and, it is said, a wholly new automobile is being manufactured.

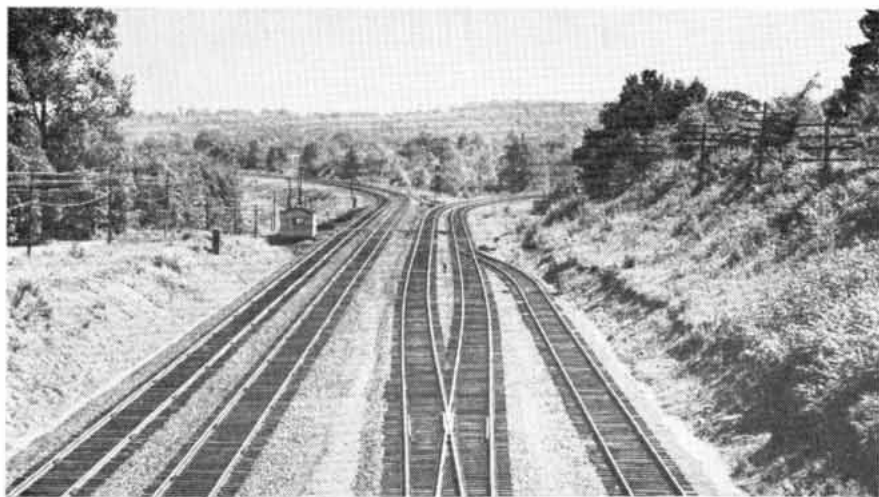
Less than a mile and a half farther on, where the Piermont Branch joins the main line, the heavy commuting area ends, and the truly rural part of the New York division begins.

The tracks, which have been climbing from time to time ever since the Jersey Meadows were crossed, now begin climbing in earnest, passing through a pass cut in the hills by the Ramapo River. From time to time broad fertile valleys open out on either side, but the hills, out-riders of the mountains that can be seen on either side from this point on, press closer and closer to the railroad.

(Turn the page, please)



OTISVILLE TUNNEL, high point on the New York division, is used by trains of all classes.



AT HOWELLS THE GRAHAM LINE leaves the main line, to duck under it later. Here we look east at the point where the lines separate, with the double track main on our left, the Graham line next, and the old main line farthest to the right.

New York Division

(Story begins on page 14)

Soon the train passes through Tuxedo, famed not only as the place where the black tie was first worn to dinner, but said by some to be the first place in North America where golf was played.

Farther north, and always uphill now, the train runs beside well-kept estates, and then into true farm country that looks like a bit of land transplanted from New England.

For the hillsides are rocky, and the mountains closer to the road. Stone fences enclose the fields, just as in New Hampshire or Vermont or Maine. It seems impossible that less than two hours ago factories lined the tracks. Here all is much as it must have been when the surveyors for the line passed this way more than a century ago, save for the effects of the automobile, which become less and less evident, especially after Newburgh Junction is reached.

Bear Mountain Park

It is at Newburgh Junction that the Graham Line has its eastern terminus—but more of the Graham Line later.

A few moments later the train runs past Harriman, entrance to the New York State Bear Mountain Park, and surrounded by forest, passes through Monroe and Oxford, and then Greycourt, where it crosses the Lehigh & Hudson River Railway. At Greycourt, too, the Erie's own Newburgh Branch leaves the main line to run north for 19 miles to Newburgh.

Soon the mountains begin to retreat from the railroad, and give way to hills again, hills covered with rich grass pastures. We are drawing near to Goshen, home of the trotting horse, and on the pastures beautiful brood mares and their foals, dark red against the green grass make a beautiful picture.

Where Horses Rule

A few minutes later, just to the north of the track, at the crest of a green hill, kept as beautifully as any lawn, a huge stone tomb may be seen. This is the resting place of Hambletonian, famous trotter and sire of trotters. His blood runs today in most of the leading trotters.

Then, on the other side of the train, the green-and-white stands of Goshen's race track, home for many years of the most famous racing event in the harness world is seen.

A moment later the train stops at Goshen, and there, beside the tracks,

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Erie Railroad Magazine

gleaming in white paint that testifies to the cleanliness of Diesel locomotive operation, is the Occidental Hotel, a hotel that opened on the day the Erie's first train reached Goshen, in 1841, and a meeting place for harness racing men ever since. Near the hotel and facing the tracks is that almost forgotten bit of Americana—a harness shop. But here, in the heart of harness country, it is a natural part of the scene.

As we pass the red-brick station we see the tracks of the Montgomery Branch leading off to the north, and the Pine Island Branch to the south. Here, in the days before the Graham Line was built, pushers were added to help trains over Shawangunk Mountain.

Deep in Wilderness

The line climbs rapidly now, but the Diesel needs no helper, and in a few minutes we reach Middletown, headquarters of the now abandoned New York, Ontario & Western, and the place where the Erie's Middletown and Crawford Branch begins, running north 14 miles to Pine Bush, a station not to be confused with Pine Island.

Soon after leaving Middletown the mountains press close again, and at Howells the main line joins the Graham Line, while the old main line, now a spur, runs into Otisville to serve that town. Once on the Graham Line the scenery grows wilder, but the grade less steep.

To the right of the train there is a deep gorge, and the mountain rises to the left. It is complete unspoiled country, with not a sign of civilization to be seen anywhere. Yet we left Jersey City only two hours ago!

Approach to Tunnel

Soon the trackage narrows to a single track, and we begin to roll through a cut—the approach to Otisville Tunnel. Railfans will stand at this point to watch for the dragging equipment detectors a mile and a half from the tunnel entrance.

The detectors are a supplement to the sharp eyes and careful inspection of railroaders all along the line. Should anything be hanging from a car—a dangling chain, a part of a lading, or a broken rod—the detector will set special signals between the train and the tunnel at stop, and flash a light on the dispatcher's control board at Jersey City.

Now the train runs through a narrow cut, and plunges into Otisville Tunnel. This summer a contractor is relining the bore, and the train slows down to far below the usual 40 mile an hour tunnel speed limit while passing the men applying con-



MOODNA VALLEY'S beautiful scenery, peace and quiet, make it seem worlds away from the hustle and bustle of the Jersey end of the New York division. The track winding through the valley is the Newburgh Branch.

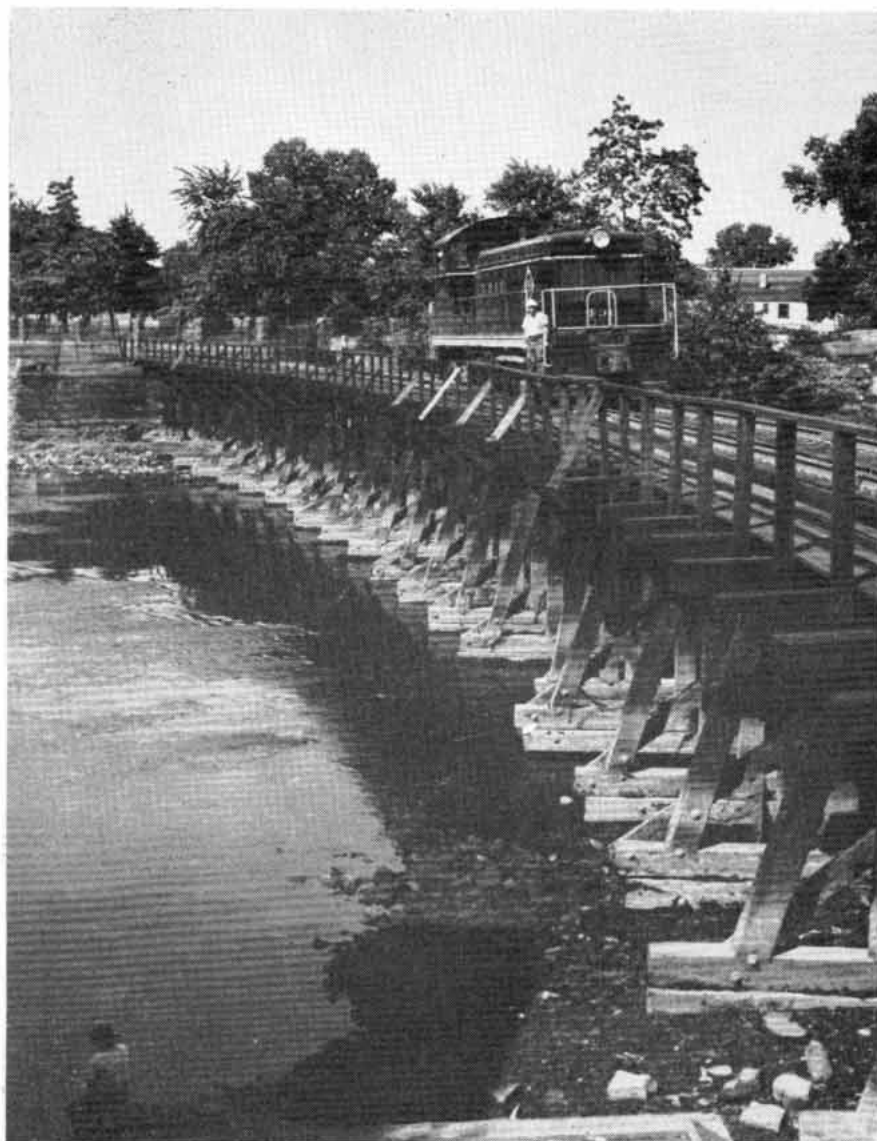
crete to the walls by the light of naked lamp bulbs.

In the tunnel we reach the highest point on the main line of the New York division—775 feet. Despite the precautions taken to protect the men, we are soon back in daylight, for the tunnel is only a

trifle more than a mile long—5,314 feet.

Once out of the tunnel, the tracks curve sharply to the left again, and we begin the descent, along the gorge of the Neversink River, to its junction with the Delaware River at Port (Turn the page, please)

New York Division



BRIDGE TO THE DUNDEE SPUR'S Island Yard crosses the Passaic River, here shown at low tide.

