



**BRADFORD,  
B & SW DIVISIONS**

OUR 54TH YEAR OF PUBLICATION

**SEPTEMBER 1958**

## •The President's Page

**F**OR THE FIRST TIME in a good many months we can see more encouraging signs ahead for our railroad. The passage of the Transportation Act of 1958, which all of you helped to bring about by your letters to Congress, was a constructive and heartening move. The new law should, benefit the entire industry in its efforts to provide better and more efficient service to the public.

However, we regard it as only a first step toward a more realistic attitude on matters affecting transportation. The Senate recognized that more needed to be done in this direction when it approved funds to make a further study of regulation in the field of transportation. I am sure this study group will find many additional areas for improving the overall competitive situation.

Also helpful in strengthening common carrier transportation was the long overdue cancellation of the 3% tax on freight shipments.

These government actions are long-range in nature and their benefits will not be immediately noticeable. However, they do give us a better "climate" in which to do our job.

Of immediate benefit was the final settlement of our two-year-old claim against the Post Office Department for reimbursement of what it costs us to carry the mail.

Business prospects are also looking brighter. The steel industry seems more optimistic, and the automobile manufacturers expect to sell more cars in 1959 than they did this year. These are important freight tonnage producers for the Erie.

All of these things add up to greater confidence in the future. Because of these improved prospects, we have authorized a program of upgrading freight cars at our Meadville shop which will enable us to bring 100 men back to work. While this is a modest program in view of all the maintenance work that needs to be done, at least it marks a reversal of the retrenchment program that became imperative during the past year.

We hope that before too long business will pick up sufficiently so that we can go ahead with our maintenance and modernization programs and call back many more employes who have been furloughed. I am sure you share this hope.

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



*Oldest Employee Magazine in Railroad Industry . . . Our 54th Year of Publication*

## Voting Is an American Privilege- Have YOU Registered?

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### OUR OBJECTIVE

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

September, 1958

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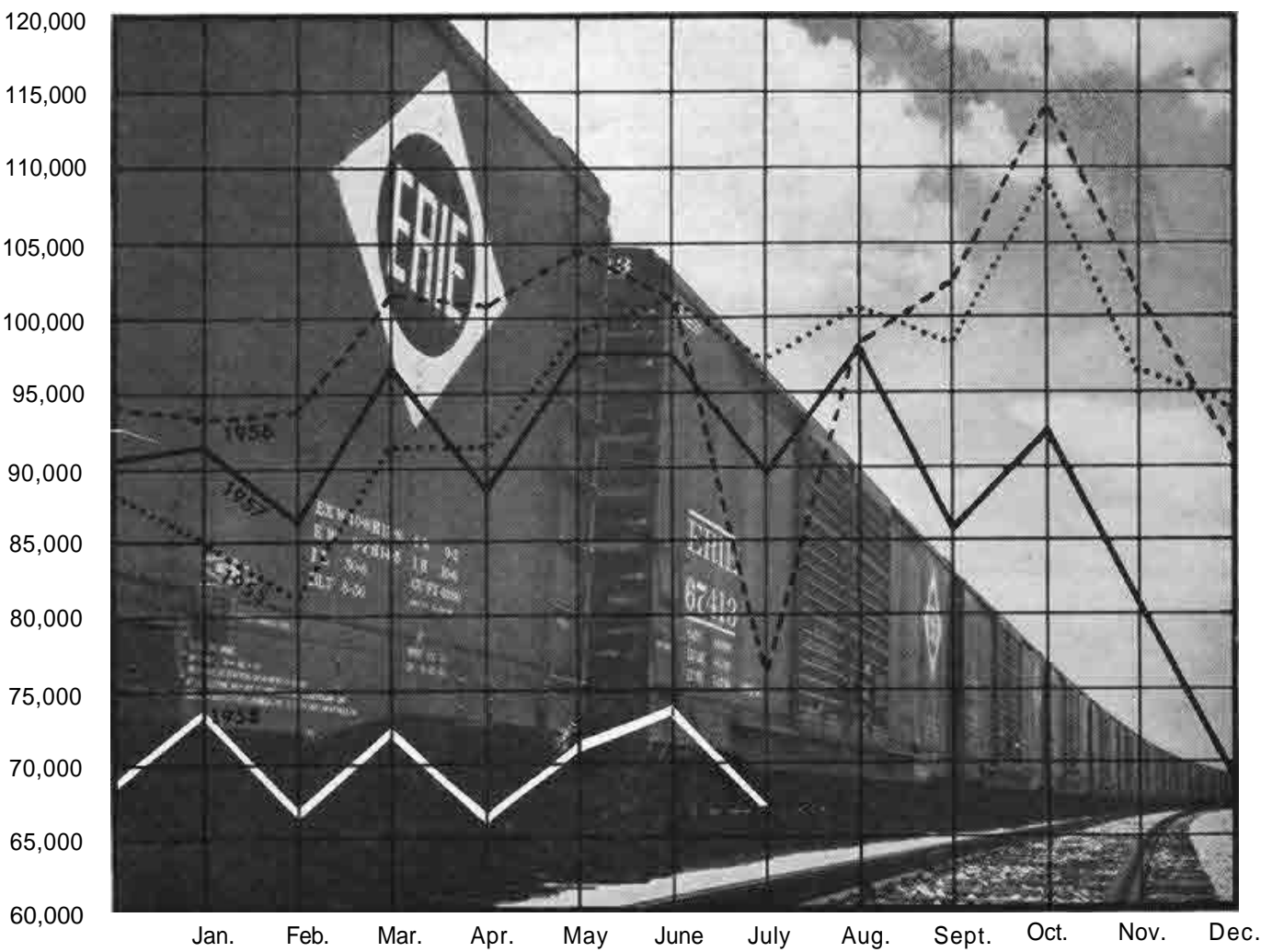
### THE COVER:

**Kramer Mine at Cramer (yes, the spellings are correct) is on the Erie's Bradford division. For more about the Bradford, the B&SW, and the Dunkirk Branch, see p. 12.**

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

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# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

# *Meadville Shop Opens As Prospects Brighten*

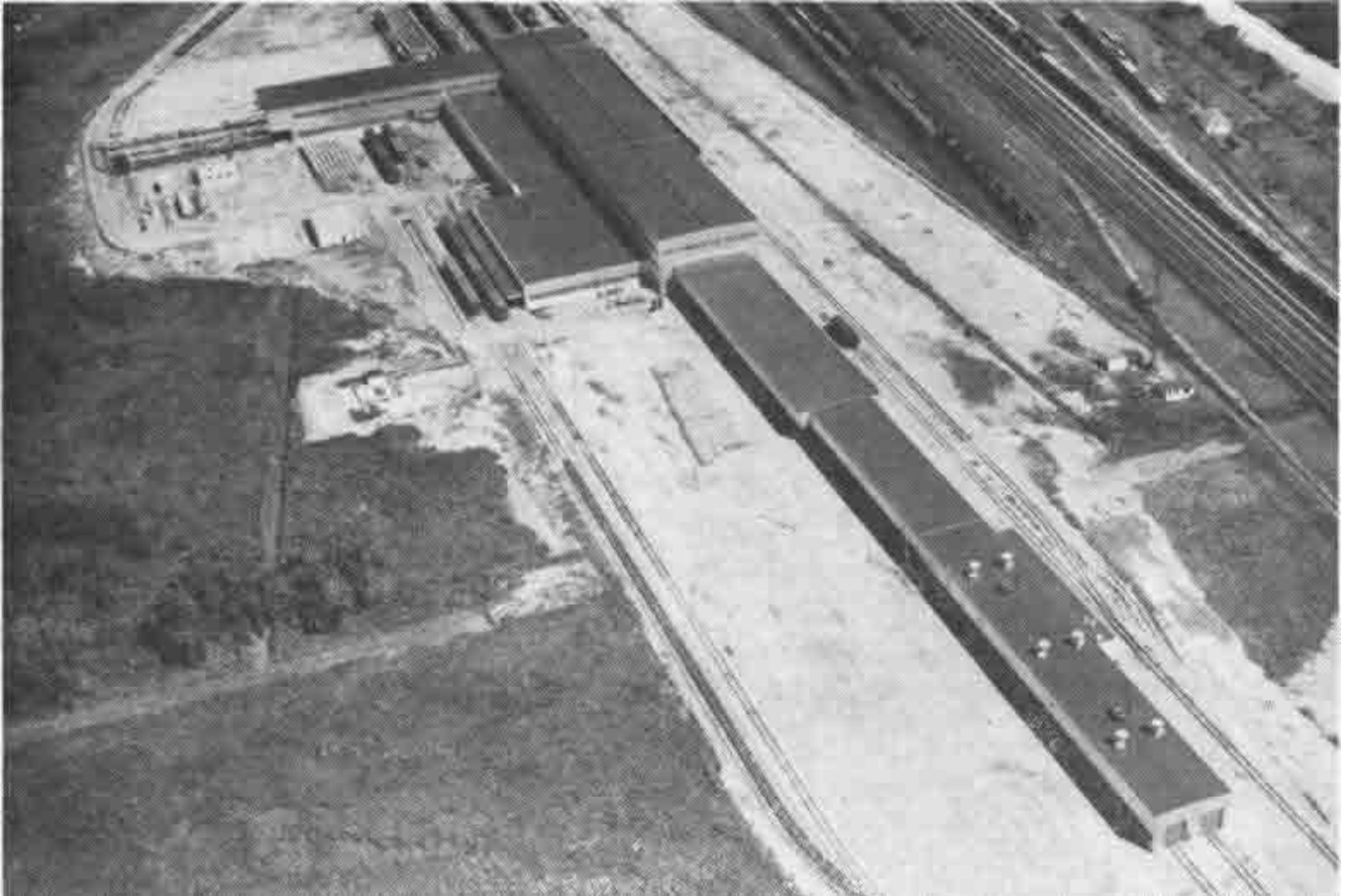


Photo by Meadville Tribune

**THE SHINING NEW CAR SHOP at Meadville is to open this month.**

**B**RIGHTER PROSPECTS FOR BUSINESS in the last months of the year have made it possible for the Erie Railroad to schedule the opening of the new \$3,300,000 car shop at Meadville for Sept. 15.

Under the program a minimum of eight box cars a day will be reconditioned to bring them into Group 1, which includes cars suitable for high-grade ladings such as flour, sugar, cereal, bulk salt and other shipments, which, because of their nature, must be shipped in cars that are not only perfectly clean, but are free from any odor.

According to Mr. Harry W. Von Willer, president of the Erie, the expenditure is the first major maintenance program undertaken since the drop in freight business, over a year ago, forced curtailment of expenses.

"In addition to the prospects for better business, one of the motivating influences in our decision to go ahead with this pro-

gram was the more realistic attitude shown by Congress toward railroad regulation as indicated by the passage of the Transportation Act of 1958 a few weeks ago," Mr. Von Willer said. "Another factor was the final settlement on our claim for adequate payment for carrying mail. We can now go ahead with some of our deferred maintenance work."

Furloughed car department employees have been notified, and necessary materials ordered. The work will continue at least to the end of the year, and if business conditions permit, the program will be extended and enlarged next year.

Under the current program 100 furloughed employees will be called back to work. Carmen formerly employed at Dunmore car shop will be given an opportunity to transfer to the new shop.

The locker rooms will offer plenty of space, and plenty of hot water. Getting to work will be an easy job, for a new access road has been built from Water Street to the shop.

• • •



# Erie Barges Begin New Life in Retirement; Serve Youth



THE BILL OF SALE FOR ONE OF THE BARGES is turned over to Harry C. Niethamer, of the Secaucus Kiwanis Club, sponsor of the Sea Scouts, by A. E. Kriesen, general manager of the Eastern District. Beside Mr. Kriesen are, left to right: Oscar A. Frauson, superintendent, light-erage and stations; Thomas E. McGinnis, assistant general manager, Eastern District; Wesley F. Petteys, engineer, maintenance of way, Eastern District; William J. Flusk, freight agent, Jersey City; John R. Ebert, superintendent, New York division, and Carmen DeJoia, marine superintendent.

## Letter to President Leads to Gifts of Lighters

**T**HANKS to the thoughtfulness of a truck driver and a railroad president, an untold number of boys in the Jersey City-Secaucus area will learn the ways of the sea in a proper nautical atmosphere.

For both the American Military Cadets of Jersey City and the Falcon Sea Scout Ship of Secaucus today are the proud owners of barges, barges that were given as the result of a letter the truck driver wrote to the railroad president.

Naturally enough, both the president and the truck driver are Erie Railroad men.

### Outlined Need

When Francis J. Guibleo, truck driver in the maintenance of way department at Jersey City, heard that the Erie was about to retire five barges, he wrote to Harry W. Von Willer, president of the Erie, and told of the plight of the American Military Cadets.