Jervis, the headquarters of Howard B. Hart, and the center of a thriving tourist industry.

Port Jervis is so called because it once was the terminus of a canal, some traces of which may still be seen at Sparrowbush, two and a half miles west of Port Jervis, where the New York division ends and the Delaware division begins.

No More Helpers

At one time Port Jervis was the western end of a helper district, and trains bound for New York were helped over the steep grades to the summit of the line near Otisville itself. Pushers had to work between Goshen and the summit as well, so that the extra locomotives shuttled between Goshen and Port Jervis,

costing the railroad large sums every day.

But, beginning in 1906, the Erie improved its New York division by breaking two bottlenecks—the grades over Shawangunk Mountain and the inadequate tunnel capacity through Bergen Hill.

The Graham Line got rid of the heavy grades between Port Jervis and Goshen.

The Graham Line began at the point now known as Graham and followed a route of easy grades—none over 0.2%—to Newburgh Junction, 42.3 miles farther east. In all those miles there was neither a grade crossing nor a station, and the Otisville Tunnel was built for the line, which was thrown open for traffic in 1909.

Until 1954, however, the Graham Line was used only for freight trains. In that year part of the line, between Graham and Howells, was reconnected at Howells Junction, with the old main line, and since that time it has been used by passenger trains as well as freights, and that part of the old main line lying between Graham and Otisville has been removed.

Today, eastbound movement follows the Graham Line as far as Howells. There the main line goes straight ahead, while the Graham Line turns to the right, and then ducks under the main line at Howells Junction, and from there until Newburgh Junction is reached, runs to the north of the main line, seeking easier ground.

Moodna Viaduct

One of the sights of the line is Moodna Viaduct, a vast structure of steel supported on concrete piers, 3,201 feet long, that carries the rails across the valley of Moodna Creek and the tracks of the Newburgh Branch.

The Newburgh Branch winds northward from Greycourt following water-courses, among them the Moodna, through quiet country villages to Newburgh.

A trip along the branch is instructive, not only because of the beauty of the line, but for the history lessons it teaches. It was along this route that Gentleman Johnny Burgoyne planned to invade the American Colonies during the Revolution; and in every town there are monuments to the men who turned back a similar attempt during the War of 1812.

L&NE Connection

But even here there is industry. Close by an 1812 monument a modern paper factory turns out tissues, and in Newburgh itself, on the bank of the Hudson, the Erie receives freight from industries, the National Carloading Corp., and foreign connections.

The Pine Island branch that runs south from Goshen connects at the southern end with the Lehigh & New England after crossing hills and winding through valleys of reclaimed mountain bogs that produce rich crops of onions, harvested by the ton early in August every year.

At Goshen, too, the important Montgomery Branch begins, that runs north to cross the Graham Line at MQ Junction before going on to Montgomery, where the Erie and the NYC have an interchange. Just be-

(Next page, please)

Erie Railroad Magazine

yond MQ is Campbell Hall, where tracks of the New Haven lead to Maybrook.

Maybrook Gateway

The Erie has trackage rights over the line to Maybrook, a huge yard where the Erie and the New Haven exchange traffic. This gateway to New England is also used by the L&NE and the L&HR.

Last and westernmost of the branches is the Middletown and Crawford. From Middletown the trains run over former NYO&W tracks to Crawford Junction, 3.5 miles from Middletown, and thence for nearly 10 miles to Pine Bush, serving coal yards and hay, feed and grain dealers along the way.

And all along the way, too, is scenery as grand as any that will be found west of the Rocky Mountains, for the New York division, with its feet firmly planted at tidewater in New York Harbor, reaches for the sky in its western half.

(This is the sixth of a series about the Erie Railroad. Future installments will trace the railroad westward across the mountains to the Great Lakes.)

Thoughtful Man Will Choose Rail on Its Merits

Nearly every person who ships or receives freight today is privileged to choose his transportation servants from among railway, waterway and highway carriers. In making his choice, the thoughtful shipper will look beyond the immediate service to be performed and ask himself these fundamental questions:

Which form of transportation has done and is doing most for the up-building of our community and our state?

Which form of transportation is the most indispensable to our community and our state?

Which form of transportation best meets the needs of our great basic industries—agriculture, forestry, mining and manufacturing?

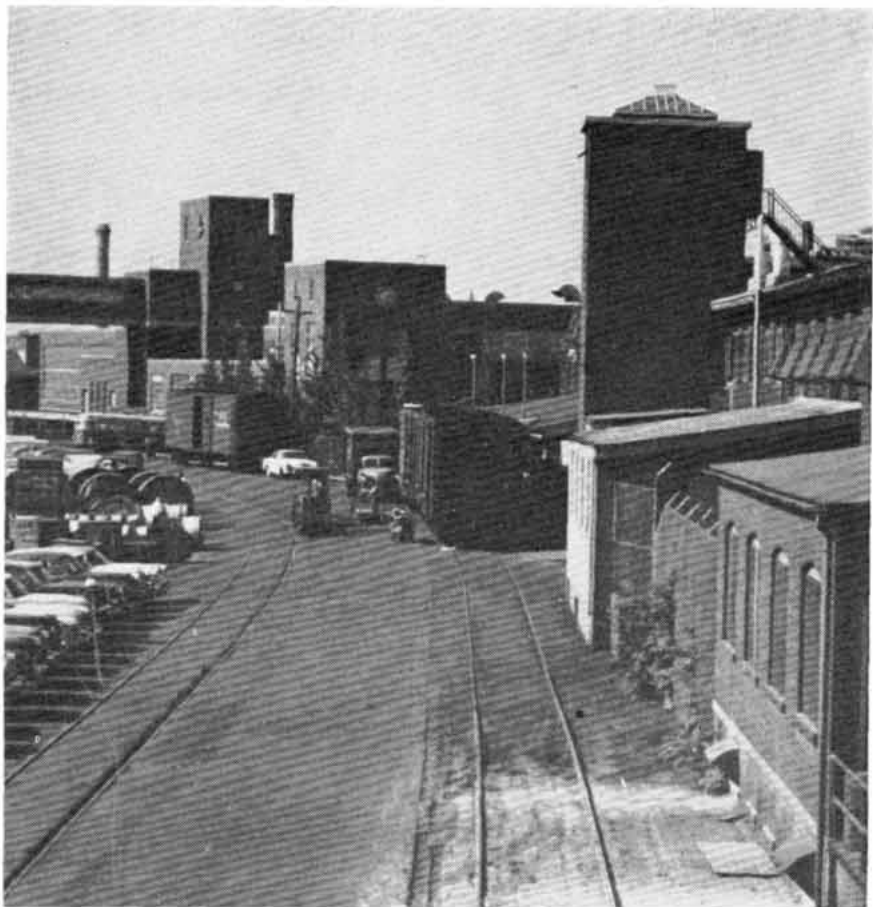
Which form of transportation provides the most efficient and dependable transportation service throughout the year?

Which form of transportation maintains the highest standard of living among its employees and contributes most to the support of the public schools and the costs of local government?

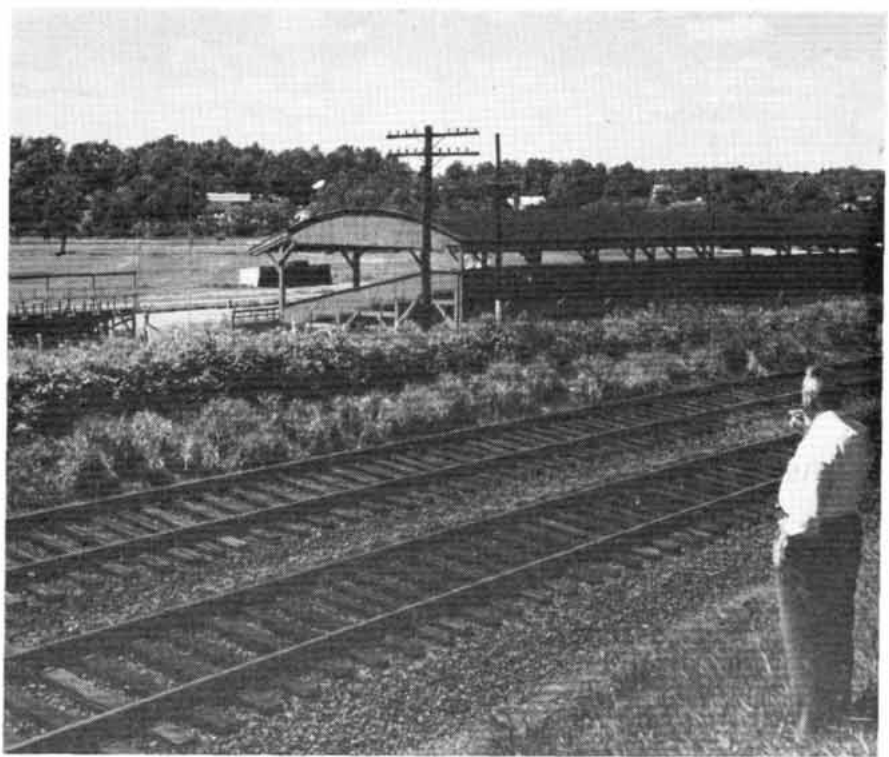
In every instance the answer will be—the railroads.

• • •

September, 1957



INDUSTRIAL PLANTS are grouped as thickly along the Dundee spur as grapes in a bunch. Their products range from perfume to cables.



HARNESS RACING AND GOSHEN are so closely linked that few followers of the sport can think of one without thinking of the other. So it is most fitting that the Goshen racetrack should be beside the Erie tracks.

Erie Veterans

FELLOW Veterans:

At this season the fruits of the earth are being gathered, and farmers are reckoning their harvests. We hope your harvest will be as bountiful as you had wished for. "As ye sow, so shall ye also reap."

To the officers of the veterans' association it is also a time to look back and attempt to decide whether or not we have fulfilled our obligations to the membership at large. After all, it is your association and should be administered in a manner to be of the most benefit to the most members.

If you have any suggestions or constructive criticisms which you think will be of benefit to the membership at large, drop me a note. I can assure you every one will have the attention of all the board members.

Sincerely,
W. W. Turner
President

Buffalo-Rochester

By Ruth Nise Munger

About 75 of our members traveled to Conneaut Lake for the annual system outing. Most of them boarded a special train, but a few drove their cars. The weather was fine and our chapter brought back many prizes.

Birthday greetings to **Ruth Halbleib, Ruth Lanza, George Feltz, Sr.**

Larry and Florence Soule celebrated their 34th wedding anniversary on July 19. On the same day, **Herb and Kate Moyer** celebrated their 35th wedding anniversary.

R. E. Symington has been busy, as usual, with the Conneaut Lake and Buffalo picnics.

Herb Moyer and family spent two weeks at Vernon Beach, N. Y. The **Readings** went to Lockport for lake fishing.

Frank and Ruth Halbleib made local trips.

Remember the date, Oct. 11-13, for the annual convention of the United Association of Railroad Veterans at Portland, Maine. Our **M. A. Reading** is third vice president.

Jersey City

By G. C. Kalle

More than 300 veterans and families from our chapter attended the annual picnic at Conneaut Lake Park. The weather was beautiful and all reported a good time.

On Aug. 17 the Lackawanna Railroad veterans and various other har-

bor roads veterans' associations enjoyed a boat ride and picnic to Playland, Rye Beach, N. Y. There were plenty of refreshments on board, and good music.

Our records indicate that a number of veterans still have not paid their 1957 dues. Please contact the collector or mail dues direct to the secretary promptly, so we may close the year with a 100% paid up membership.

Regular chapter meetings are the first Wednesday of each month at 320 Market Street, Paterson, 8:30 p.m. DST. While attendance has been most gratifying, it is hoped that more veterans will find time to come out and take part in association affairs.

Youngstown

We sent the usual vigorous and enthusiastic delegation to the annual system outing at Conneaut Lake Park. The weather man was kind, the system committee provided splendid entertainment, and everything was wonderful.

Our 17th annual picnic in Mill Creek Park for veterans and fami-

lies brought out a fine crowd. Enjoyment of the day was enhanced by the presence of System President **W. W. Turner** and his charming wife. We were glad they could attend.

Retired veteran **William Newell** and wife, of San Diego, Cal., wisely timed their trip to Youngstown and vicinity so they could be at the Conneaut Lake picnic. It was good to see them again.

When **Mr. and Mrs. Matt Kenney** returned from the west coast, **Matt** was not feeling in top form. He is much better now, and we all are hoping for his full recovery.

Jimmy Bowser and wife spent a few days in Canada. Then they went in another direction to spend the rest of their vacation.

We rejoice to report that **Rex Reebel** and **Ray Lewis** are recuperating satisfactorily from operations at Youngstown Hospital on July 15 and July 19. Both no doubt will be back in circulation by the time this column appears. **Ray** and his wife traveled from their new home in Florida mainly to attend the Conneaut Lake outing, then had to miss it.



NAME	POSITION	LOCATION	DATE	SERVICE
John Argentieri	Asst. Sect. Foreman	Buffalo	7-25-57	25
Clyde D. Baldwin	Road Conductor	Leavittsburg	7-19-57	39
Leland E. Brody	Operator	Hammond	7-21-57	46
John F. Brophy	Yard Conductor	Youngstown	7-30-57	42
Edmund D. Burke	Chief Crew Caller	Hornell	6-13-57	51
Natale Cardillo	Carman Helper	Susquehanna	7- 3-57	31
Lewis Clark	Car Inspector	Hornell	7-31-57	34
William Cooper	Trackman	Salamanca	7- 3-57	23
Harry C. Cundy	Gang Foreman	Hornell	8-31-57	34
Joseph Czaplinski	Stower	Jersey City	7-24-57	24
Edwin F. Bunnell	Office Manager	Jersey City	8-31-57	45
Charles M. Campfield	Car Repairer Hlpr.	Port Jervis	7- 6-57	33
Daniel De Cesare	Trucker	Weehawken	8- 3-57	20
Robert F. Denton	Chief Clerk (Engrg.)	Cleveland	8-31-57	47
Charles E. Fenton	Engineer	Hornell	7-15-57	44
John M. Fisk	Trackman	Burns	7- 8-57	35
Walter J. Fitzmaurice	Chief Clerk	Port Jervis	8-31-57	36
Elmer L. Garrison	Machinist	Marion	7-31-57	46
Peter P. Gniadzowski	Watchman	Jersey City	7-10-57	38
John M. Green	Yardmaster	Youngstown	7- 4-57	35
Harry J. Jackson	Engineer	Marion	6-25-57	48
Robert B. Johnson	Machinist	Susquehanna	7-31-57	51
William J. King	Road Conductor	Port Jervis	7-22-57	50
Augustus L. Luvisi	Engineer	Marion	6-30-57	42
Arden C. Lybolt	Engineer	Avoca	7-29-57	40
Arthur W. Lyons	Asst. Sect. Foreman	Attica	7-26-57	40
Stanley F. McGranahan	Asst. V. P.—Staff	Cleveland	8-31-57	47
Cornelius A. McNamara	Yard Conductor	Susquehanna	6-15-57	54
James E. Morr	Telegraph Operator	Mansfield	6-26-57	49
Chester Quick	Barge Captain	Jersey City	7-22-57	39
John C. Satterly	Deckhand	Jersey City	5-29-57	28
Milton C. Snyder	Engineer	Buffalo	7-25-57	49
John Spiwak	Car Inspector	Hornell	7-10-57	47
Arthur J. Stuewe	City Freight Agt.	New York	8-31-57	40
Gus J. Tsitsigos	Crossing Watchman	Barberton	6-11-57	28
Piotr Turek	Gang Foreman	Buffalo	8-31-57	37
George S. Wagner	Engineer	Meadville	6-30-57	47
Harlie R. Wyse	Machinist Helper	Hornell	7-12-57	35
Anastasia N. Zacharias	Typist-Biller	Jersey City	6-25-57	41

Latest Chatter About All the Erie Family

Buffalo Division BUFFALO MACHINE SHOP By Frank Halbleib

Piotr Turek (Peter Paul Miller) retired Sept. 1. We extend our best wishes to Mr. and Mrs. Turek for many years of happiness and health.

Susquehanna Division HORNELL DIESEL SHOP By R. L. Hammond

The back shop resumed operation July 22 after the annual vacation.

We welcome Raymond E. Gibson as relief clerk.

C. D. Turnbull, engine dispatcher's clerk, fished in Canada on vacation.

Jerry Parker is busily filling the freezer with vegetables from his garden in West Almond.

Harlie Wyse, machinist helper, retired July 12 after 35 years' service.

J. J. McInerney is very busy with the Hornell Little League.

Congratulations to Dominick Radocchia, machinist apprentice, on his marriage in Buffalo on July 20.

Yolanda Weidman spent her vacation in Buffalo and Rochester.

Norma Nilson and her husband stopped at the Thousand Islands on vacation.

The correspondent and his family spent a vacation on Cape Cod.

Perishable Traffic

PIER 28, N. R.

NEW YORK CITY

We welcome to the department John P. Rogers as secretary to P. J. Napoli, perishable traffic manager.

Marine

By Jesse E. Baker

A few changes in the office have resulted from Capt. Harry Flood's retirement and Jim Findlay's illness.

John J. Messineo has been promoted to inspector in place of Capt. Flood, and Ralph Grogg is chief clerk during Jim's absence. Jim's left leg is painful, but otherwise he is feeling fine and sends regards to all.

The office has been prettied up by the addition of Theresa Mantello and Eileen Hopler.

Three men went to sea in a boat—Capt. Dominik Laus, Capt. Francis Gallagher and Floaterman Terence Byrne. Off Sandy Hook the going got rough for the 20-footer, the Madelyn, named for Laus' wife, due to a 22 mph wind.

Providence Sala, daughter of Joe Sala, oiler on the ferryboat Jamestown, sang on the Song Classics program over Station WNYC, New York, Sunday afternoon Aug. 4.

Do you know that Coney Island is not an island any more? Sand has been pumped out of the ocean and part of Coney Island Creek filled in, making the island and the mainland one.

Employment

JERSEY CITY

By V. T. Bustard

We are happy to welcome back Nancy Brennan after her six-month leave of absence.

Eileen Hopler, who was displaced when Nancy returned, has transferred to the marine department.

John Callahan spent the greater part of his vacation resting at home.

New York Division

SUPERINTENDENT'S OFFICE
JERSEY CITY

By Mary A. D. Meyer

Vacations were spent by Mr. and Mrs. J. G. Meulener at Niagara Falls; Phil Schmidt, Westbrookeville, N. Y.; Mr. and Mrs. Tom Kelly, Mr. and Mrs. Dan Crowley and Floyd Conklin made local trips; Mr. and Mrs. Harry Close went to Wilkes-Barre and Scranton; Dick Young to Asbury Park, and the John McBrides to the seashore.

Wedding anniversary congratulations to Mr. and Mrs. George De Puy.

Best wishes to Peggy Straut, stenographer-ediphone operator, who has resigned.

Hertha Karpinski has replaced Peggy Straut as stenographer-ediphone operator. Harry Giblin, report clerk, has been transferred to Pier 28, New York, as clerk.

Mr. and Mrs. Frank Sportelly went to Atlantic City on vacation, Mr. and Mrs. H. A. Rhoads to Matamoras.

Former M. of W. stenographer, Catherine Gourney Majack, of California, and retired employe, Ruth Hopper Ruffing, Boca Raton, Fla., send regards to all the gang via this column.