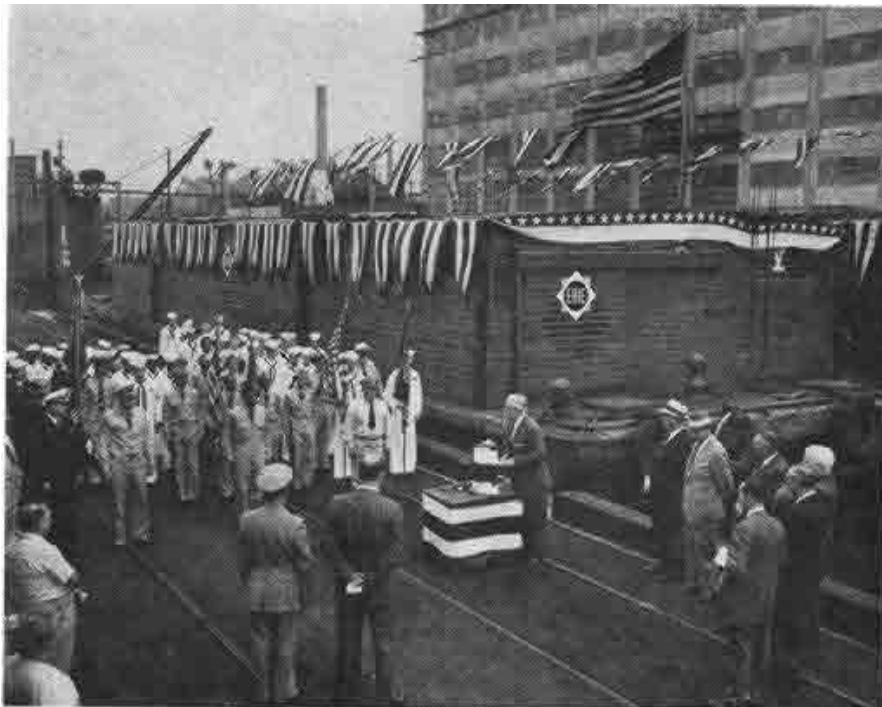
The Cadets, a rapidly growing organization devoted to preventing juvenile delinquency in Jersey City by training boys in the ways of the Navy and the Army, has been in existence for about six years.

A self-supporting organization, it is officered by public-spirited young Army and Navy veterans. Its members pay dues of 25 cents a week, and wear uniforms to match their training programs. Most of the boys, naturally enough on the seaboard, are in the Naval battalion.

### Scouts' Fire Loss

The group had been meeting in church halls, but church halls are not quite naval vessels, nor are they suited to the ambitious program of the Cadets. They needed a barge badly. Could the Erie spare a barge?

Mr. Von Willer said yes.



AMERICAN MILITARY CADETS AND SEA SCOUTS appeared in uniform to receive the bills of sale for the barges, which were decorated for the occasion. Mr. Kriesen spoke.

Meanwhile disaster had struck the Sea Scout Ship in Secaucus. That ship was already housed aboard a barge that had been beached beside the Hackensack. One night fire struck it, and the barge, and everything aboard--the boys' uniforms, all the equipment, even their colors--was a total loss.

#### **Kiwanis Made Bid**

That ship is sponsored by the Kiwanis Club of Secaucus, and when the club heard the Erie was about to sell some barges by competitive bidding, the chairman of the club's ways and means committee submitted a bid of \$425.

As soon as that bid was received, the Erie offered the club the barge on the same terms that the barge was being given to the Cadets.

The barges are typical of that part of the Erie fleet of lighters built of wood, now being replaced with steel vessels. They are 90 feet long, 30 feet wide, and 11 feet from deck to bottom of hold.

#### **Ideal Meeting Place**

Their decks, save for short spaces at bow and stern, are covered with huge houses capable of holding the contents of eight or more box cars. The whole is heavily built of the finest of white oak and yellow pine, two of the most durable of woods.

Such barges can be converted to ideal meeting places for boys. The big room of the barge house lends itself to easy remodeling. The short decks at the ends and the wide roof of the barge offer plenty of room for both indoor and outdoor activities. And the barge can be beached out of earshot of grown persons.

Once it had been determined to donate the barges, A. E. Kriesen, assistant vice president and general manager, eastern district, got busy seeing that the barges were fit for presentation and organizing a presentation ceremony.

The marine yard battened all openings in the decks lest some visitor come to harm. The big Erie diamonds were painted out, and small removable ones applied.

The barges were draped with bunting, and ensign staffs, from which to fly flags, were improvised.

Meanwhile the Cadets and the Sea Scouts brushed up their close order drill to make the best possible appearance. The Sea Scouts had the toughest problem. The fire had left them without uniforms. They borrowed uniforms where they could, and then decided who would represent their ship, basing their decision on who would fit the 17 uniforms they had been lent.

And then, on the morning of August 28, the ceremony took place.

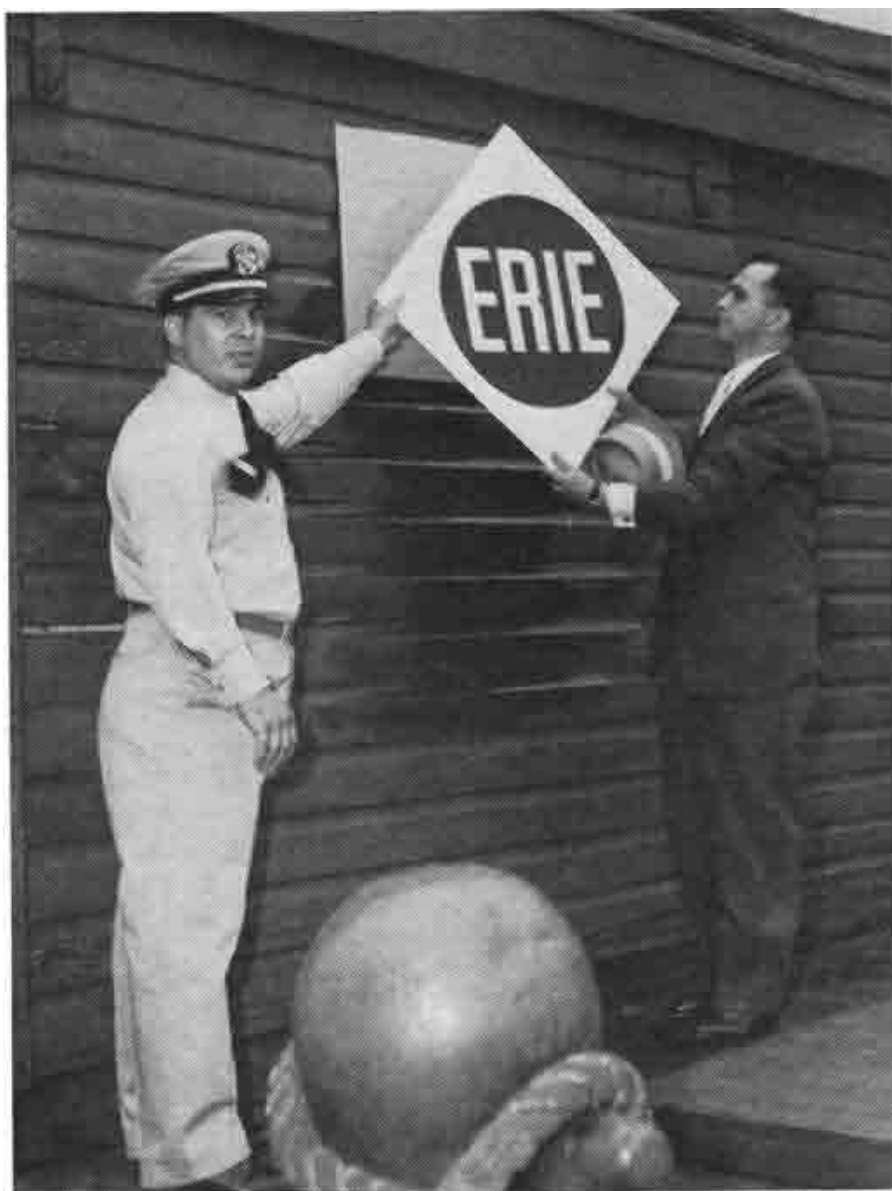
It was impressive. Seventy-five Cadets, the 17 Scouts, and their officers formed three ranks along the Marine Yard slip. Harry C. Niethamer, of the Kiwanis Club of

Secaucus, was on hand.

Eastern district officials of the Erie turned out for the event. Besides Mr. Kriesen, Thomas E. McGinnis, assistant general manager; Oscar A. Frauson, superintendent of lighterage and stations; Wesley F. Petteys, engineer, maintenance of way; John R. Ebert, superintendent, New York division, and William J. Flusk, freight and ticket agent, Jersey City.

Carmen E. DeJoia, superintendent of the marine department, was chairman, and introduced Mr. Kriesen.

A telegram from Mr. Von Willer, regretting his inability to be present (Please turn to page 27)



**AN ERIE BARGE LOSES HER DIAMOND** in order to serve Jersey City's youth. Left: Francis J. Guibleo, Erie truck driver and American Military Cadet leader, and Carmen DeJoia, marine superintendent.

# Erie Veterans Outing Made Perfect by Sunny Skies

## Eastern District Wins Softball Game, Tug-of-War

**A** CLEAR sunny sky, and temperatures warm enough to be pleasant, yet cool enough to inspire physical activity, made the 1958 Erie veterans' outing at Conneaut Lake Park one to remember.

The softball game between the Eastern and Western districts, that had to be called off in 1957 because of heat, and in 1956 because of rain, was held, and the Eastern district team won, in a three-inning match, 19 to 8.



**NOT A DUEL WITH WRIST WATCHES**, but three Erie veterans and Mr. Harry W. Von Willer, president of the Erie. At left is the youngest veteran at the picnic, Charles L. Lamoureux, Cleveland; Harry A. Lange, retired, oldest veteran present; and Charles E. Gump, Huntington, longest service active employee present.



**THE TUG OF WAR** was won by these brawny men from the Eastern District.

Having won the ball game, the Eastern district athletes went on to win the tug-of-war. Other picnic games included a candle race, balloon-blowing contests, and even a bull-throwing competition.

Fortunately the bull was not a live one, but a heavily weighted flat cloth affair with a rope tail.

But most of the 1,976 veterans who attended did not do so to compete in the games, but to visit old friends and renew acquaintanceships made in the years of working for the Erie.

### Mr. Von Willer Speaks

The hotel porch, the lawns, and the lobby were full of men and women talking about old times. Many retired members of the Erie family appeared, some of whom had come up from Florida just for the meeting.

After a noon-day dinner at Hotel Conneaut, the group adjourned to the hotel's Crystal Room where they heard Mr. Harry W. Von Willer, president of the Erie, speak.

Mr. Von Willer congratulated them on their long service to the railroad, told them about the Erie's plans for the coming year, and thanked them for their support of the Smathers-Harris Bill to modernize America's transportation system.

(Please turn to page 30)

**THRILLS OF JET RACING** are tried out by two young pilots, Cynthia and Amata Zaccane, Youngstown.





**BEHIND THE BALLOONS ARE** many members of the Erie family, blowing hard.



**SPECTATORS AT THE BALL GAME** included Mr. and Mrs. John Yantorn and Mr. and Mrs. Peter Roman, all of Dunmore.



**BALLOON BLOWING CHAMPS** were Mrs. Anthony Tancredi, Susquehanna Chapter, runner-up, and Mrs. William Zajulka, Dunmore, grand champion.



**THE SOFTBALL CHAMPIONSHIP** went to the Eastern District team, here lined up with managers and coaches for John Long's camera.

# 15 Erie Men Promoted As Two Key Officials Retire

## Changes Made in Offices from New "York to San Francisco

**R**ETIREMENT of two key Erie traffic department men, Robert E. O'Grady, assistant vice president, and Clifford V. Harrow, freight traffic manager, both of Chicago, has set off a series of promotions within the department.

David R. Thompson, vice president, traffic, has already announced promotions of 15 Erie career men in what veteran employees of the department call the most sweeping list of changes in more than a decade. All the promotions, including one to assistant vice president, become effective Oct 1, the day after O'Grady and Harrow retire.



**Robert E. O'Grady**

Robert Emmet O'Grady was born in Brooklyn, N. Y., on Feb. 24, 1896, and received his education there. In 1912 he went to work for the Southern Pacific as a stenographer in the New York office.

He rose rapidly in their employ, and in 1921 came to the Erie as commercial agent. One of his assignments was a special study of the movement of perishables.

That study led to his appointment to the post of perishable freight agent at New York in 1926, and his enthusiasm for the Erie's specialty in handling perishable fruits, vegetables and dairy products continued to grow. He became, successively, manager of perishable freight traffic and manager of perishable and dairy traffic.

In 1941 he was transferred to Cleveland as coal traffic manager, a post he held until 1946, when he became assistant vice president, traffic, at Chicago, where thousands of tons of freight--much of it perishable--were secured and funneled to the

Erie from western roads for movement to the east.

He and his wife, affectionately known as Ginny, will make their home at Phoenix, Ariz.