A baby shower was given in honor of Nancy Jane Lucas, daughter of Mr. and Mrs. George Lucas (Phyllis Ovens), at the home of Mr. and Mrs. Howard Mather in Wyckoff July 11. Hostesses at a barbecue on the patio were Helen Mather, Antoinette Geerinck, Mary Helen O'Dea and Mary Dillon, assisted by chefs Howard Mather, George Lucas and Jim Vreeland.



FIFTY YEARS of married life were marked with a reception at their Huntington home by Mr. and Mrs. J. Chris Reeb last month. Reeb retired from the Erie Railroad as a plumber in 1950 after 29 years of service.

Among the guests were Gertrude Vreeland, Anne Crowley, Laura Reed, Eleanor Duffy, Christina McNamara, Laura Coleman, Alice Shama, Evana Vander-Woude, Beatrice Eigenrauch and Mary A. D. Meyer.

Those who were unable to attend and sent gifts were Mary Quinn, Helen Smith, Ginnie Rhoads, Carol Nemeth and Frances McNamara.

Due to the retirement of Harold Terwilliger, Fred Spratt now is assistant chief train dispatcher, third trick, and Robert F. Collins is relief dispatcher.

Recent visitors were Helen Meyers, from Port Jervis, Joe McGirr and Harry Coleman.

PASSAIC, N. J.

Vacations at the seashore were enjoyed by Harry Flanagan, Myra Glinski, John Sees and family, and Leo McCauley. Arthur J. Katz spent his in the Adirondacks.

Winnie Wagner is contemplating a trip to Canada.

John Lucas visited in Buffalo.

Charles Bogart toured in New England with his family.

Another birthday celebration by Agent E. W. Kane was the occasion for serving ice cream and cake.

A recent freight house caller was Mike Callaghan.

Al DiFillipes, work train foreman at Garfield, and wife spent a week in Montreal.

(Turn the page, please)

WEEHAWKEN DOCKS & LOCAL

By Violet Schmitt

We welcome to our office **Anthony Piazza**, messenger, from 28th Street Station, and **Frank Decker**, junior clerk-messenger.

Mr. and Mrs. Louis Thompson, son-in-law and daughter of **James Barry**, general clerk, have a new baby. **Maureen** was born July 5 and weighed seven pounds one ounce. This makes two granddaughters for the **Barrys**. The first, **Mary Ann**, is a year old.

August birthdays were celebrated by Agent **H. H. Brown**, Assistant Agent **G. C. Kalle** and **James Barry**.

Mr. and Mrs. Harold Gahein (chief clerk) have passed the 25th year of married life and received 25 silver dollars from daughter, **Barbara**.

Dan de Cesare, trucker, retired last month and is looking forward to a good rest before making any future plans.

It's a pleasure to see **F. Krissler**, trucker, and **J. Dugan**, foreman, back at work after illnesses. And though **Henry Cuthbert**, extra trucker, **J. Ad-desso**, checker, and **Patsy De Candia**, extra trucker, won't be back as soon as anticipated, we hope it won't be too long before they are well and strong and back on the bulkhead.

Al Hennigan, acting foreman and boating enthusiast, is building a boat at leisure, which he hopes to keep at the Elco Yacht Club in Bayonne.

Gil Forte, manifest clerk, enjoyed the company of his four grandchildren while on vacation.

Frank Pizzuta, westbound clerk, kept cool in his garden on vacation. However, he motored to Fort Dix to visit his newest son-in-law who is in the Army.

W. Cunningham, foreman, and family couldn't resist Florida and made the trip for the second straight year.

Harold Gahein and family took life easy, enjoying daily local trips.

J. Ricciardi, foreman and family visited in Quebec and Montreal, with stopoffs at Howe Cavern, Coopers-town, Thousand Islands and Lake George. **John** must have struck a gold mine up there. He was back only a week when he got a new super two-toned gray station wagon.

T. O'Donnell, checker, and family motored to Oklahoma to visit his wife's folks. **A. Stankiewicz**, trucker, was content to stay at home.

John Izzo, cooper, bought a two-family house in Union City and kept busy modernizing the basement.

Marie Hayes, employment clerk, and husband, **Joe**, went to Oakland where her family is spending the summer.

R. Marotta, telephone operator, and, husband **Matty**, along with a few others, enjoyed ocean bathing at Wildwood.

John McSweeney, checker, rested at home and visited us one day with his little pig-tailed daughter, **Ginger**.

H. H. Brown left recently for Lake Hopatcong and a much needed vacation. However, he will be racing against time to finish building his home during the next few weeks. They attended the engagement party for **Andria Blake** of Allendale and their son, **Arthur**. Last month both families attended **Miss Blake's** graduation from Hood College in Maryland.

The dream of **C. Mallon**, general clerk, to move into his own home at Lake Parsippany has become a reality. **Charles** built the house during vacations, weekends and evenings.

Helen Minogue, timekeeper, has returned from vacation. She stopped at Cape Cod, Provincetown and Nantucket.

Kent Division

MARION

By Lucile Osmun

Congratulations to **Tony Maurello**, chief clerk to the division engineer, who has been promoted and transferred to the transportation department at Jersey City.

Earl Farley, assistant division clerk, has been appointed chief clerk to the division engineer.

Don E. Marquis is now assistant division clerk and **Charlie Sidenstricker** is assistant chief clerk to division engineer.

We welcome **Tom Benson** as stenographer-clerk in the superintendent's office. **Jackie Huff** has been granted a leave of absence.

Mary M. O'Donnell has returned from a week's vacation, spent in New Orleans at the Altrusa convention.

Verden Martin enjoyed a three-week vacation.

Tom A. McLean and wife visited their son, **Robert**, and bride in Oak Ridge, Tenn.

Pfc. Daniel H. Keggan, son of **John J. Keggan**, assistant engineer M. of W., recently visited his parents after graduation from basic training at Fort Carson, Colo. He is now at Fort Leonard Wood, Mo., for further training in the Adjutant General Corps.

DAYTON

By Hannah E. Conley

A new member of an Erie family arrived July 18 at the **J. A. Weaver** home (**Roger Frederick Weaver**, 7½ pounds).

General Foreman **L. D. Comer** was pleasantly surprised to receive a birthday card from **Tommy Hill**, retired car inspector.

Agent **N. J. Darr** and **Mrs. Darr** spent their vacation in Minnesota.

ASHLAND

By E. E. Woodford

W. F. Herron, delivery clerk, has returned from a vacation in Tennessee.

Congratulations to **H. D. Adams**, agent, on the arrival of a grandson, **Frank Morgan Bollinger**.

Jay Shuey, retired engineer, is hospitalized at Crile Veterans' Hospital for two operations. We wish him speedy recovery.

P. A. Snyder, Chief Clerk, and family have returned from a vacation on the Gulf coast.

A farewell party was held July 26 for **Dennis D. Lugthart**, foreman at the freight house. He is retiring after 41 years with the Erie.

(Next page, please)

Erie Railroad Magazine

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MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

Freight Traffic

COLUMBUS, OHIO

By C. A. Parker

J. F. Dillin, chief clerk, and wife spent two weeks' vacation at Indian River, Mich., with their toy poodle, **Mitzi**, and their new boat. While they were attempting to dock their boat during a bad storm, **Mrs. Dillin** suffered a broken arm. We regret this unpleasant incident and wish **Mrs. Dillin** speedy and successful recovery.

Hazel E. Miller, clerk-steno, spent a week's vacation with her husband and son at Snug Harbor, Sandusky, a visit to her family in Oil City, Pa., and a trip to Niagara Falls and Canada. They put 1,000 miles on their new car.

AKRON

By Besse Westbrook

Odette Herz, general clerk, spent her vacation in Van Nuys, Cal., with her son and family, including a new grandchild.

Mary Ann Smith, vacation clerk, and family spent a weekend in West Virginia.

C. O. Ritter, trucker, and wife fished in Canada on vacation.

Jerry Mickunas, reconsigning clerk, was working on his new ranch type home during vacation, which he hopes to finish in the near future.

Mahoning Division

BRIER HILL DIESEL SHOP
By Josephine Ann Amato

Congratulations are extended to **Francis Myers**, machinist, who recently became the proud father of a seven and a half pound baby girl.

We are all glad to see **Tommy Cigolle**, electrician, and **Dale Hawks**, machinist apprentice, back at work after illnesses.

YOUNGSTOWN FREIGHT
By Dorothy Gettig

Congratulations are extended to Agent **F. T. England** who celebrated another birthday last month.

Among returned vacationists are **Mr. England**, **Jimmie Bowser**, **Sophie Golubic** and **Leo Richards**.

A hearty welcome is extended to **Marianne Tobin**, our vacation relief clerk.

CLEVELAND FREIGHT
By R. M. O'Connor

Chief Clerk **Carl Grunwald** spent his vacation at home. Cashier **Rube Gray** spent part of his at Camp Perry with his rifle club.

Warehouse vacationers were **Mike Rohal**, who stopped in Columbus, Ohio; **Harold Hill**, **S. Q. Bulger** and **Mike Viellak**.

Larry Dister, typist, played host at a large lawn party.

Agent **C. H. Schlegel** entertained his daughter, **Gloria**, and family for two weeks.

Ray Martyne has bought a sturdy pair of walking shoes for yard checking. Says they are leakproof.

Car Accountant

CLEVELAND
By Ella Carpenter

Charlie Halusker is now answering to "gramps" since a boy, **Allen Richard**, was born to his son and daughter-in-law, **Mr. and Mrs. Richard Halusker**, at Lutheran Hospital on July 14.

A dream come true was the Florida vacation of **Christine Lesniak**.

John Folwasny took his annual trip to the west coast to visit the

folks. This time he stopped at several points en route.

Helen Ketchum and hubby visited his folks in Nashville.

Annie Craney says if she goes anywhere this year, it will be to Tennessee (not to see Elvis). She has relatives there.

Shirley Walker vacationed at her favorite spot, Conneaut, Ohio.