**Clifford V. Harrow**

Clifford V. Harrow joined the Erie in 1920 at Omaha, where he was born Sept. 25, 1893. His first job was that of a stenographer, but less than four years later he was made commercial agent at Toledo. In 1927 he was appointed general agent, and served in Des Moines, Omaha and Minneapolis.

In 1942 he was appointed assistant general freight agent at Chicago, and in 1945, general eastern freight agent. In 1946 he was made assistant freight traffic manager at Chicago, and in 1949, freight traffic manager, Chicago.

Mr. Harrow is married, and he and Mrs. Harrow (Eleanor) plan to make their home in Texas.

The 15 promotions so far announced are:

Wilbur W. Thoms, assistant to the vice president, Cleveland, to assistant vice president, staff, Cleveland.

Thoms, born in Oak Park, a suburb of Chicago, in 1912, was first employed by the Erie, in the



**Wilbur W. Thoms**

traffic department at Chicago in 1930, and served in various capacities there until he entered the Navy in 1943.

In 1946 he returned to his post as commercial agent at Chicago. He was appointed assistant general freight agent, Youngstown, in 1955, and was made assistant to the vice president at Cleveland in 1956.



**Charles R. Martin**

Charles R. Martin, assistant vice president, Cleveland, moves up to assistant vice president, Chicago to succeed Bob O'Grady. He was born at Fredonia, N. Y. in 1900, and came to work for the Erie in 1917.

His first years were spent in the operating department at Forestville, Salamanca, Hornell, Mt. Jewett, Niagara Falls and Attica. He entered the traffic department in 1922.

After filling numerous posts at Cleveland, Columbus, Youngstown,

Albany and Jamestown, he returned to Cleveland in 1943, and was appointed freight traffic manager in 1946.

On December 1, 1956, he was named assistant vice president, Cleveland.



Edward T. Butler

Edward T. Butler is promoted from assistant freight traffic manager, New York, to freight traffic manager, Cleveland.

A native of Youngstown, he was born in 1911. He joined the Erie at Cleveland in 1931, and served in various positions in the traffic department in Cleveland and Youngstown, and in the real estate and industrial departments.



Edwin W. Kelley

Edwin W. Kelley, assistant freight traffic manager at Detroit, moves up to assistant freight traffic manager, New York.

He was born in Chicago in 1903, and joined the Erie there 15 years later. He has served the Erie in many capacities in several cities, and was named assistant general eastern freight agent at New York in 1950. In 1954 he became assistant general freight agent at Detroit.

Harold W. Gray, assistant general freight agent at Cincinnati, is promoted to assistant general freight agent, Detroit.

(Please turn to page 28)

September, 1958

# How's It Coming

## Press-Time Report on Pending Projects

### Rate Increase

On Sept. 10 the ICC authorized certain new freight rates and certain increases in other charges, amounting to an average of about 2.3%.

The new charges include one of six cents a hundred pounds on waterborne traffic (export, import, coastal and intercoastal); loading and unloading charges of \$2.86 and \$4.09 a ton for loading and unloading services at New York and Philadelphia, and similar loading and unloading charges at other points.

A 10% increase in the charges for diversion and reconsignment was approved, various new charges

**No privilege exists that is not inseparably bound to a duty.**

for such services in the East, a 5% increase in intra-terminal and inter-terminal switching charges and a 10% increase in certain loading and unloading charges, were approved.

Increases in the rates on livestock, drain tile, oyster shells, fly ash, pig iron, scrap iron and steel were approved, but were slightly less than those asked for.

Increases were refused on scrap paper and rags, wool and mohair. The railroads' proposal to reduce free time at ports from seven days to four days was denied.

The changes became effective Sept. 15.

### Jersey City Ferry

The State of New Jersey has challenged the constitutionality of that part of the Transportation Act of 1958 that gives the ICC the right to grant railroads permission to discontinue unprofitable services like the Jersey City ferry.

Under an order of the ICC, the service was scheduled to end on Sept. 14, with the last ferry to run on Friday, Sept. 12. New Jersey, however, appealed to a three-judge

federal court. Arguments have been held, and the court has issued an order requiring the ferry to run until it reaches a decision one way or the other.

### Joint Track Use

The Interstate Commerce Commission has stayed its order approving joint use of Erie and Lackawanna tracks between Binghamton and Gibson, N. Y., by the two railroads.

On July 24 the ICC had granted permission to the railroads to proceed with the necessary work, which would have cost the roads \$1,630,000, but would have saved them an estimated \$1,090,000 a year.

The stay was issued on Aug. 27. It forbids the railroads to proceed with the plan until a further hearing, reconsideration, rehearing and argument is held. The new hearings were asked for by the same groups in Elmira that had opposed the change at an earlier hearing. No shippers have objected to the change.

### Payroll Tax Boost

The proposed increase in payroll deductions from the pay of railroad employees and taxes upon the railroads, passed by the Senate, was not passed by the House of Representatives.



# Three Erie Lines Reflect Rich History of Railroad

## Highest Point, Steepest Grade, Located off Main Line



**WILLIAM B. DUGGAN** is division clerk at Salamanca.

**A**MONG THE LINES of the Erie falling under the superintendent at Salamanca are the Buffalo & Southwestern division, the Bradford division and the Dunkirk branch.

One of the three reaches the highest point on the Erie; another has the steepest grade on the railroad; and the third is part of the original main line.

That the line from Salamanca to Dunkirk should have become a branch would startle any early director of the Erie were he to return today, for Dunkirk was chosen by the founders of the road as the Erie's western terminus. And was not the Erie the world's longest railroad?

In 1851 capital was hard to come by, and water transportation, which required little or no investment, was the "natural" avenue of commerce, and the railroads were planned to link maritime routes with one another. The Erie's eastern terminus was on a pier jutting out into the Hudson at Tappan Zee; its western on a pier at Dunkirk.

The pioneers of the Erie envisaged that pier on Lake Erie as the gathering point for all the east-bound traffic of the area beyond the Allegheny Mountains, and as the terminal through which the bulk of west-bound freight would pass. And, for a time, it appeared their prophecies would be fulfilled.

But today the tracks on the pier see little business, and fishing tugs now tie up where once lake package steamers, passenger vessels and freight carriers lay alongside Erie tracks. Chief business for trains bound for the pier is that concerned with an asphalt mixing plant at the shore end of the dock.

Today's business at Dunkirk comes from the industries in the city--and the products range from oversize machinery and pressure tanks to individually packed single servings of jam and jelly.

In the days when Dunkirk was the ultimate goal of the Erie, Salamanca was known as Bucktooth and the settlement that grew up on the Indian reservation beside the Allegheny River felt it owed its growth to the fact that it was close to the Dunkirk end of the Erie.

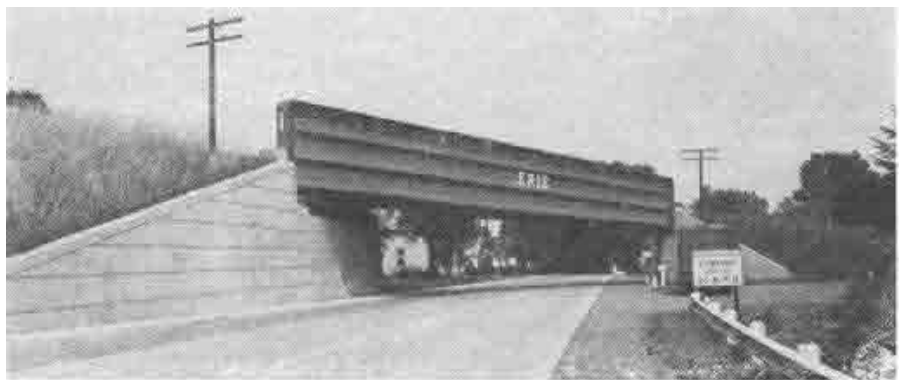
Building of the road west from Salamanca toward Chicago changed all that--but that is a different story. Today the Dunkirk branch



**CHIEF DISPATCHER** at Salamanca is John J. Fitzgerald.



**ARTHUR G. CLEMENCE** is road foreman of engines.



**THE ERIE CROSSES A HIGHWAY** at the edge of Gowanda on this spanking new bridge with girders 12 feet deep.

leaves the main line at WC Tower, MP 413.86, in West Salamanca. Even the junction is scenic, a promise of the scenery to come.

For at WC Tower the Erie lies beside the Allegheny, under a steep hillside, and wooded islands in the river appear to have been arranged to make the setting as beautiful as possible.

The branch follows Little Valley Creek, a tributary of the Allegheny, in a generally northward direction to the town of Little Valley, the county seat of Cattaraugus County. Just beyond Little Valley, at MP 423.32, the route crosses the height of land that divides the Great Lakes from the Mississippi drainage systems.

### Good Choice of Route

The grade is a moderate one .56%--and modern engineers marvel at the skill of the men who chose the route for the original railroad. For they laid out the line from West Salamanca to Dunkirk, in the days before topographical surveys of the country had been made, so that there is but one ascending grade and one descending grade, save for two short stretches, and all are relatively gentle.

Immediately over the height of land is the steepest grade of the whole 45.59 miles of the branch--descending westbound at .77%.

That grade ends at Cattaraugus, a pictorial town nestled in the hills that is noted for its fine veneers, plywoods and knives. Too, Cattaraugus makes a safe kind of lollipop holder that does away with the old-fashioned stick, and a kind of paper tube used much in the veterinary field.

### Runs Through Persia

From Cattaraugus the route follows the South Branch of Cattaraugus Creek for four miles, and then turns west to Persia where it turns northwest to parallel the 1,400-foot contour line to Dayton, where the B&SW passes beneath it.

From Dayton the line runs along the side of a long hill to Perrysburg, a pleasant town near the Cattaraugus Indian Reservation, a town noted for its healthful climate and a tuberculosis sanitarium.

Between Perrysburg and Forestville the line continues its gentle

September, 1958



**DAYTON TUNNEL, PERHAPS THE SHORTEST** on the Erie, has a barrel vault only 90 feet long. The B&SW runs through it on high quality trackwork; the Dunkirk Branch passes over it. The stonework, still solid, strong and sightly, is a tribute to the workmanship of the masons who built it.

descent, and just beyond Forestville it emerges from the hills to run nearly straight west to Dunkirk, passing through a rich farming area, where the long growing season made possible by the effect of Lake Erie on the climate has led to the development of huge vineyards and peach orchards.

Just before entering Dunkirk the Erie crosses the New York State Thruway. In Dunkirk the Erie interchanges traffic with Nickel Plate, Pennsylvania and New York Central.

The Buffalo & Southwestern di-

vision runs from Buffalo (see Erie Magazine for May) to Waterboro, N. Y., where it joins the main line a few miles east of Jamestown.

The B&SW was organized as the Buffalo & Jamestown in 1872, but by 1873 the road was in financial difficulties, and in 1877 the property was sold to a new company, the Buffalo and Southwestern, which had been organized to purchase the property and operate the railroad.

In 1880 the line was leased to the Erie and in 1895 the Erie purchased it. (Please turn the page)



# Erie Lines

(Story begins on page 12)



**CREEKS CUT DEEP GORGES** along the B&SW, making quiet refuges from the busy world nearby--but the railroad must cross them on costly bridges like this one.



**THIS FACTORY AT DUNKIRK PRODUCES** oversize machinery; once it made steam locomotives.



**ONCE THE BUSY WESTERN TERMINUS** of the Erie, Dunkirk Pier today accomodates fishing tugs and pleasure craft.

chased all outstanding stock of the B&SW, and merged the line into its own structure.

Westbound trains are made up in the Erie's yards at East Buffalo, and reach the B&SW over a 1¼ mile stretch of the Buffalo Creek, a switching road which is operated by the Erie and Lehigh Valley as joint lessees. Maintenance of the B&SW begins at mile-post 2.74.

## On to Hamburg

The line runs southward through the flatlands near Buffalo to Biasedell, where the road begins to climb, following the course of Rush Creek. In nearly four miles the road climbs 200 feet to Hamburg, seat of the Erie County Fair, 147 years old this year.

The fair draws its visitors both from urban Buffalo and the rich farming lands nearby, and its attractions reflect both the practical farmer's interest and the city man's dreams of farming. There are tractors for the one, and horse shows for both--for everyone likes to look at beautiful horses--plus the best of the fruits of the land to delight the city man's eye.

From Hamburg the line runs through rich farms, many of them growing vegetables for canneries, and crosses creeks that rise in the hills south of Hamburg and east of Collins. The viaducts over the creeks are impressive structures.

## Garden of Eden

For the creeks have cut deep into the stone underlying the rich topsoil. At MP 13.94 the railroad crosses the North Branch of Eighteenmile Creek on a bridge 265 feet long, and 51 feet 6 inches above the water; less than two miles farther on, the South Branch of the same creek is spanned by a bridge 285 feet long and 84 feet high.

In the summer the very gentle slopes between the gorges of the creeks bear crops so rich and green that the early settlers recalled the Garden of Eden when they named their settlements, and the Erie passes through both Eden Center and Eden Valley. Wise farming practices have kept the land in such excellent shape that today's travelers cannot help

agreeing that this is the way the Garden might have looked.