Helen and **John Wenzel** went east, visited relatives and renewed friendships.

Tilly and **George Prell** drove to Chicago and saw many places of interest.

Attention westsiders! Stay indoors until **Virginia Abbott** has that new car under control. Shouldn't be too long now.

Phyllis and **Jack Schmitt** flew to Germany. From there they will drive a foreign car provided by **Jack's** company on a month's tour of the continent.

Our best wishes to **Joan DiLuzio** who has resigned and gone home to Albuquerque, so she can be with her folks.

We welcome a couple of Irish lassies, **Carol Cunningham** and **Maureen Minahan**, new stenos.

Esther Nash was confined to Polyclinic Hospital but is home again and, we hope, much improved by this time.

Accounting

AUDITOR OF REVENUES
By Jimmy Murphy

The fifth floor remodeling is progressing, with considerable help and advice from the force.

Lunch time brought a new taste treat, ham and plaster. When a string of racks was moved to make way for the wrecking squad, the amateur archaeologists led a safari into the debris usually associated with spaces in back of racks, and the result was very interesting.

Another innovation in the modernization program for the Marine building will be the installation of an automatic elevator.

With practically the whole office force suffering from summer wanderlust, **Shirley Ranft** and **Mary Lou**

Hnatt did nothing to boost our morale. They had just returned from a hectic month in Miami.

Joe Bridge enjoyed a leisurely vacation when he traveled to Quebec.

We are glad to see **Ralph Winters** back on his feet after a sojourn in the hospital.

Frank Gerber has been on a soft diet for a couple of weeks. He can hardly wait for his dental work to be completed so he can bite into those juicy steaks again.

The spacious grounds surrounding Schlute's picnic grove provided ample space and facilities for the flower fund picnic. Races and contests, ball games, novelty and obstacle games filled the afternoon.

Nelson Stoddard, genial custodian of records, paid us a surprise visit recently and gave an account of his activities. He has many friends here and his visit was a pleasure to us.

When the temperature soared during a recent hot spell **Dorothy Liccardi** thought that our water coolers contained something other than water with all the business "Old Faceful" did.

Corrine DePuy rejected her career as an office worker and is now happily plying the trade of housewife.

Lake George had a western visitor recently when **Janet Locher** vacationed at that beautiful resort.

The mail was extra heavy Aug. 1. It was **Mr. Kirkpatrick's** birthday and he received scads of cards.

Changes in employment now find **Betty Jensen** in the overcharge claim bureau, **Kenny Blask** has joined the rate force and **Dorothy Strom** is the new stenographer in the interline group.

The girls' birthday club had an enjoyable night out recently at Cavoli's Supper Club. Charcoal broiled steaks surrounded by other delicacies helped put a dent in their budgets. In quizzing the participants as to the unattached men at the club, **Mary Marrie** and **Kay McGreal** pleaded the Fifth Amendment.

Ed Arns stopped in to see our retired folks, **Lew Drew**, **Joe Lysault**
(Turn the page, please)

Latest Promotions

Name	Location	Promotion	Date Started With Erie
D. H. Decker	Susquehanna	Supvr. Car Repairs	2-26-34
L. E. Schuette	Cleveland	Asst. Supt. Car Dept.	11-17-17
E. W. Scott	Jersey City	Asst. Div. Engineer	6-13-28
J. K. Weikal	Hornell	Asst. Div. Engineer	6-18-35
W. D. Slater	Huntington	Asst. Div. Engineer	12-23-42
M. E. Condon	Croxtan	Actg. Gen. Foreman (M. of W.)	6-1-31

and **Ed Sullivan**, in the Sunshine State. He reports that they are looking wonderful and enjoying retirement to the fullest.

The divot-digging team of **Benny Cosenza**, **Neil Crann**, **Bob Bazoti**, **Bill Broestl** and **Harry West** competed in the Erie open at Hornell.

The steer roast at **Johnny Peterson's** home was a great success. If **Spike Jones** ever needs talent we are sure he could make a fortune from the vocal efforts of **Bill Lash** and **Scotty White**.

Rip Repepi's son, **Freddie**, recently celebrated his first birthday, and performed admirably in blowing out the candle on his cake.

Adorning the comptometer section is neophyte **Shirley Allen**.

Mary Petriella has a perpetual look of starry-eyed excitement now that she is flashing a jewel on the all important finger of her left hand. **Don Kelly** is the lucky guy.

Milt Okeson reports a delightful vacation at Silver Beach, N. J.

HORNELL ACCOUNTING BUREAU By **Lynn Lamb**

Jack Burlingame, wife, daughter and dog spent their vacation at Loon Lake.

Milt Shinebarger has left Erie employment and is working at Utica.

Jerry Vosburg, former bureau employee, now is with the claim department in Jersey City.

Tom Ordway is very pleased over trading cars.

Mr. and Mrs. Fred Cortese and **Fred, Jr.** vacationed in the Land of Sunshine.

Don Crowley is now a member of Uncle Sam's Army.

Lillian Karl and mother, sis and cousin visited in Massachusetts.

Mr. and Mrs. Karl Lindeman traveled across the border to Toronto to see the races.

Catherine Marie is the latest addition to the **Heinz Muhleisen** family.

The **James Schofields** visited in Gettysburg.

Dorothy Marks is a charter member of the newly formed chess club in Hornell.

Mr. and Mrs. Harvey Miller vacationed and loafed "down along the Hudson."

Carolyn Benson toured in New England.

Neil Crandall and family took off for Canton, Ohio, for a change of scenery.

Jack Burlingame was off duty several days with an eye injury he received while trimming hedges.

Mr. and Mrs. Frank Condon sunned themselves at Asbury Park.

Marguerite Whiting spent her vacation south of the Mason-Dixon line.

Margaret Wood motored to Michigan and Wisconsin.

Goldie Lohry visited in Portageville.

Mr. and Mrs. Ed Deegan visited their son and family at Darien, Conn.

Angelo Petrillo was called for jury duty.

This year will be the 25th anniversary of the annual golf association outing. President **Bill Leonard** has announced the following committees to help carry out his ideas: Co-Chairmen, **Ed Gillette** and **William Cregan**; golf chairman, **Joseph Casey**, **Frank Bottomley** helping; luncheon and dinner chairman, **Delores Lindeman**, assisted by **Carolyn Benson** and **Jane Moore**.

Refreshments chairman is **Thomas Halloran**, with **Heinz Muhleisen**, **Dick Halloran** and **Abber Burdette**. Decorations committee chairman is **Dorothy Marks**, who will be ably assisted by **Ernie Dungan**, **Jim Hogan**, **Ben Bayly**, **Nancy Conner**, **Ray Clark** and **Watson Walden**.

The putting contest is in charge of **Dick Ordway** and **Joyce Fuller**. Shuffleboard will be handled by **Eleanor Trowbridge** and **Lorraine Cornish**. Horseshoe pitching will be under the leadership of **Dick Sayles** and **Dick Miller**.

Welcome to **Clifford Smith**, janitor-watchman, who took **Mozzy Piacenti's** place.

Yours truly attended the New York State convention of the American Legion at Syracuse as a delegate.

AUDITOR OF DISBURSEMENTS

By **Denny Kish** & **Dorothy Buday**

Congratulations to **Harry Laurie**, **Fergus Small**, **Lottie Scholz** and **Andrew Mowerson**, each of whom has completed 40 years with the Erie.

August is the real vacation month. **Lottie Scholz** visited her brother and family in Allendale, N. J., then on to Jones Beach, Long Island. **Alice** and **Frank Troyano** motored to Seaside Heights, N. J. **Mary D'Altorio** learned the finer points of riding at Hidden Valley Dude Ranch near Lake George. **Lillian DeCorpo** soaked up plenty of sun at Indian Lake, Ohio, and the same for **Rita Mazur** at Geneva-on-the-Lake, Ohio.

Helen Martonicz took the water route to Detroit via the Aquarama. **Dorothy Hanley** and **Sophie Ambrozi** brushed up on history at Dearborn, Mich., and Greenfield Village.

Fred and **Martha Talbot** visited relatives in Pittsburgh.

(Next page, please)

Erie Railroad Magazine

PROGRESS IN TRANSPORTATION— AND BRAKES

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Visitors to Canada included **Fergie Small** and his wife, Griffith, Ont., and **Don Bundy** and his wife, North Bay, Ont.

Coletta Rauschert and **Rennie Belden** preferred the "best location in the nation" (Cleveland) for their vacations.

Don Keister and **Jim Hough** were delegates to the Erie system golf tournament at Hornell. They didn't finish first, but neither were they last.

Marion Division

MAINTENANCE OF WAY

By Maralene Trainer

Fishing must be good for **John Sheldon**, retired plumber foreman, who now makes his home on Indiana Lake in Ohio. According to a newspaper article, one of his bass weighed 8 pounds 6 ounces, which was high for the Turkeyfoot Landing.

W. F. Caden, supervisor of communications and signals, and Master Carpenter **E. J. Holmes** are back in the groove after spending vacations.

Lois Snover, clerk-stenographer, and her husband spent a week on their trip to Oklahoma.

Congratulations to Retired Plumber **J. C. Reeb** and wife on the celebration of their 50th wedding anniversary Aug. 17. Open house was held for relatives and friends.

TRANSPORTATION

By C. R. Swank

Sally Ann Michael, daughter of **Dan Michael**, agent-operator, Kingsland, and **Dale Krinn** of Bluffton, were married July 21 at St. Mark's Lutheran Church in Uniondale.

K. E. Appleman, operator at De-long, enjoyed a vacation at Thunder Lake, Wis.

Train Dispatcher **E. J. Elick** spent a week at Barbee Lake.

G. W. Mehrling, operator at WR Tower, Huntington, vacationed at Kuhn's Lake.

P. E. Michael, operator, Huntington, and **Austin Schell**, traffic department, and families spent part of their vacation in the lake region of northern Indiana.