Just before North Collins is reached, another creek is crossed on a viaduct; a few miles farther south is Collins, where a large state mental hospital has its own siding serving its power plant, a plant large enough to serve a small city.

### Cattaraugus Creek

And the hospital is a small city. There are 3,600 patients, 2,600 employees, and a new building, for which the Erie is delivering the steel, will accommodate 750 more patients when complete. Set in spacious grounds with long views, the hospital has an enviable record for cures.

Just south of Collins the railroad crosses the gorge of Clear Creek for the second time---this time on a deck plate girder bridge 184 feet long. A little more than a mile further west the road begins its descent to the valley of Cattaraugus Creek and the city of Gowanda. The grade is 1.25%, and lasts for over a mile.

Gowanda lies on both sides of the Cattaraugus. It is a typical Western New York town of neatly kept lawns, freshly painted houses, beautifully polished windows.

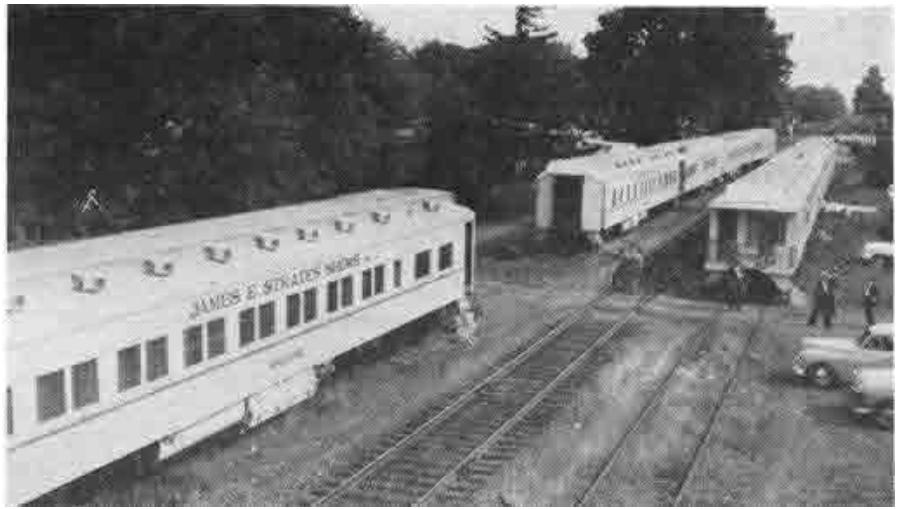
### Dayton Hill

Its principal industry is the manufacture of glue made from fleshings shipped from tanneries all over the eastern United States, and from a tannery that is Gowanda's own. The glue factory itself gleams in red and white paint. Strangers find the aroma that is the by-product of the plant distasteful, but residents of the town call the air bracing, and assure visitors that, once they were acclimated, they too would find the odor unnoticeable.

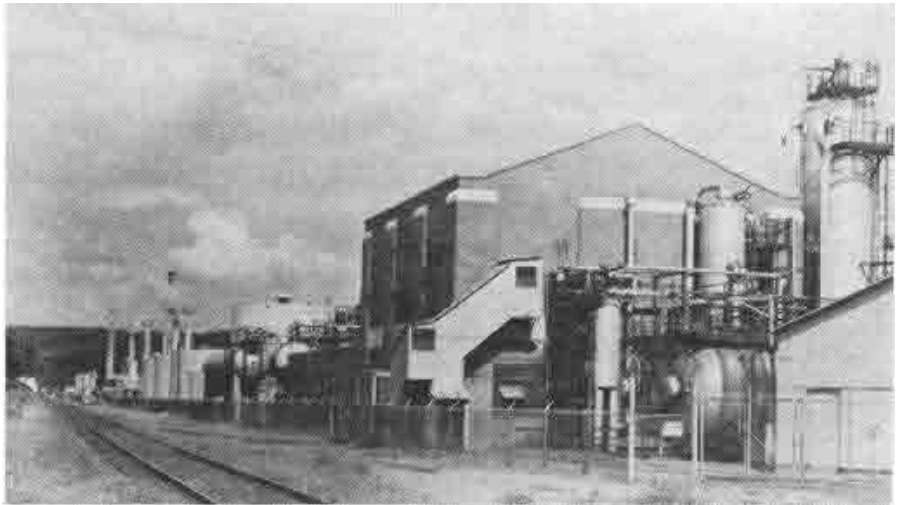
Here westbound trains face the steepest grade on the Erie, immediately after crossing the Cattaraugus. The grade, an average of 2.5%, is four miles long, and one of the 12 curves is 8°16'.

This combination of grade and curvature, forced upon the railroad for the need to climb to the easy running ground between Dayton and Waterboro, forces tonnage  
(Please turn to page 24)

*September, 1958*



**ONE OF THE FEW RAILROAD SHOWS** left, the Strates Shows, is an annual visitor to the Hamburg Fair. Here some of their 52 cars are parked near the station.



**OIL PRODUCED ALONG THE ERIE'S** Bradford division is refined in this Erie-served plant.



**SHINING IN RED AND WHITE PAINT**, the glue works at Gowanda makes high-grade adhesives from fleshings, a by-product of the hide and tanning trade.

# Erie Veterans News

## Jersey City

By E. Mastriani

A goodly number of Veterans with their wives and children attended the annual picnic at Conneaut Lake August 9th, 1958 and from reports received a good time was had by all.

A large number of Veterans were in attendance at the retirement dinner in honor of **John De Rito** and **Andrew J. Dillon** held at the Alexander Hamilton Hotel, Paterson, N. J. July 10th, 1958.

Brother **Charles F. Schwartz** was toastmaster and performed in his usual jovial manner. We wish both our brothers a long and healthy retirement.

## Susquehanna

By B. W. Iwinski

Four new members were added to our chapter at the August meeting. They were **D. Pingarelli**, **A. June**, **F. Crowley** and **C. Shanley**.

Susquehanna veterans and their families attending the annual picnic totaled 132. All reported having a very enjoyable time.

The regular September meeting has been postponed due to a month's vacation-trip coming up for the chapter chairman, your correspondent.

His plans are to fly from New York to Europe. He will visit his sister in Warsaw, Poland and many friends whom he has not seen for 50 years.

The itinerary includes stops at many interesting and historic places.

## Dunmore-Avoca

By Michael A. Leshanski

**Mr. B. R. Perfect**, track supervisor of the Wyoming Division, was honored at a testimonial dinner August 15 on the occasion of his retirement after 41 years of faithful service.

The dinner was held at the Dietrick in Scranton. A gift was

presented to **Mr. Perfect** and his wife by **S. C. Gatto**. **Mr. A. Price**, division engineer at Hornell, was the principal speaker.

The committee for the dinner was composed of **M. A. Leshanski**, chairman; **K. E. Rozelle**, toastmaster; **D. L. Sabatelle**, sec'y, and treas.; and **S. C. Gatto**, refreshments.

**Joseph Carlucci**, retired carman of Dunmore car shop, was honored at his retirement at a recent dinner sponsored by the Erie Railroad Pensioners Club of Dunmore.

**Mr. Carlucci** was presented with a gift by **Sal Sabia**, car foreman. The dinner was held at Rozelle's Grove.

Let's all turn out for our next regular monthly meeting, keeping up the good attendance record made at our August meeting.

Come out and meet the Veterans.

## Latest Chatter About All the Erie Family Car Accountant

CLEVELAND

By Ella Carpenter

**H. G. Strom** and family vacationed quietly at Atwood Lake, Ohio.

**Mrs. and Mrs. J. H. Michel** chose the Catskill Mountains to keep cool and do some fishing in Lake Otsego.

**Jean Brady** also had a quiet vacation this year with her family at a cottage on the lake at Huron, Ohio.

**Helen** and **John Wenzel** visited relatives in the east and hoped to spend a few days at the seashore while in that vicinity.

**Margaret Kutina** and her hubby drove to Florida. Ultimate destination: Miami.

The **Charles Haluskers** went to New York and New Jersey to visit relatives.

**Ann Muntean** stayed in Cleveland and entertained relatives from Cincinnati.

**Dick Cottier** and family enjoyed their vacation time in cool, cool Michigan.

**Violet Auryansen** planned something different this year, a lake cruise to Duluth, with stop-off at

Mackinac Island and the fabulous Grand Hotel.

Instead of going to New England as originally planned, **Lu Landers** and her sister drove to Niagara Falls where they stayed at the Brock-Sheraton for several days and then went on to the Thousand Islands.

**Alice Seferian** drove to Philadelphia, Atlantic City and New York for several days and also took a quick trip to Niagara Falls for her first look at that world wonder and was very much impressed.

**Sam Buchwald** planned to spend some time visiting relatives in New York City while on vacation.

**Virginia Abbott** had an accident with her beautiful, shiny, black car, being the victim of a hit and run driver. Fortunately the law caught up with him.

Welcome back from furlough to **David Myers** and **Barbara Sadlo**, also to **Susan Chervanek** who is subbing for **Wilma Kerzman** while she is nursing her broken wrist.

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## Lighterage

NEW YORK CITY

By Regina F. Frey

A dinner was given at Churchill's to **Bill Evans**, westbound clerk, who retired on August 1st, after 34 years service. A gift was presented to him on behalf of his fellow workers by Supt. **O. A. Frauson**, and tribute was paid to him by **Mr. P. Van Ness** of the traffic department.

**Bill** will reside in Bradenton, Fla. and invited all his friends to drop in, if they are in the vicinity.

**Thomas McGowan** and his family are spending their vacation at Seaside Heights, and Chief Clerk **Emil Skupin** just returned from there.

We are happy to welcome **Laura Coleman**, transferred from Hoboken to the lighterage department, also **Virginia Gough**, new stenographer-clerk.

**Neil Ardres** has succeeded **Bill Evans** as westbound clerk.

**Frank Sportelly**, asst. supt., is spending his vacation at Cape Cod, Mass.

We received a card from **Frances King**, retired arrival notice clerk, who is touring Washington, D. C. and Virginia with her husband.

**Marion Division**  
**TRANSPORTATION DEPT. &**  
**M. OF W. DEPT.**

**By C. R. Swank**

**W. D. Slater**, ass't, division engineer, who is a major in the Army Reserve, spent two weeks of his vacation on Reserve duty training at the New Orleans Army Terminal and one week with his family on Lake Erie at Dunkirk, N. Y. swimming and fishing.

**Mary Jane Keefe**, stenographer for chief dispatcher, spent her two weeks vacation at summer ice-skating school in Ft. Wayne, Indiana.

The school is sponsored by the Ft. Wayne Ice Skating Club. She is a member of the test committee.

**Ivory Williams**, equipment operator, spent part of his vacation fishing at Clearwater Lake in Minnesota. He reports he used a tooth brush for a lure.

It is self evident it didn't do much good, but he claims the fish in Clearwater Lake have the cleanest teeth on the North American continent.

We are all happy to see **O. D. Young**, time and material clerk for division engineer's office, back at his desk after a brief bout with the flu.

**H. M. Turtle**, general yardmaster at Huntington yard; and family spent their vacation fishing at Bear Lake, Michigan.

**C. R. Swank**, file clerk in superintendent's office, and family spent a day at the Brookfield Zoo in Chicago.

**CHICAGO GENERAL OFFICE**

**By Bernie Klein**

**Tom Carlton** was the lucky winner of the baseball pool twice in a row.

**Grace Battaglini** feasted on a delectable meal of snails recently at one of our fair city's famous restaurants. According to Grace it was real continental.

**Frank DiGiorgi** spent a week of his vacation at home in Berwyn.

**Myron Keel** covered 2700 miles touring the New England states.

Recent visitors to the office were **Fred Bell's** wife and young daughter.

**Ron Shaft's** vacation consisted of two weeks at Camp McCoy, Wis-

consin with the Army Reserve.

**Margery Ellis** has done it again. While adjusting the speed on a fan in her office she lacerated her thumb and first two fingers.

**Dr. A. T. G. Remmert** ably supplied the necessary first aid.

**Ellsworth Breland**, **Jerry Wilkin** and **Charlie Mitchell** have all joined the Crewcut Club.

**Petie**, the philodendron in the division bureau, now has another new leaf.

**Bob Voltz** journeyed to New York for four days via Erie.

**Ron Bullard** relaxed in Eagle River, Wisconsin for two weeks.

**Art Hofer** doesn't like the popcorn at Comiskey Park.

**Ray Jongsma**, now one of Uncle Sam's boys, visited us while on a short leave from Great Lakes Naval Hospital where he is recuperating from pneumonia.

**Ed Larsen** and family enjoyed six days in the vicinity of Lake Michigan.

**HAMMOND CONSOLIDATED  
OFFICE**

**By Grace Connole**

**Mr. and Mrs. E. M. Wilt**, track supervisor, spent three very pleasant weeks touring the west. They saw a great deal of the Rockies, visited in San Francisco and managed to see first hand many of the interesting places one hears and reads about.

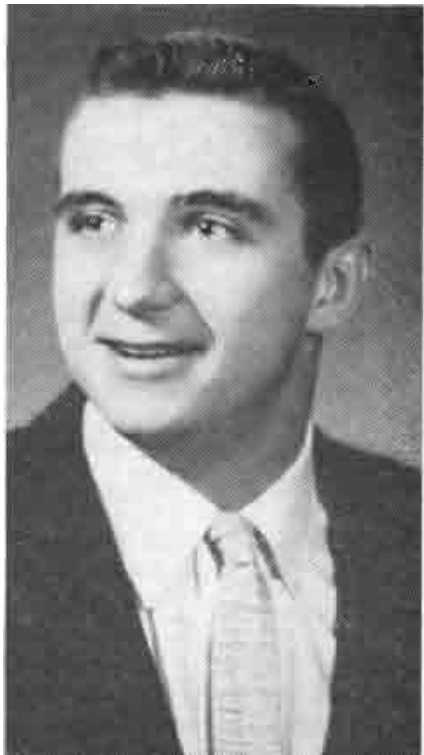
Another California vacationist from our office was **Helen Liesenfelt**, report clerk, husband and daughter **Grace Ann**. They made the trip by train and rented a car on arrival so they could get to various outlying places of interest.

**Mr. and Mrs. Wiarda**, assistant superintendent, enjoyed visiting their families and friends in Jersey during their recent vacation. Mr. Wiarda returned invigorated from two weeks of inhaling that good, pure Jersey air, and is now ready and willing to cope with all piggy-back problems.

**Mr. and Mrs. Roy Elkins**, freight house foreman, enjoyed a trip to Champaign, Ill. where they visited with one of their daughters and her family and then went on to Little Rock, Ark. to renew relations with other members of their family.



**CLIFFORD H. WILLIAMSON**, agent at Richwood, O., has completed 50 years service with the Erie. His first job was that of telegraph operator at Mingo.



**JOSEPH M. HOLLERAN**, son and grandson of Erie men, is a recent graduate of Meadville High School. His father, J. J. Holleran, is a foreman at the Brier Hill shops; his grandfather, G. D. Sehimer, is a patrolman at Meadville.

General Yard Master **Dean** and his wife spent their vacation between Meadville, Pa. and Philadelphia where they visited with their daughter and son respectively.

**Mr. and Mrs. Harry Pease** of Palatine, Ill. announced the approaching marriage of their daughter, **Jean**, to **Roy Emrick**, son of **Mr. and Mrs. N. T. Emrick**, road foreman of engines, Hammond.

**Miss Pease** is a senior in special education at the University of Illinois. **Roy** is a graduate of Cornell University and received his master's degree at the University of Illinois. He is presently working on his Ph.D. at the University of Illinois. The wedding date is Sept. 6th.

#### 14TH STREET, CHICAGO

By **Chris Hardt**

**Arthur Lemke**, clerk, and family enjoyed a vacation at the big farm owned by his mother at Detroit Lakes, Minnesota.

**John Novotny**, chief claim clerk, with family, including grandchildren, motored in his new car to John's favorite fishing lake at Crivitz, Wis.

After two weeks of rest at their Berwyn, Ill. home, and getting the car tuned up again, they will make another long trip to Colorado Springs, Colo., home of **John Novotny, jr.**, and family.

Much of their vacation will be taken up riding around the Colorado Rocky Mountains, visiting

all the exciting and interesting historic spots.

**Joseph Broniec**, check clerk, and family will vacation at Algonquin, Illinois, where Joe claims he knows where the fishing is always good.

We were happy to learn that **Edward Briner**, check clerk, and **Emil Pudik**, trucker, traveled to Salamanca, New York, to participate in the Erie Railroad Golf Tournament.

They left early to get in a good day of practicing the high shots.

**Lena Savage**, rate desk, and husband **Frank**, check clerk, will visit the home of her brother **John Freymann**, at Black Forest, a suburb of Colorado Springs, Colo.

We understand that **Ernest Hardin**, captain of our local Erie Railroad police department, is also preparing for a vacation at Colorado Springs, Colo. The mountains sure are inviting us.

**Thomas Cochran**, foreman, and family enjoyed a vacation at Heafford Junction, Wisconsin.

**Friedolph T. Lindquist**, cashier, made use of his friendship with **Robert Gould**, clerk, by staying at the home of Bob's mother while vacationing at Hayward, Wisconsin.

**Anthony Serritella**, clerk, said he enjoyed his two weeks training at Camp McCoy, Wis., with the Army Reserve.

**Blase Zera** and son **Ronald Zera** and their wives **Mildred** and **Elaine** respectively, operators of 14th Street Lunch Canteen, enjoyed a trip to Niagara Falls.

**John Smith**, foreman, and family were at their cabin for a few weeks at Lauderdale Lake near Whitewater, Wis.

Wedding bells sounded for **Elaine Colwell**, our efficient switchboard operator, when on Saturday, July 26, she was married to **Wayne Ostling**.

14th Street office associates gave the newlyweds a coffee maker and a toaster.

Attending the marriage ceremonies at Mt. Olive Lutheran Church and the reception following were: **Friedolph T. Lindquist**, cashier; **Robert Gould**, clerk; **Donna Major**, rate desk; **Lena Savage**, rate desk; and **Frank Savage**, check clerk.

#### Marine

By **Jesse E. Baker**

**James W. Farrell** has just completed his five room cinder block house near Greenwood Lake, N. J., and moved in. Jim did all of the work except the plumbing and wiring. He is mate on the tug Pater-son.

**Terence G. Byrne**, mate on the tug Hornell, is the proud father of a baby boy. Congratulations, Terry.

**William Hulsaver** is back home after his biannual physical exam at the Marine Hospital on Staten Island. **Jerome Abromowitz** and **Richard Donovan**, deckhands, have been down to the Marine Hospital for checkups.

Do you know that the American Merchant Marine Library Assn., better known as "the public library of the sea," is the only organization providing sea-going library service to men aboard American ships?

Since its founding in 1921, the association has circulated more than 11 million books in 204,136 sea-going library units.

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#### Kent Division

GALION

By **Lucile Osmun**

**John Jordan**, rate and bill clerk, reports spending a very enjoyable vacation in Baltimore, Md.

MARION

By **Lucile Osmun**

**Verna Mac McWherter**, division freight agent's office, reports a most exciting and enjoyable vacation.

She took the Canadian Rockies-Pacific Northwest tour, visiting Banff, Lake Louise, Emerald Lake, Vancouver, Victoria, Seattle, Portland, Glacier National Park and many other points of interest.

**Leonard L. Shepherd**, commercial agent at Marion, and wife, spent their vacation visiting in Florida.

**Dick Harden**, monitor in GN office, has received his Greetings from Uncle Sam. Good luck, Dick.

**Fern Lewis**, stenographer in division engineer's office, is driving a new car.

**Newell I. Monnett**, retired yard conductor, was a recent caller. Mr. Monnett resides in Florida.

Erie Railroad Magazine

#### SHORT CUT to convenience!

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## New York Division

### WEEHAWKEN DOCKS & LOCAL

By Violet Schmitt

We are glad to have **John Henkel**, general clerk, back with us after a brief furlough.

Birthday greetings go out to **H. H. Brown**, agent; **G. C. Kalle**, assistant agent; and **Louis Horvath**, checker.

**Mr. and Mrs. Louis Francis**, trucker, announced the engagement of their daughter **Josephine** to **William Campolongo** of West New York, N. J.

**J. Chrzanowski**, branch clerk, used a vacation day to fulfill a promise to his son--a day's fishing trip to Connecticut for his birthday present.

Each summer **Gene Duffy**, checker, and wife have been going to California to visit with their two sons, two daughters and their families. This year, however, their daughter **Mrs. James Dempsey** and son **Patrick**, of Van Nuys, Calif. came east to spend a month with mom and dad.

We just learned that **Rosemary Weir**, pretty daughter of **Mr. and Mrs. George Weir**, Ross-carrier operator, was graduated from elementary school and is looking forward to her freshman year at Snyder High School.

Congratulations are extended to **Mr. and Mrs. J. Traynor**, extra trucker, who celebrated their 25th Wedding Anniversary on July 24th.

**C. Mancino**, retired cooper, called at our office to renew old acquaintances, as did **George Murray**, retired patrolman, now a resident of Florida. **George's** praise for that state should merit him a seat on the chamber of commerce.

For some of us 1958 vacation is a memory, for some a dream of the months to come, while others are now enjoying beaches, lakes, or even their own back yards. This last is the case with **Roger Matthews**, checker, who gave all his vacation money to the dentist.

**Mr. and Mrs. H. H. Brown**, agent, have returned from Lake Hopatcong where **Mr. Brown** continued the building of his home.

This is one vacation **J. Gunter**, checker, would rather forget. The

first week son **Jimmie, jr.** took ill and was rushed to the hospital for an appendectomy.

The boy had just returned home when daughter **Peggy** was taken to Rockaway Hospital for observation, but she fared better than her brother, no surgery being required.

**Tommy O'Donnell**, trucker, decided to have a few days fun after working hard remodelling his kitchen for two weeks, so he took off for Seaside Park with wife and daughter **Donna**.

**J. Bishop**, trucker, and family enjoyed the ocean breezes of Rockaway Beach for the length of his vacation.

The **J. Dugans**, checker, returned to their favorite spot on the Jersey shore, Belmar.

The **Pizzuta** family, westbound clerk, contented themselves by taking in points of interest not too far from home, like Asbury Park and some local lakes.

**Gil Forte**, manifest clerk, and his wife went to Wildwood, N. J., and rate this resort A-1 for bath-

ing, food and lively night spots.

**Hele n Minogue**, timekeeper, changed her course this year and went north--by train to Boston and then via boat to Nova Scotia.

**J. McGowan**, tally clerk, and family spent a few days at Lake Mohawk where daughter **Linda** is vacationing with friends.

**Mr. W. Cunningham**, foreman, and his wife went to Florida on his annual pilgrimage.

**Mr. H. Gaherin**, chief clerk, and wife expect to spend some time on the boardwalk in Atlantic City.

**Leo Hudson**, dock clerk, plans to join his family at Atlantic Highlands, N. J., where they had a bungalow for the season.

**Mr. and Mrs. J. O'Brien**, foreman, will combine business with pleasure. They have friends to visit in Providence, R. I., where it just happens the Ancient Order of Hibernians, of which John is a Past President, are having their convention.

Anyone looking for **J. Welsh**, general foreman, weekends may find him in Paramus keeping an

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eye on the builders of his new home.

#### **PASSAIC, N. J.**

**Fred Keesler** is expected to enjoy a great deal of deep sea fishing on his vacation.

**Winnie Wagner** spent a few days at the seashore.

**Charles Eyth** spent a week's vacation doing chores around the house.

Cards have been received from **L. McCauley**, conductor, and **C. Siems**, brakeman.

Recent visitors included **Daniel Ayres**, retired conductor.

#### **SUPERINTENDENT'S OFFICE HOBOKEN**

By **Mary A. D. Meyer**

Local trips are just the way to spend a vacation--refreshing without being exhausting--so decided some of our fellow employes this last month.

Short-trippers included: **Mr. and Mrs. G. J. Meulener**, **Mr. and Mrs. D. J. Mahoney**, **Mr. and Mrs. G. Ameer** and family, **Mr. and Mrs. J. Angelo**, **Mr. and Mrs. F. Conklin**, **Mr. and Mrs. N. J. DeVito**, and **Ester Delghicchio**.

**Mr. and Mrs. H. A. Rhoads** spent a week at Matamoras, Pa.

**Mr. and Mrs. Harry Close** flew to San Francisco, Los Angeles and Las Vegas. They visited Disneyland, the Hollywood area and Laguna Beach while in California.

**Antoinette Geerinck** and **Mary**

**Quinn**, asst. vice pres. and gen. mgrs. office, spent a week at Denver, Colo., and in Chicago.

**Tom Rooney** kept busy on his vacation working in his garden and around the house.

Happy birthday to **Ester Delghicchio**.

Welcome back to **George Hafesh** and **Stanley Galowacz**, returned to work after illnesses.

Congratulations to **Mr. and Mrs. Joseph Nalewaicki** who celebrated their 23d wedding anniversary July 19.

Good luck to **Patricia McCarroll Bloom**, transferred to office of asst. vice pres. and gen. mgr., Pier 8, Jersey City as pass clerk (temporary).

Welcome to **Joe Nolan** as operator in Hoboken telegraph office from Carlton Hill. Joe replaces **Bill Baggart**, now relief operating on Greenwood Lake division at Arlington DB.

**Joe Nalewaicki** is a commuter to his summer home at Lake Hopatcong.

Welcome to **Mr. Howard N. Pabst** as chief clerk, New York & term. divs., m. of w. dept., Hoboken.

Welcome also to the passenger department who moved from Jersey City on July 23.