Word has been received from **Marion Keller Fleck**, former stenographer in the dispatcher's office, now of Seattle. She expects to visit in Huntington and is anxious to see the new office now occupied by the dispatching forces.

L. E. Brody, until recently first trick operator at HY Tower, Hammond, started his retirement by spending some time at Mount Sexton fishing resort and guest ranch at Sun Valley, Ore. The resort is owned by his son-in-law.

Helen Myers, stenographer in the superintendent's office, spent part of her vacation in northern Michigan with her husband.

HAMMOND CONSOLIDATED

By Grace Connoles

Partings are never happy affairs, and our parting with **Wilbur Bobst**, chief yard clerk, on June 29, was no exception. **Wilbur** has taken a position in Fresno, Cal., where some of his former Air Corps buddies reside. The Bermuda shorts presented to him by his co-workers will be useful in the land of sunshine and shorts.

Ernest Wartena, conductor and chairman of the Erie Veterans' Association at Hammond, reported that 14 from the Chicago and Hammond chapters attended the veterans' picnic July 20 at Conneaut Lake.

Road Foreman of Engines **N. T. Emrick** and wife had an interesting vacation in Williamsburg, Va.

Patrolman **Frank Harris** spent a vacation in Birmingham, Ala., with his sister and other relatives.

Lloyd and Grace Connoles, chief and general clerks, vacationed in Minneapolis, Duluth and Litchfield, Minn., and Superior, Wis. The trip through northern Michigan and Wisconsin on Trail 2 with its beautiful pines is something to be remembered.

(Turn the page, please)



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SAINT LOUIS,
MISSOURI

Congratulations to **Mr. and Mrs. R. E. Wood** (yard brakeman) who became the parents of **Scot Andrew** July 30. **Scot** has a brother, **Michael**, and two sisters, **Cathy** and **Jessie**.

L. E. Brody, operator at HY tower, Hammond, for the past 29 years, retired July 22. He had 46 years' service with the Erie, 33 of them continuous.

Lee first came to the Erie on June 2, 1907, as a Morse operator at Boone Grove, and then to Hammond in June 1918. In 1920 he left the Erie and engaged in the photography business at East Chicago, Ind.

Lee returned to the Erie on March 24, 1924, and worked at HY and Hammond yard and ticket offices until 1928, when he went to HY again.

14th STREET CHICAGO By Chris Hardt

New personnel in the office are **Alan C. Jorgensen**, switchboard operator, **Leo Myschak**, general clerk, and **Dennis O'Shea**, messenger-clerk.

Joan Stalf Blaul, of the rate desk, and husband, **George**, formerly of our rate desk, motored to Woodruff, Wis., for lake fishing.

While **Clarence Sarafiniak**, rate clerk, eastbound shipments, was away on vacation, **Jerry Dempsey**, interline switching clerk, did a good job substituting for him.

William O'Neill, yard clerk, 51st St., served two weeks with the National Guard at Fort Riley, Kans. On his return he assisted at **George Greenwald's** desk, while **George** took his vacation.

Leonard Kleban, general clerk, is on temporary leave with the Army at

Fort Leonard Wood, Mo. Just before leaving, **Leonard** and wife, **Barbara**, made their third honeymoon trip to Niagara Falls. They rode on the Erie to Jamestown, and then by bus to the Falls.

Anthony Serritella, general clerk, was joined in marriage with **Lucille Basile** on Aug. 3. **Tony's** office associates presented the happy couple with a wedding gift. The reception was at the Crystal Ballroom of the Del Prado Hotel in Hyde Park, Chicago.

Had a visit recently from **Leonard Stelzer**, former rate clerk, now with a carloading corporation.

Mrs. Paul J. Boos, widow of the check clerk, announced the marriage of her daughter, **Patricia Jeanne**, to **John Patrick Holmgren**, July 27, at St. Philip Neri Church.

The bridegroom's brother, the Rev. **Raymond Holmgren**, officiated at the nuptial mass. A reception followed at the Evergreen Country Club.

The bride is a sister-in-law of **Frank Aldendorf**, check clerk, and alderman in his community, Northlake, Ill.

CHICAGO GENERAL OFFICE By Marilyn Minch

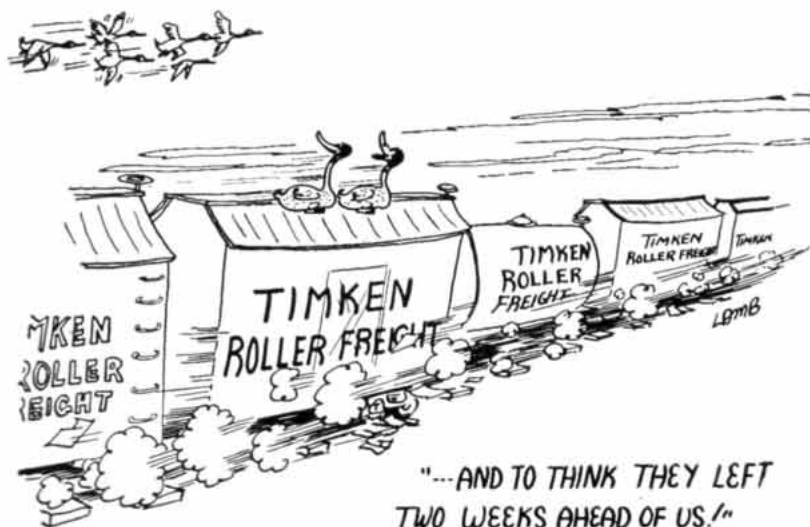
Happy birthdays to **Etta Hendricks**, **Nedra Troll**, **Ellsworth Breland**, **Fred Drews** and **C. V. Harrow**.

We recently welcomed **Jim Milos** and **Charles Bubel**.

Proud new parents of **Julie Ann** are **Gerry Wilkin** and wife, **Marilyn**. The long-legged bird also brought a girl to **Bob** and **Barbara Voltz** (Cheryl).

We are happy to see **Denise Vaikutis** back on the job, but sorry to hear of her husband's injury.

Marie Evans of Detroit visited in Chicago. She had dinner with **Mary** (Turn the page, please)



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—Advertisement

Dugan, also retired, Nedra Troll, Helen Griffin and Evelyn Coakley. Plenty of reminiscing between the soup and dessert.

Verne Zipfel has moved to a swanky estate—swimming pool and all.

On Aug. 17 Shirley Lenz walked down the aisle of St. Christopher's Church to become the bride of Eugene Sadzewicz.

Best wishes to Elaine Howard on her engagement.

Roger Kirtland, visiting in Detroit to escape Chicago rain, found more of the same there.

Bernie Klein's flight to San Francisco was delayed due to the flood.

Verne Zipfel is engaged to a former Erieite, Donna Henning. The event will be sometime next spring.

Allegany-Meadville

SALAMANCA
By S. Minneci

It was good to see J. B. Williams, retired conductor, again. He called at the yard office while on a trip from his home in Fort Myers, Fla.

Conductor A. F. Rojek and wife attended ball games in New York and Cleveland while on vacation.

Charles H. Seaver, switchtender, spent part of his vacation with his son and family in Newark, Del., and Bainbridge, Md.

Clair Fellows, of Frederick Junction, Md., former Erie operator, renewed acquaintances here recently. He now is with the B&O.

Congratulations to Yardman Les Rettberg who won top honors in the Erie Railroad golf tournament at Hornell for the second straight year. His score was 69. Last year it was 73. He is still champion of the Elkdale Country Club.

The second Minneci family reunion was held July 28 on the Red House Lake picnic grounds in Allegany State Park. Sixty-nine were present and about half of the men were Erie employes or former employes.

GENERAL FOREMAN & WRECKMASTER SALAMANCA

A daughter was born on June 30 to Mr. and Mrs. Gene Yehl.

Joe Cemane and family spent a week's vacation with Mr. and Mrs. Bart Paoletto in Hammond. Bart is formerly from Salamanca.

LeGrande Lilley, from Port Jervis and Jersey City, is now carman apprentice at Salamanca car shop.

Bill Pascarella and family spent a week in the Adirondacks.

Mr. and Mrs. Paul Janowicz and family drove to Texas to visit her sister who is in the Army Corps.

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Aumick, Roy Lance	Structural Steelman	Port Jervis (Structures)	6-20-57
Baird, Elizabeth Mae	Chief Mileage Clerk	Cleveland (Car Acct.)	7-10-57
Bartholomew, Spencer Eldridge	Engineer	Susquehanna Division	6-23-57
*Baxter, Hattie Cochran	Matron	Youngstown	6-26-57
*Burrows, Hiram Richard	Pile Driver Engineer	New York Terminal Div.	5-19-57
*Cassella, John	Machinist	Secaucus Shop	6-26-57
*Clark, James	Pipefitter	Hornell Locomotive Shop	5-20-57
*Craig, Harold White	Junior Engineer	Meadville (Valuation)	7- 3-57
*D'Amico, Luigi	Trackman	New York Terminal Div.	5-15-57
*DeNardo, Basil Anthony	Leading Stockkeeper	Brockway (Sala. Stores)	6-28-57
*Dirmeier, George Albert	Crossing Watchman	Mahoning Division	6- 5-57
*Donato, Samuel	Machine Operator	Dunmore Car Shop	6-17-57
*Draper, Henry	Crossing Watchman	Kent Division	6-29-57
*Fix, Albert William	Foreman of Maintainers	Buffalo Division	4-16-57
Foll, Michael Julius	Assistant Comptroller	Cleveland	7- 2-57
*Gargano, Anthony	Trackman	Mahoning Division	6-24-57
*Hanson, Axel Waldemar	Barge Captain	Marine Department	4-14-57
*Henry, David	Clerk	Hornell Backshops	7- 9-57
*Hogan, John Daniel	Engineer	Mahoning Division	5-31-57
*Ingrassia, Filippo	Trackman	New York Division	3-12-57
Jenks, Merville Andrew	Road Conductor	New York Division	7- 9-57
Kneisley, Frank Damon	Machinist	Marion Locomotive	7- 1-57
*Loudenburg, Miles Harry	Locomotive Fireman	Mahoning Division	4-24-57
Lybolt, Earl James	Engineer	Wyoming Division	6-27-57
McKnight, Thomas Jefferson	Dock Laborer	New York Division	6-15-57
*Mysukiewicz, Benjamin	Box Packer-Car Insptr.	Jersey City	7- 2-57
*O'Connell, William Benedict	Yard Brakeman	Mahoning Division	7- 8-57
*Packard, Albert Baxter	Engineer	Allegany Division	6-22-57
*Pizochio, Francisco	Trackman	New York Division	3-20-57
Rose, Raymond Rudolph	Engineer	Susquehanna Division	6-21-57
*Roseberry, John William	Yard Brakeman	Kent Division	6-10-57
Saylor, James Philip	Ext. Crossing Watchman	Buffalo Division	5-24-57
Stainbrook, Walter Charles	Conductor	Mahoning Division	6-23-57
*Stein, Morris	Stock Clerk	Cleveland (Revenues)	5-20-57
Stratton, Walter Edward	Road Conductor	New York Division	6-24-57
*Thornton, Eli Wesley	Section Foreman	Tioga Division	4-18-57
*Walsh, Peter James	Engineer	New York Division	7-12-57
Walter, Stanley Ackerman	Accountant	Hornell Accounting Bur.	7-16-57
*Wimmer, Frank Joseph	Baggage Porter	Jersey City	7-17-57
*Retired Employees			