**Laura Coleman** was honored at a farewell party given by her fellow workers on July 25. Laura has been transferred to Pier 19, New York.

**Mr. Harold A. Rhoads** was toastmaster at the affair and presented Laura with a lovely wristwatch from her co-workers at Hoboken. Coffee and cake were served.

**Laura** was guest of honor as well at a luncheon given by her fellow employes in the Lackawanna Erie restaurant.

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#### **PENHORN SHOP, JERSEY CITY By Ruth Trent**

Miss **Jean Bellanca**, 20, daughter of Car Repairer **Thomas Bellanca** of the Croxton wrecking crew, will graduate from Passaic General Hospital's School of Nursing in September, 1958.

Congratulations to **M. J. Fedorka**, division car foreman, and **Mrs. Fedorka** on their 25th wedding anniversary.

**Nicholaj Petryszyn**, air test

rackman, is touring Europe and will stop at Brussel's World Fair.

**Larry Foley**, clerk at Penhorn shop, escorted his daughter **Veronica** down the aisle of St. Paul's Church, Jersey City, for her marriage to **John Kietrick**.

**Ronald O'Malley**, ear repairer, is vacationing at Lavalette, N. J.

**Fred Beyl** and **Roman Wicherski** are enjoying a vacation with their families in Connecticut.

**Fred Whitaker**, train yard foreman, is vacationing at home in Jersey City, deep in preparation for his daughter's wedding later this month.

**Joe Murphy**, wreckmaster, is vacationing at Susquehanna, Pennsylvania.

#### **Mahoning Division POLICE DEPARTMENT By J. O. Sheets**

**Andrew Herrick**, patrolman, and his family spent their vacation driving through the south.

**Robert E. Hamilton**, patrolman, and family vacationed in New York and Mass.

**Buddie McKay**, patrolman, is rumored to be catching the big ones at Pymatuning Lake.

**J. F. Gilsen**, patrolman, spent his recent vacation working around the house and fishing in French Creek.

**E. J. Conricote**, patrolman, and family spent part of his recent vacation in Detroit, Mich.

#### **M. OF W., YOUNGSTOWN By Catherine E. Holzbach**

**James Plesotis**, trackman, Aurora, Ohio, retired on July 18 after 29 years of service with the Erie. His Erie friends are planning a dinner in his honor.

**E. E. Clair**, leading clerk for master carpenter and supervisor of com. & signals, enjoyed a two week vacation with his family at Bemus Point, Pa.

**W. H. VanLenten** and family stopped at Niagara Falls while vacationing recently.

Congratulations to Track Supervisor **J. T. McCarthy** and wife on their Silver Wedding Anniversary on July 26. Twenty-two guests from Buffalo, N. Y., were included in the celebration, and the McCarthys' 12 children, of course, were there too.

**NEED MONEY?**  
**For Quick Action Phone**  
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16 CONVENIENT OFFICES  
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MEMBER FEDERAL RESERVE SYSTEM  
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

## Accounting

### AUDITOR OF DISBURSEMENTS

By Don Keister and  
Dorothy Buday

Congratulations and best wishes were in order for **Charlotte (Lottie) Scholz** who retired July 31 after forty-one years of service with the Erie Railroad.

After being guest of honor at a retirement party in the Lakeside Room at the Auditorium Hotel, **Lottie** started her "life of ease" with a two week trip to Atlantic City, N. J.

New York State proved to be vacation-land this month. **Lillian DeCorpo** spent a week at Chautauqu Lake.

Rennie Belden motored through New York State and Canada. **Marilyn Haely** visited in Syracuse and Cuba Lake.

**Mary D'Altorio** vacationed at the Jack and Jill Dude Ranch in Michigan.

**Kathryn Guiton** spent the Labor Day weekend with her family in Jersey City.

**L. L. Hopkins** and family took off for the shores of New Jersey for their vacation.

Driving 2,300 miles and visiting eleven states were **Mr. and Mrs. Earle A. Smith**.

**Fergie and Mildred Small** enjoyed their vacation at Myrtle Beach, South Carolina.

**Frank and Alice Troyano** are now motoring about in their brand new hardtop.

On maneuvers at Camp Breckenridge, Kentucky is your regular correspondent **Dennis A. Kish--** who is no doubt pulling his sergeant's rank over the boys.

**Andy Mowerson and Fred Talbot** were both welcomed back to the "diggin's" upon returning from recent operations.

### HORNELL ACCOUNTING BUREAU

By Dick Crowley

The Adirondacks seem to be a popular place for many of our fellow workers to spend their vacations.

**John Gibi** and family motored through northern New York state and into New England.

**Bobby Sheridan** and husband toured the Adirondacks on their vacation.

**Eleanor Trowbridge, Olga Nazar** and **Ruth Hunt** report they had a wonderful time at the Hidden Valley Dude Ranch near Lake George.

**Mary Jones** is still talking about the good time she had with her family on their trip down east.

And then there are those who prefer Canada.

**Margaret Wood** enjoyed a trip to that foreign state, including a stopoff at Prince Edward Island.

**Ed Shroyer** and his family spent their vacation in Canada also.

Keuka Lake has its attractions too.

**Mary and Bob Hillman** and the **Bill Moore** family have been spending time at their cottages there.

**Milton and Helen Huff** spent a week at Keuka Lake recently.

**Leo Harkins** and his wife visited

friends and relatives in Youngstown recently.

**John Young** and his wife visited their son in Illinois.

**Carolyn Walter** traveled to Indiana for a visit.

**Ed Leferink** was thrilled by his ride in a Diesel to Cleveland.

**Mary Pollinger** attended the music festival at Chautauqua Lake.

**Lynn Lamb** and **Bill Leonard** attended the American Legion convention in New York City.

**Mr. and Mrs. Jim Hilton** visited friends in Jersey City.

**Mr. and Mrs. Jim Schofield** vacationed in New York City.

**Fritz Singleton** has been assigned to IBM training at Fort Mead, Md.

**Bob Willey** was a recent visitor



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to the office.

We were sorry to hear that **Ross Cook** was seriously injured by a fall at his home.

**Neil Crandall, Tom Ordway, Tunny Vet** and **Frank Bottomley** are warming up at the Dansville Golf Course while **Bill Barnett, Al Morris** and **John Kelly** work out on the course at the Hornell Country Club.

Driving different cars this month are **Paul Smith, Ray Clark, Ed Dressier, Jim Schofield, Lloyd Angell, Jim Hogan** and **Nancy Woolever**.

**Fred Schmitt's** daughter **Barbara**, whose home is in Florida, brought her family up for a visit with **Freddie** and his wife recently.

**Russell White**, former employe, recently signed a contract with the Detroit Tigers.

The Fifty Club held its second outing of the summer recently and a good time was reported by all.

About fifteen ladies from the office were present at a party given in honor of **Shirley Walton** who will be married on August 15.

Plans for the annual Golf Assn. outing moved into high gear this

month. Officers are: president, **Ed Gillette**; vice pres., **Neff Crandall**; secretary, **Bill Sirianni**; treasurer, **Bill Cregan**.

The golfers will play in the matches held at the Hornell Country Club while others will go to Stony Brook State Park to enjoy the events held there.

The golfers will join the others at Stony Brook later in the day. A luncheon will be served at the Country Club and at the Park. The evening dinner will be held at the Country Club.

Bus service will be provided by the Association to Stony Brook and return.

Good luck to the Golf Assn. with their outing this year.

Happy birthday to: **Richard Schieder, Robert Burdett, Donald Benson, Vincent Zannieri, Harvey Miller, Olga Nazar, Pauline Bove, Watson Walden, Thomas Hogan** and **Clifford Friends**.

#### AUDITOR OF REVENUES

By **Ray Stevens**

On July 19th in a ceremony at Trinity Lutheran Church **Pearl Etterman** became the bride of **Richard Brown**.

After the reception, which was held at the Knights of Columbus Hall, the happy couple left for their honeymoon at the Pocono Gardens.

**John Senyitko** spent his vacation painting his house.

**Mary Kelly**, wife of ex-Erieite (now city fireman) **Don**, left us July 31st to take up her duties as full-time housewife.

**Nina Hart**, the globe trotter of the cool, cool machine room, traveled to far off Oregon to visit with relatives.

**Lester Morgan**, the dapper Dan of the M.I.T. Bureau, was confined to the hospital for minor surgery, but we understand that everything came out alright and he's back in tip-top shape again.

**Benny Cosenza** was nearly added to the grim statistics on July 4th when he suffered a cramp while swimming at Hinckley Lake.

Florida was the scene of a two-week vacation for four of our local belles. Sporting new tans after the excursion were **Anne Marie Coyne, Kay McGreal, Florence Cregan** and **Nancy Kasson**.

**Kathryn Murray** had the distinction of becoming a grandmother twice in one week. Her son **Jack** and his wife **Betty--W. J. Manning's daughter--** brought forth a baby girl on July 1st. The little Miss has been named **Betty Ann**.

Two days later son **Jay** and his wife **Maureen**, both of this office, presented her with a baby boy whom they have named Michael.

**Llora Throop**, of the passenger bureau, took a two-week tour of California.

**Harry Stanton** and his wife spent a week in Colorado at the Gold Star Mothers convention. **Mrs. Stanton** is a member of this worthy organization.

Two of our stout-hearted men spent two weeks in training with their units at Summer Camp. **Bill Broestl**, with the Army Reserves and **Phil Walsh** with the National Guard were the lucky ones.

If you coax them a little they'll tell you a war story or two.

Ex-K.P.O. **Pat Green** presented her husband with the second addition to the family, a boy, on June 19th. Young Master Green has been named **John**.

**Connie** and **Ken Hagedorn** spent their vacation in the wilds of Colorado.

**George Joseph** broke in his new car by driving to Canada.

The smiling Irishman, **Ed Mulroony**, and his wife, took in a week's fishing at Barnegat Bay, New Jersey.

The following week was spent with their son and his family at Pompton Plains, New Jersey.

**John Badaracco** purchased a ranch-type dwelling near Lorain Avenue.

**Joyce Snyder** and her husband **Howard** had intended to spend their entire vacation at Cape Cod, but it seems that Old Man Winter

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**Quarry at Huntington, Ind., on the Erie Railroad**

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misplaced his calendar. So, after one day of roughing it, the frozen couple traveled "south" to Wildwood, New Jersey where the weather was more to their liking.

Fishing may be fun for some people but for **Bob Bozoti** it has its drawbacks. While on the rocks at Edgewater Park, his knee popped out of place.

He ended up in Fairview Hospital recuperating from an operation on the troublesome thing.

**Tom Lynch** and his wife spent a week visiting relatives in Laurelton, Long Island and Brooklyn, New York.

If **Arthur Godfrey** decides to fill the void left by the departure of the McGuire Sisters, he can look to the Erie for capable replacements.

The talented threesome are **Erlamae Saunders, Kay McGreal** and **Anne Marie Coyne**.

**Dorothy Leek** and two of her girl friends spent ten days at the Poconos.

The picnic given by the Pickwick Lodge left nothing to be desired, so here's a tip of the old fedora to the entertainment committee: **Mel Merritt, Steve Miko, Tom O'Neill, Harold Brown** and **Genevieve Bell**.

The idle boasts put forth by the so-called Old-Timers went right down the drain as they fell before the Lodge softball team 19-5.

We don't wish to further embarrass the older set, but rumor has it that the score actually was much worse. Well, there's always next year.

St. Boniface Church was the scene of the wedding, July 12th, of **Joann Rau**, daughter of **John Rau** of this office, and **Donald Stelbasky**, a student at Kent State University.

After the reception, which was held at St. Rocco's Auditorium, the couple left for their honeymoon in Canada and New York.

**August Steinhilber** returned to the Erie after serving two and one-half years as a first lieutenant in the Marine Corps.

The Stork was a busy bird during the month of July. On the 13th he paid a visit to the home of **Alice** and **Jack Miller** and left them a bundle of joy by the name of **William John**.

September, 1958



WHEN **MARTIN G. DEAN**, special inspector at the Hornell Diesel shop, retired after 41 years with the Erie, **William G. Carlson**, assistant superintendent of motive power (left) and **Earl Branning**, general master mechanic (center) were on hand to bid him farewell.

Less than a week later, on the 19th, he dropped in on **Ursula** and **Paul Jurcisin** and presented them with **Cynthia Lynn**.

**Ann Marshall** spent two weeks taking a walk on the Boardwalk at Atlantic City.

**Mary Lou Raynak** came into work one day feeling low, decided she needed a lift and the next day found herself basking in the Florida sunshine.

**Lynn Covey** spent a week in Canada tantalizing the fish with his assortment of lures.

**Bill Ryder** proudly displayed to the office staff a photo of his son **Ed** in his Air Force blues. **Ed** currently is in the Electronics School at Sheppard Field, Texas.

The Pickwick Lodge softball team managed to offset their fielding lapses with a late-inning rally to win their initial July contest, 8-7.

The next two games must be labeled gifts, as our heroes won by forfeit.

The fourth game, however, found the team in a first-place tie and they responded in fine fashion.

**Bob Betts** pounded out four straight hits to lead the Railroaders to a 14-5 victory.

Manager **Steve Miko**, satisfied at last that he had found a winning combination, left his entourage

in the hands of his able assistant, **Frank Buck**, and headed for Canada for a two-week vacation.



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|---|---|

Name \_\_\_\_\_ Age \_\_\_\_\_

Home Address \_\_\_\_\_

Erie employees will receive 9Special Discount



## Employment

### JERSEY CITY

By V. T. Bustard

**Maureen Lancia** and **Nancy Brennan** have both resigned to care for their infant daughters.

**Blake Rhodes** spent his vacation in New Hampshire; **Marie Colasurdo** at Minisink Hills, Pennsylvania; **John Callahan** on short trips; and **Mrs. H. E. Kelly** at Beaver Lake, N. J., the Jersey shore and Connecticut.

## Allegany-Meadville

### GEN. FOREMAN & WRECK-MASTER, SALAMANCA

Congratulations to three of our co-workers on the new additions to their families this last month.

A girl was born to **Mr. and Mrs. Tom Benton** on July 21st. A baby girl gladdened **Mr. and Mrs. Klahr**

**Keister**, July 30th. And **Mr. and Mrs. Charlie Gaynor** became the proud parents of a boy on August 5th.

Welcome to **Kenneth R. Balmer**, formerly at Susquehanna, now working as car inspector at Olean.

### SALAMANCA

By S. Minneci

**H. J. Kamholtz**, retired GYM, and **B. J. Pruner**, yard clerk, are sporting new cars these days.

**Earl H. Howe**, retired agent, came down for a visit recently from his Wellsville, N. Y., home.

**Charles Seaver**, switchtender, and his brother **Robert** visited Charles' son **Jack** at the Great Lakes Naval Station while they were there on vacation.

They also took in two ball games in Detroit and two in Milwaukee.

• • •

## Susquehanna Division

### HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

**John Nagy**, blacksmith foreman, Hornell back shop, retired August 1st after 36 years of faithful service. A dinner in his honor was held at Hornell on August 21st.

**Jack R. Mahoney** and **Norma Nilson**, clerks in this office, are helping to forget the recession. Both have traded their old cars for newer ones.

The writer and his family spent a week at Cape Cod, Mass. on vacation.

## Erie Lines

(Story begins on page 12)

trains to triple the hill, taking their trains up in three sections.

Just before the crest is reached the B&SW passes under the Dunkirk Branch in a tunnel that some say is the shortest on the railroad—a beautiful structure of rusticated stone 90 feet long.

Trackwork on the grade is of the highest type, and 131-pound rail is used. Yet so severe is the service that the rail has a life of only four years before the wear forces maintenance of way men to turn it end for end, or move the rail from one side to another.

Near the foot of the grade is a new railroad bridge across a highway, a through plate girder bridge over 139 feet long, with girders 12 feet deep. Painted in Erie green, the steel rests on gleaming white concrete abutments erected in 1957.

### Flat Land at Last

Once the heights at Dayton have been reached, the B&SW becomes a "tame" railroad from the point of view of grades, for just west of Dayton the great Conewango Swamp begins.

The swamp, a typical highland bog area, is nearly 1,300 feet above mean sea level. Its rich soil, washed down from the mountains during ages past, has long been an attraction to farmers, and over the years many drainage projects have made parts of it fit to farm.

But drainage ditches have a way of becoming clogged, and there are many abandoned farms in the area that have reverted to wilderness again. Now the state of New York is studying a new drainage scheme.

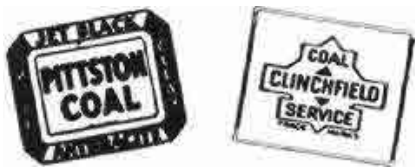
### Easy Grades & Curves

The level nature of the swamp-lands enabled the builders of the B&SW to avoid anything like a severe grade and in the more than 20 miles from Dayton to Waterbore, where the B&SW joins the main line of the Meadville division, the steepest grade is .6% and the longest grade is .325% for a little over a mile.

Curves, too, are gentle and sweeping as the line runs through South Dayton, Cherry Creek and Conewango to Waterbore, 58.6 miles from Buffalo and 23.2 miles from Salamanca.

(Next page, please)

*Erie Railroad Magazine*



## Pittston Clinchfield Coal Sales Corp.

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The Bradford division, originally built to reach the bituminous coal fields of northern Pennsylvania, played an important part in the early history of the oil age, for discoveries of oil along its route were among the first in the nation.

Organized as the Buffalo & Pittsburg Railroad Co., back in the days when there was no "h" in Pittsburgh, the line had hard sledding. The first work of grading was carried out by the original company shortly after its organization, in 1852. But no rail was laid.

Then the Buffalo & Bradford took over the work, in 1856, and it soon became almost a one-man railroad, so far as engineering, operating, mechanical and traffic departments were concerned.

### One-Man Road

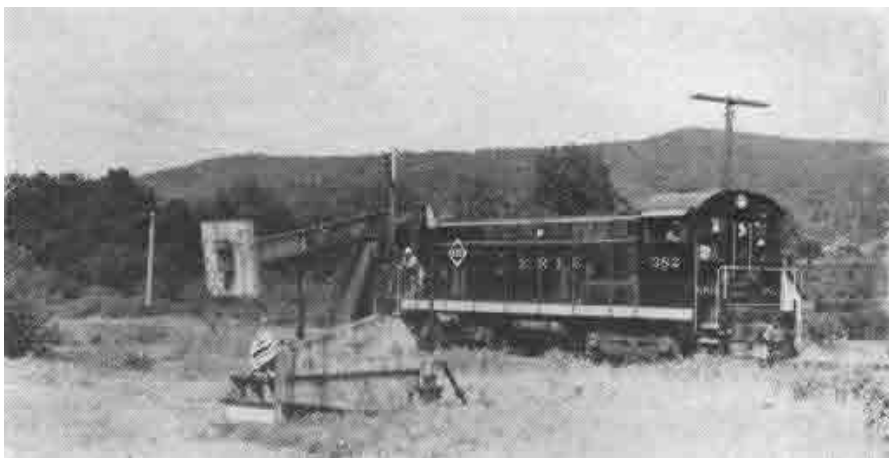
Augustus W. Newell of Bradford drove every center line stake from Erie Junction (now Carrollton, see Erie Magazine for August) to Bradford. Once the rails were laid the company borrowed the Erie's famous locomotive "Orange" and operations began.

However, they were soon abandoned, and the right of way grew up in weeds and brush. Meanwhile Newell was unpaid. He bought a hand-car and began to use it to carry freight. He found that hard work, and an uneconomic way to run a railroad.

Sure that the road had to be shifted to some power other than that of his muscles, Newell took a set of wheels from a gravel car and mounted an abandoned oil well drilling engine on it, together with a small boiler.

The tiny engine's single cylinder had a five-inch stroke; the wheels were driven by a belt from the flywheel to one of the axles. But the locomotive worked. Soon Newell, who was fireman, engineer, conductor and brakeman, was clearing more than \$10 a day for himself, and the sole owner of the road, Daniel Kingsbury, Newell's uncle, was glad to see his nephew making money.

In 1863 a group of Erie officers bought the road, made Newell a director, and a conductor and engineer were hired, and rolling stock was leased from the Erie. In 1866



**OIL AND THE BRADFORD DIVISION** go together like bread and butter. The well in the foreground produces high-grade Pennsylvania crude; the Erie Diesel in the background converts oil to power.

the Erie took over the line on a perpetual lease.

In 1873 the Erie began the development of the coal lands, and in 1875 the great oil rush, and the golden period of the Bradford division, began.

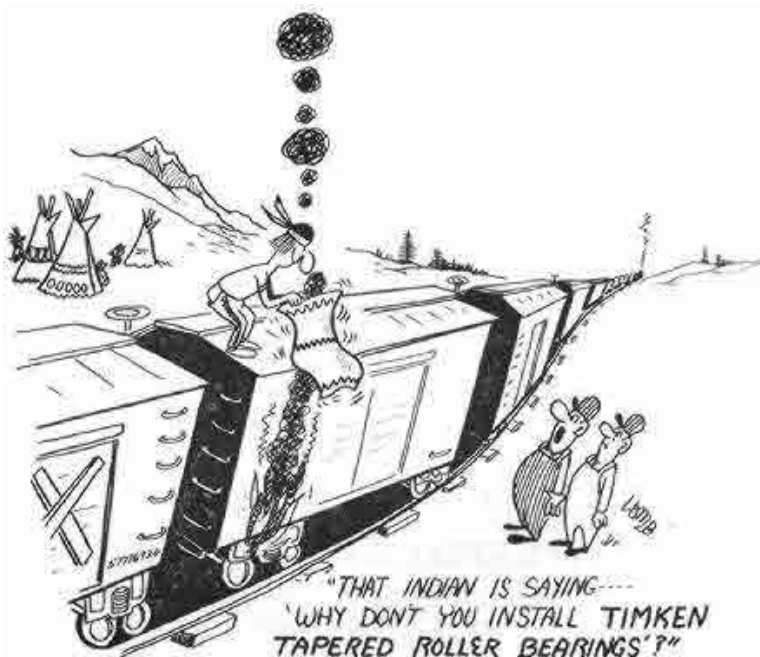
The road was extended to Johnsonburg; the first viaduct over the Kinzua was built in 1882 as the road was pushed southward.

Today's Bradford division, like the original line, leaves the Erie's main line at Carrollton, 4.4 miles east of Salamanca, and 407.2 miles west of Jersey City. The elevation is 1,390.2 feet above mean sea level.

(Please turn the page)

## THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,  
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# Erie Lines

(Story begins on page 12)



**HIGH LAND, CLEAN AIR AND SCENIC BEAUTY** make the area the Erie serves a natural for hospitals and sanitariums. This one, for tubercular patients, is typical.

For its first two miles the Bradford division runs on level ground through the flood plain of the Allegheny River, then crosses that river at one of its bends, and begins to climb the valley of Tunungwant Creek.

The grades from Carrollton to Bradford through Irvine Mills, Limestone, East Bradford and Bradford are all gentle or non-existent. In the center of Bradford, 11.5 miles from Carrollton the line has climbed 47 feet.

Now the line begins to climb in earnest, and at Custer City the grade reaches .53%, a rate of climb continued through Howard to a point just east of Lewis Run. In these six miles the line has climbed a further 118 feet.

From Bradford to Lewis Run the railroad has followed the East Branch of the Tunungwant, but now the right of way must climb out of that valley and over the height of land.

Here the steepest grade of the division, Big Shanty, begins, named for Big Shanty Hill, along the east flank of which the Erie runs. Big Shanty Hill rises to 2,170 feet above the sea, and its foot rises steeply from the creek.

Here Erie's motive power must buck a 1.63% grade for six and a half miles, and pull trains around 22 curves. So steep is the grade that eastbound trains are limited to 15 miles an hour; but there is no need to limit the speed of westbound trains; the grade imposes its own limitation, and few trains would be able to exceed the 30-mile limit set by the company.

On its way up the hill the road passes through Big Shanty Station and Tainters, sometimes called Taintor. Just before Crawford is reached, the road reaches the end of Big Shanty grade, after climbing 555 feet from Lewis Run.

Westbound trains run nearly south from Carrollton; but at

Taintor the line runs generally east-southeast toward the Kinzua Viaduct.

Through Riderville there is a gentle descending grade, and then, for more than a mile before the viaduct is reached, thanks to cuts and fills, the line is level.

The viaduct was long regarded as one of the wonders of the world for many years. Today, standing as it does in the almost untouched forest, it is an imposing work of man--2,053 feet long, 301 feet above the valley, and 2,081 feet above sea level.

## A Long Mile

The first bridge was a wrought iron structure, held together with bolts; today's, built in steel and riveted, was erected in 1900. The old bridge was said to be the world's longest and highest of its kind; the second bridge, when it was built, was the fourth longest in the world. (See Erie Magazine for June.)

Immediately beyond the viaduct the line begins to climb again, a .85% for nearly two miles. A mile still further on MP 31 is reached.

MP 31 is a remarkable milepost, for it marks the beginning of a long mile, and the next post is MP 147. The "mile" between the two is a trifle over 1 1/3 miles long--7,075.2 feet instead of the more usual 5,280 feet.

## Highest Point on Erie

The long mile, and the strange numbering, are due to the fact that at a point 31.82 miles from Carrollton the Baltimore & Ohio becomes responsible for the maintenance of Erie trackage. The B&O's predecessor road, the Buffalo, Rochester & Pittsburgh, regarded this point as 146.48 miles from its point of origin.

Whatever milepost it may be, from this point on to Johnsonburg, the Bradford is a double-track line, with Erie and B&O sharing its use.