• • •

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- ☐ Diesel Electric Locomotive
- ☐ R. R. Diesel Engineer
- ☐ & Fireman
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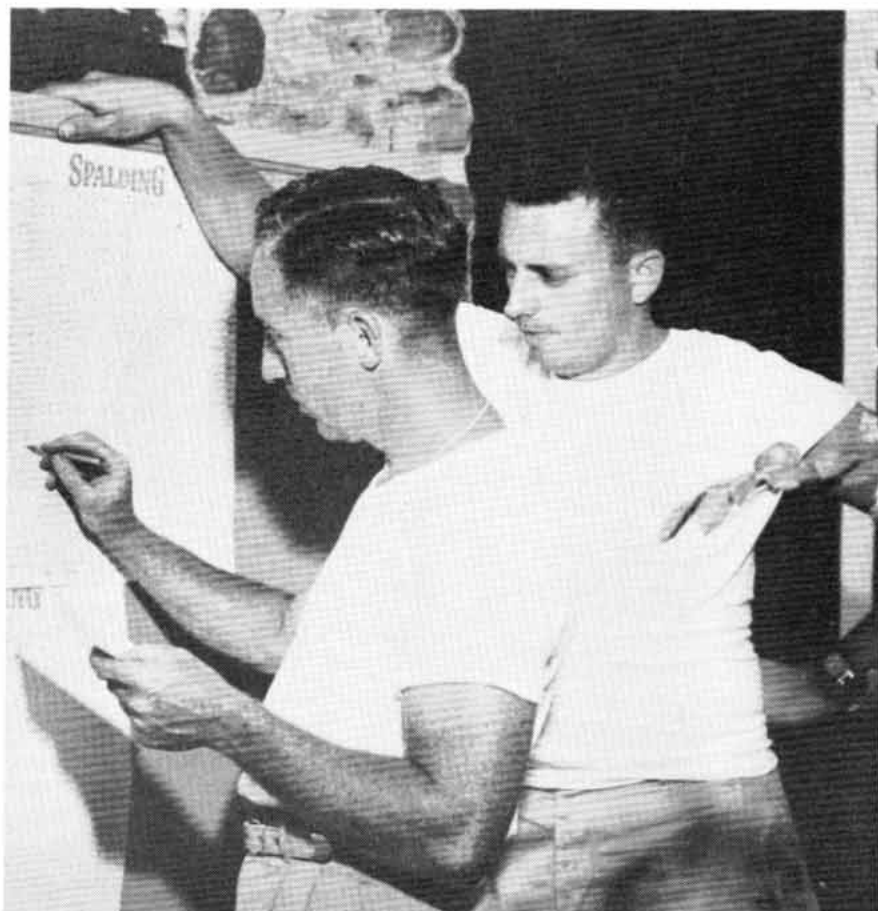
THE ERIE STONE COMPANY
TOLEDO 4, OHIO

Golf Tourney

(Story begins on page 6)



IVAN JORDAN, Marion, changes his lie to a club-length from the shrubbery.



SALVATORE V. FALZIO, Hornell, posts his score as William Bailik, Youngstown, waits his turn.

Safety Dinner

(Story begins on page 5)

stores, Lawrence E. Schuette, supervisor of car repairs, and Frank Youngwerth, general superintendent communications and signals, Cleveland;

George E. Adams, retired division car foreman, Hamburg; Foster N. Snyder, supervisor of work equipment and welding, Susquehanna; and Anthony Kennedy, assistant supervisor work equipment and welding foreman, Meadville.

Railroads Share Farmers' Plight, Extend Aid

Railroads are very much concerned about the plight of one of their best customers, the farmer, as their repeated aid in such forms as half rates for drought-stricken areas shows.

To suggest that railroads are themselves partly responsible for the continuing pinch between the farmer's rising costs and sagging prices, as Secretary of Agriculture Benson recently did, is hardly cricket.

Railroads have been as hard hit as any business by rising costs. But railroads have had to get along with much smaller increases in the price they receive for their product, which is transportation, than the farmers have. Since 1938, prices received by farmers for their crops and livestock have increased 134 per cent.

In the same period, railroad freight revenues per average ton-mile (the equivalent of the farmer's "price") have gone up only 48½ per cent.

Benson complains about railroad freight rate increases since the last war. What he neglects to point out is that railroads got no increase at all on farm products from 1938 until 1946, even though the prices and costs of nearly everything else boomed skyward in that period.

As a matter of fact, railroads got less revenue per average ton-mile—as much as five per cent less in 1941 and 1942—throughout the war than they did in 1938.

Farmers, on the other hand, got steadily higher prices during the war years. By 1951, farm prices had climbed to over three times their 1938 level. On the other hand, the railroads' 1951 "prices" were just a little more than one-third over 1938 levels.

In 1956 there were 149,000 miles of railroad laid with rail weighing 100 pounds or more per yard compared with 98,624 miles laid in 1937.



SUSQUEHANNA WELDERS WON the certificate being inspected here by three men who help make the Erie. Left to right: John S. Sheets, jr., welding foreman; Edwin A. Glasel, signal shop foreman, and John S. Parsons, assistant chief engineer, maintenance of way.



RAYMOND W. WHITNEY (left), sectional storekeeper; John F. Duffy, manager purchases and stores, and James M. Hover, jr., sectional storekeeper, look at one of the plaques won by their department.

• • •

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Remove Chains from Railroads, Shippers Urge

Representatives of the nation's business leaders and major shippers told Congress they're wholeheartedly in favor of returning a measure of free enterprise to the transportation industry.

The shippers testified before a House group studying legislation that would grant railroads some of the managerial freedom that the rest of the business community takes for granted.

They told the Congressmen that strangling federal interference in railroad-shipper relations should be ended. As things now stand, the Interstate Commerce Commission claims the right to force railroads to charge higher rates than necessary for the sole purpose of protecting their truck and barge line competitors.

"In denying lower rates on the basis that such rates would be harmful to competing forms of transportation," testified a spokesman for the U. S. Chamber of Commerce, "the shipping public is often the loser." He noted that one form of transportation can often carry freight at far less cost than another. "Because the lowest possible transportation rates are not being made available, the shipping public is paying higher charges than they should," he added.

• • •

A quarter of a century ago there were only a few mile-a-minute passenger train runs in the United States. In 1956 there were 3,091 such runs daily, some ranging up to more than 84 miles an hour, start to stop.

People 50 to 80

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Tear out this ad and mail it today with your name, address and age to Old American Insurance Co., 1 West 9th, Dept. L 902 M, Kansas City, Missouri.

Gateway

(Story begins on page 8)

face. Immigrants bound for San Francisco were chagrined to find their bargain tickets good for as far as Utica, N. Y.

And so it went. But not all the immigrants were taken in. Some put their faith in the railroad agent, paid legitimate fare, and got to their destinations without faith shaken in the land of their adoption.

But to resume the sentimental journey from Ellis Island.

Change Is Shock

It was something of a shock to learn that the old Erie station in New Jersey was no longer a main-line passenger station, and its emptiness, now that only a few commuter trains begin and end their runs there, seemed almost uncanny. For when I passed through, the station seemed vast, impressive, but above all, packed by excited and exciting masses of people.

But in one way, I had been prepared for it—for Ellis Island, which I remembered as a chaos of milling, bewildered persons and confusing procedures had been deserted absolutely, without even a flag flying from the pole in front of the administration building, and no sign of life anywhere.

So this was the station where I started my land journey to my destination, Cleveland!

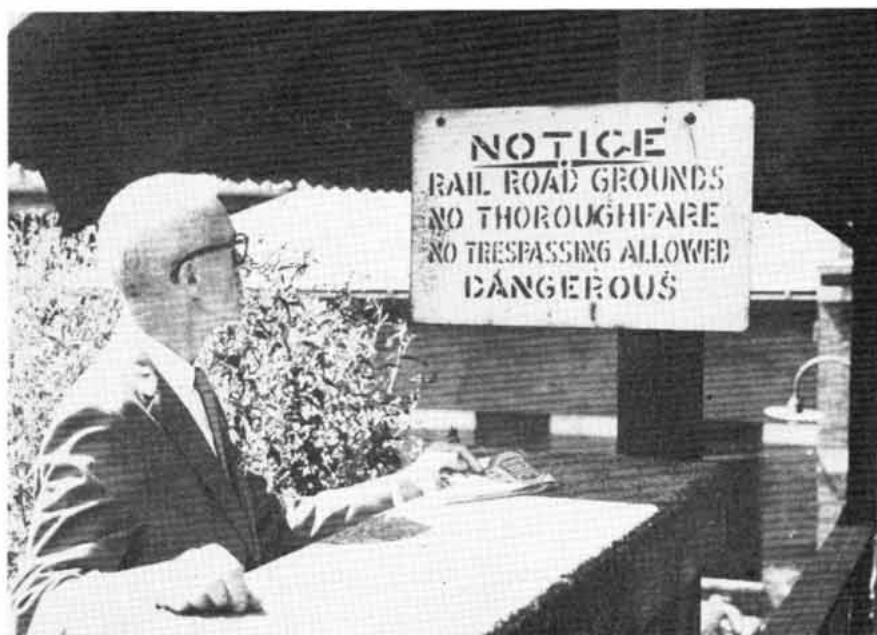
Later, on my second journey, I was taken to the present station used



JOSEPH WADOVICK ends his sentimental journey in today's bronze and marble Cleveland Union Terminal after riding up an escalator.

by the Erie—a station of gleaming glass and marble, a much more fitting entry to life in the United States

(Next page, please)



LITTLE REMAINS OF THE OLD NYPANO station in Cleveland save this corner of roof and a sign. It was here that Wadovick felt the full impact of the changes of the years.

Erie Railroad Magazine

than the one I passed through. But 47 years ago I was less critical, and the Erie station then was 47 years younger, too.

Lunch Recalled

It seemed like a long ride, that train trip of 1910. I recall the coaches packed with humanity, riding on cane seats that seemed luxurious after Europe's wooden ones, but that soon felt just as hard as iron.

I am sure that the lunch boxes provided us contained an assortment of strange, new foods—canned salmon (I think) and sardines, bananas (a new fruit to me), sandwiches (a novelty), and other stuff.

I recalled, as I watched the scene on this new journey, enjoying the incomparable comfort of a roomette, the endless procession of tracks and grimy industrial scene which unfolded for the immigrant boy. So this was America. Perhaps, farther on, it would be better. As it turned out, it WAS better, in every way.

Night Forgotten

There would be no point in pretending that I recognized anything specific along the route. Mr. Schmidt figured our 1910 train left in the evening. I thought it was in the morning. The passing of years could have erased a night of trying to sleep in a crowded day coach.

But one thing will remain clearly etched in my memory—the night we arrived at the old Nypano station in Cleveland. On the platform stood my father, who had come to America years earlier. My brother and I had been left in what was then Hungary to continue our schooling. Now that my father knew America would remain his home and country, he had sent for us.

The myriad of electric lights in sprawling Cuyahoga Valley and over the miles of streets in the city presented an unforgettable thrill, as did the seemingly endless street car ride to the East Side.

Love of Trains Remains

This was a sentimental journey, in 1957. And there was a sentimental touch of regret over the passing of the old station.

I could not help thinking, as I breakfasted and dined in the Erie's own diner this time, and slept soundly in a private room while the Diesel whisked us through the night, of that confusion-fraught first journey through the industrial heartland of America.

I belong to the generation that loves trains. I still wave to the crew of passing trains, I am not ashamed to confess—and they wave back.



A ROOMETTE, NOT A HARD CANE SEAT, awaits today's traveler from Europe or wherever. The car is solidly built of steel, not wood, and truss rods are not required to prevent it from sagging. Air-conditioned in summer, and steam-heated in winter, it boasts of luxury undreamed of only 47 years ago.

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RAILROAD

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Development

(Story begins on page 12)
upon research departments for material on availability of labor, especially in these days when industry is decentralizing and moving to areas formerly purely agricultural in nature.

Maps Play Part

Too, the development department's experts pore over maps, both topographical and geological, looking not only for suitable building sites, but for sites especially suited to this industry or that.

For some industries need ready access to raw materials right on their property. Most industries need plenty of fresh water, for example, but others might prefer salt water wells or sulphur water.

Ready access to power and water is important to all manufacturers, and the department must know whether electric power, and how much, is, or can be made available to the site, and how much water can be had for how much money and how reliable the supply is at every one of the properties it offers.

And they must be ready, too, to help chambers of commerce, cities and utility companies plan new water, sewage, fuel and electricity projects.

And all the time they must continue to sell the Erie Railroad and its services, in competition with the industrial development departments of all the other railroads.

Nor can they relax once the site is sold and the customer has put up his plant. Then they must be ready to sell him more land if he expands where he is, or be ready to offer him land for another plant elsewhere on the Erie.

Their job is made difficult or easy according to the service the customer has received from the rest of the 18,000 men and women who make the Erie.

McGranahan

(Story begins on page 11)

tary service in 1919, he was appointed station supervisor for the Meadville division, division chief clerk in 1928, and yardmaster at Akron in 1933.

Mr. McGranahan was promoted to inspector of transportation, assigned to the Erie's headquarters in Cleveland early in 1937, and he became chief clerk to the superintendent of transportation in the same year.

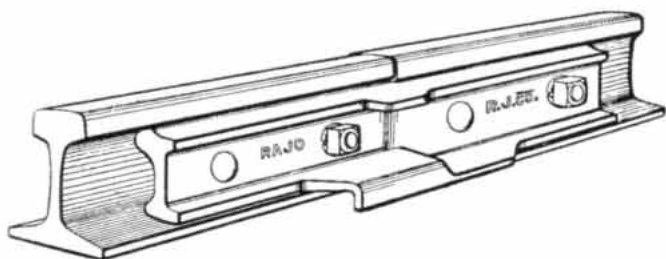
In 1939 he was named assistant superintendent of transportation. He went to Buffalo in 1946 as superintendent of the Buffalo and Rochester divisions, and was moved in the same capacity to the New York division at Jersey City in 1948. A year later he became assistant general manager of the Eastern District there. He was appointed general manager of the Western District April 16, 1951.

He became a vice president on April 12, 1955, with the assignment of studying various operating problems, particularly commuter train losses in the northern New Jersey area.

In 1920 he married Irene Burns, and the couple have two children and three grandchildren. Their son, Robert, is a special accountant for the Cleveland Cliffs Iron Co., and a daughter, Martha, lives with her parents at 1585 Riverside Drive, Lakewood, O.

• • •

The construction of the Panama Canal was one of the most stupendous undertakings in the world up to that time. The United States Government built the canal at a cost of about \$400 million. The railroads of the United States pay out this much in taxes in a period of less than four months.



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Thus trains are swiftly assembled.

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Improvements such as the electronic freight yard cost a lot of money—money which the completely self-sustaining railroads must supply from their earnings. When railroads are able to improve their services, we all benefit. And railroads just aren't earning enough money these days to put into operation all the improvements they have developed, as fast as they would like.

Railroads *could* make enough money to do more of these things, for they are — by far — our most

efficient system of mass transportation. But their earning power is hamstrung by outdated government policies that favor competing forms of transportation.

As a result, the railroads' earnings are reduced — and the nation loses some of the benefits of railroad progress. In your interest — in the interest of *every* American family — railroads should be given equal opportunity to earn an adequate return on their investment. Isn't this common sense?

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.



YOUR BASIC TRANSPORTATION

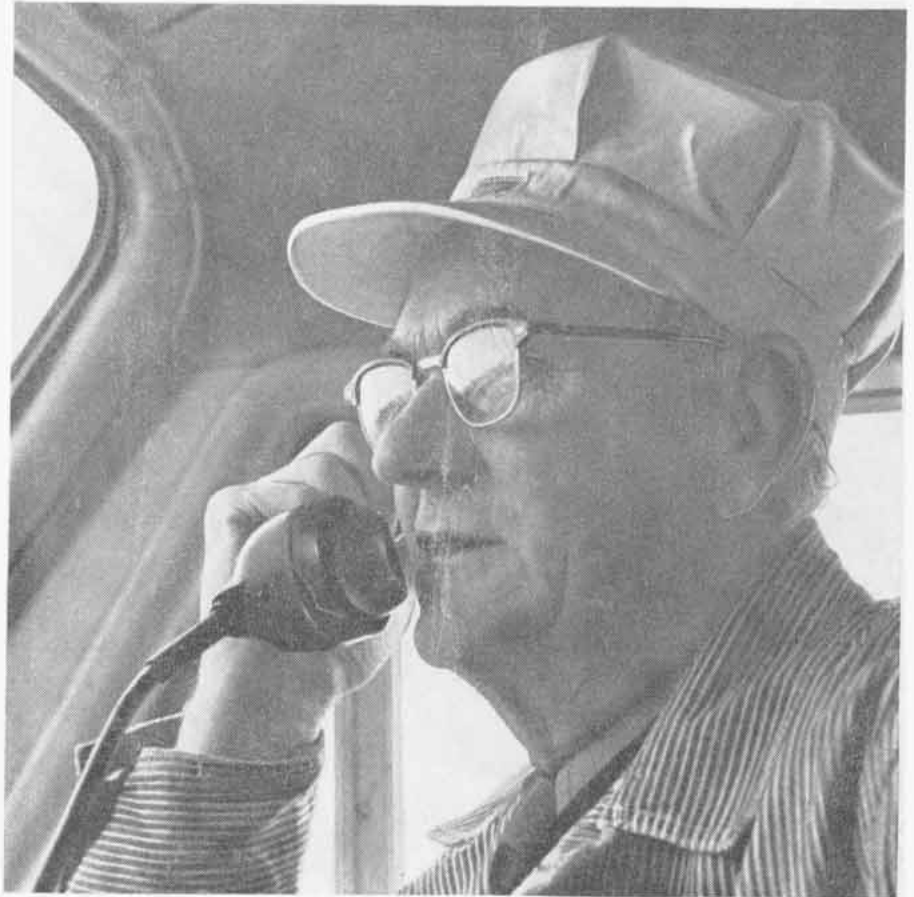
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