Just before the end of the long mile is reached, the tracks pass through Mount Jewett. Just east of that station the road reaches an elevation of 2,206 feet, but the highest point on the Erie lies a little less than two miles farther west, near MP 149.66, where the

(Next page, please)

*Erie Railroad Magazine*

## BUCKEYE CAST STEEL PRODUCTS

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rails are 2,208.48 feet above sea level.

Now well over the hump between the Tunungwant and Johnson Run, the road begins to descend, and for a little more than two miles beyond Freeman the grade is .61%. A mile and a quarter beyond Hutchins a steeper fall in the right-of-way starts.

This grade, .91%, lasts for nearly 14 theoretical miles. Theoretical, for one of them is as short as the long mile was long. Between MP 156 and 157 there are only 3,632 feet. That mile includes Midmont, in one of the highland bogs along the line.

Here curves are as thick as they were on Big Shanty Hill. There are 32 of them along the grade, which ends at Clarion Junction, just east of Johnsonburg.

### Trackage Rights Begin

From Clarion Junction to Eleanor Junction the Erie holds trackage rights over the B&O. The route lies down the Clarion River from Johnsonburg to Carman; up Toby Creek to Brockway. At Brockway the Erie right of way follows Toby Creek up to the mines at the head of the valley.

The main line of the division, however, follows Wolf Run to DuBois, goes up Pentz Run to C&M Junction, down Stump Creek through Cramer and along Mahoning Creek to Big Run.

Big Run, known to railroad men as Eleanor Junction, is the end of Erie's trackage rights over the B&O, and is 50.67 railroad miles from Clarion Junction.

Today's business on the Bradford is much more diversified than it was in the past, when it was an artery over which oil and coal rolled to refinery and market.

There are paper box factories, oil well supply companies, and manufacturing plants along the line. There is still a huge oil refinery, and the Erie still moves coal from Cramer to consumers.

*(This is the 14th article of a series about the Erie Railroad. Forthcoming installments will trace more of the line's route from the Atlantic to the Great Lakes, and the numerous branches of the road.)*

September, 1958

## Barges

(Story begins on page 6)  
sent, was read.

Mr. Kriesen welcomed the guests, who included families of many of the boys, and told the story of how the Erie came to give the barges to the organizations. He recalled the Erie had once before given a barge to a similar organization.

Then he made the formal presentation of the barges to Lieutenant-Commander Patrick Mancino, commander of the Cadets, and to Harry C. Niethamer of the Kiwanis Club.

As he did so Erie tugs nearby blew the three long blasts of salute. A moment later the Cadets and Scouts were called to attention and one of the cadets, Joseph Piscotta, a younger brother of Brakeman Anthony Piscotta, played the national anthem on an accordion.

### Tug Takes Tow

Then young Piscotta delivered two certificates of appreciation from the Cadets to Mr. Kriesen, one certificate for the railroad, and the other a personal one for Mr. Von Willer.

DeJoia removed an Erie emblem from the Cadets' barge, revealing a piece of paper; Guibleo, a Lieutenant Junior Grade in the Cadets, removed the paper, and the AMC emblem appeared where the diamond had been.

A moment later a tug arrived, and put a line aboard the barge. Today she is beached beside the Hackensack River near Secaucus.



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# Promotions

(Story begins on page 10)



**Harold W. Gray**

Gray was born in Chicago in 1903, and joined the Erie there in 1926. Following service in numerous cities, he was appointed general agent at St. Louis in 1946.



**John L. Tjaden**

John L. Tjaden, division freight agent at Marion, becomes assistant general freight agent at Cincinnati.

He was born at Estherville, Iowa, in 1905. After serving with the M&StL and the Rock Island, he joined the Erie traffic department at Des Moines in 1930.

He became general agent at Springfield, O., in 1951, and was appointed to his present post in March, 1953.



**Leo E. Berry**

Leo E. Berry is promoted to division freight agent, Marion, from general agent, Boston.

He was born at Marion in 1908, and came to the Erie in 1926. His early service was in the operating department, and he entered the traffic department in 1938. Prior to his present position at Boston, he was commercial agent at Philadelphia.



**Charles G. Andrews**

Charles G. Andrews moves up from assistant general freight agent, Pittsburgh, to freight traffic manager, Chicago, to replace Clifford Harrow.

He was born in 1901 at Wickliffe, Ky., and his early railroad service was with the Seaboard, the Atlanta & West Point and the Clinchfield. He joined the Erie as commercial agent at Atlanta, Ga., in 1929.

He served at Birmingham and St. Louis and in 1944 was appointed assistant general freight agent at Pittsburgh.



**J. Lawrence Chapman**

J. Lawrence Chapman is promoted to assistant general freight agent at Pittsburgh. He was born in Elyria, O., in 1912, and joined the Erie in Cleveland in 1936. He served the Erie in numerous positions until 1943, when he was furloughed to join the Army.

He was released from the Army in 1946, and returned to the railroad. In 1954 he was named divi-

sion freight agent at Jamestown, and in 1956 became assistant general freight agent at Youngstown.



**Claude F. Lauer**

Claude F. Lauer moves up from division freight agent, Jamestown, to assistant general freight agent, Youngstown.

He was born in Huntington County, Ind., in 1911, and joined the Erie in 1929. Since 1936 he has been a member of the traffic department, with which his first duties were performed at Huntington.

He became general agent at Cleveland in 1954, and he has been division freight agent since 1956.



**C. William Stroh**

C. William Stroh is promoted to division freight agent at Jamestown. He was born at Youngstown in 1921, and his early working career was in industry there. After returning from service in the Army Air Corps in World War H, he entered the Erie's traffic department at Cleveland.

He was appointed commercial agent at Cincinnati in 1951 and became general agent at Toledo in 1955.

Ralph D. McMullin, who has been research traffic assistant in the research department since 1957, returns to the traffic department. (Next page, please)

*Erie Railroad Magazine*



partment to become general agent at Toledo.

He was born in East St. Louis



**Ralph D. McMullin**

in 1918, and joined the St. Louis office of the Erie's traffic department in

1941. He served in the Army in World War II and in the Korean occupation.

He was appointed commercial agent at Los Angeles in 1949, and served there until his transfer to the research department.



**Henry F. Heck**

Henry F. Heck, general agent at San Francisco, moves up to general New England agent at Boston.

He was born at Paterson in 1901, entered the service of the Erie at Arlington, N. J., in 1923, and transferred to the traffic department in 1926.

He was appointed general agent at Washington in 1953, and general agent at San Francisco in 1955.

**John C. Bannatyne**

John C. Bannatyne, veteran commercial agent at San Francisco, is promoted to general agent there.

He was born in San Francisco in 1897, and, after work with the Union Pacific and several other concerns, joined the Erie in 1925, and was appointed commercial agent two years later.

Richard A. Sause is promoted from commercial agent, Youngstown, to general agent, Youngstown, to succeed Harry W. McIlwain, deceased.

He was born at Youngstown in 1894 and entered the Erie's traffic department there in 1920, after World War I service in the Army, and employment with the P&LE and several Youngstown industries.

He has been commercial agent at Youngstown since 1940.



**Richard A. Sause**

• • •

## Losses in the Erie Family

| NAME                        | OCCUPATION                  | LOCATION                   | DATE OF DEATH |
|-----------------------------|-----------------------------|----------------------------|---------------|
| *Ambrose, Thomas David      | Trackman                    | Jefferson Division         | 11-13-57      |
| *Barcalow, Frank Herbert    | Checker                     | Jersey City                | 6- 9-58       |
| Barrett, John David         | Laborer                     | Newark Div.                | 7- 5-58       |
| Barry, Thomas Aloysius      | Cooper                      | Jersey City                | 6-29-58       |
| *Bloker, John Lucius        | Car Repairer Helper         | Port Jervis Car Dept.      | 7-10-58       |
| *Boehner, Charles John      | Conductor                   | New York Division          | 4-22-58       |
| *Boyles, Willard Earl       | Machinist                   | Meadville Diesel Shop      | 6-24-58       |
| *Brown, Harvey Holdridge    | Leading Machinist           | Susq. Motor Car Shop       | 7-8-58        |
| *BroWn, Wilmer Henry        | Brakeman                    | Mahoning Division          | 2- 3-58       |
| *Bunn, Albert               | Engineer                    | Tioga Division             | 1-12-58       |
| *Burke, William Richard     | Yardmaster                  | Hornell                    | 1- 2-58       |
| *Cole, George               | Conductor                   | New York Division          | 5-29-58       |
| Coleman, Warren Harding     | Checker                     | 28th St. Station, New York | 6-13-58       |
| *Crawford, John Brown       | Trackman                    | Susquehanna Division       | 5-21-58       |
| *Creagh, Edward Francis     | Chief Clerk                 | Hornell                    | 12-15-57      |
| *Delaney, Austin Aloysius   | Yard Clerk                  | Port Jervis Division       | 7-10-58       |
| *De Laney, John James       | Sectional Storekeeper       | Hornell Stores Dept.       | 3-24-58       |
| *Dodan, Ira Emile           | Operator                    | Dunmore Div.               | 11-18-57      |
| "Doyle, Richard Lawrence    | Crossing Watchman           | M/W--Kent Division         | 1-10-58       |
| *Eastwood, Walter Frank     | Section Foreman             | Allegany Division          | 5- 2-58       |
| *Fairservice, Stewart Henry | Clerk-Operator              | Hew York Division          | Unknown       |
| *Faltisco, Andrew           | Stowman                     | Buffalo Division           | 5-29-58       |
| FraneK, Thomas Andrew       | Trackman                    | Spring Valley Div.         | 7- 3-58       |
| *Gibson, James Henry        | Yard Clerk                  | Corning Div.               | 12-11-57      |
| *Gorman, Frank James        | Engine Dispatcher           | Jersey City Shop           | 12-19-57      |
| *Hall*ran, James Joseph     | Stockkeeper                 | Hornell Stores Dept.       | 4-30-58       |
| *Hanahan, Miles             | Yard Conductor              | Mahoning Division          | 3-17-58       |
| *Hannon, John Joseph        | Watchman                    | New York Div.              | 5-26-58       |
| Harrington, Floyd Newton    | Trackman                    | Meadville Division         | 7-19-58       |
| *Harris, Jacob              | Trucker                     | Newburgh Div.              | 5-31-56       |
| *Holter, Edwin              | Barge Captain               | Marine Department          | 6-28-58       |
| *Holycross, Harrison Hayes  | Operator-Leverman           | Kent Division              | 2-27-58       |
| Hynd, James Clyde           | Loco. Engineer              | Mahoning Division          | 6-22-58       |
| Kaminski, Casimer Anthony   | Carman                      | E. Buffalo Car Shop        | 6-28-58       |
| *Kaminski, Johann Joseph    | Carpenter                   | Marine Department          | 5-25-58       |
| Kerber, James Cyril         | Electrician                 | Jersey City Shop           | 7-2-58        |
| *Krause, Gotthardt Fred     | Conductor                   | Delaware Division          | 2-20-58       |
| *Kuzarik, Andrew            | Car Repairer                | Avoca Car Shop             | 4-4-58        |
| *Maily, Robert Francis      | Deckhand                    | Marine Department          | 6-26-58       |
| *Marion, Robert David       | Welder                      | Port Jervis Car Dept.      | 7-5-58        |
| *Mc Entee, James Joseph     | Deckhand                    | Marine Department          | 7-1 1-58      |
| *Mecca, Charles             | Blacksmith                  | Susquehanna Coach Shop     | 6-22-58       |
| *Meyer, Harry Lee           | Engineer                    | Susquehanna Division       | 5-28-58       |
| *Moore, Gilbert Ward        | Car Inspector               | Sharon, Pennsylvania       | Unknown       |
| *Mulke, Henry William       | Tugboat Engineer            | Marine Department          | 6- 2-58       |
| *Murphy, Thomas James       | Superintendent              | Marion Division            | 5-16-58       |
| *Myers, Samuel Lewis        | Relief Janitor-Mail Handler | Meadville Division         | 5- 2-58       |
| Parker, James Calvin        | Loco, Engineer              | Buffalo Division           | 6-19-58       |
| *Parker, James Daniel       | Roundhound Foreman          | Secaucus Shop              | 3-11-58       |
| *Parrag, Frank              | Car Inspector               | Brier Hill Car Shop        | Unknown       |
| Parry, Thomas Edison        | Chief Clerk                 | Hoboken M/W Dept.          | 7-8-58        |
| *Pecora, Dominick           | Laborer                     | Jersey City Shop           | 6-7-58        |
| *Reilly, James Joseph       | Train Dispatcher            | Jersey City                | 1-18-58       |
| *Rinkavage, Bernard Peter   | Engineer                    | Jefferson Division         | 3-10-58       |
| *Romasser, George           | Engine Watcher              | Attica, New York           | 1-16-58       |
| *Sherba, Henry              | Boilermaker                 | Meadville Roundhouse       | 2-21-58       |
| *Smetzer, Albert Jacob      | Conductor                   | Marion Division            | 11-24-57      |
| *Smith, Robert              | Machinist                   | Meadville Shop             | 2-21-58       |
| Stoeckel, Walter Fred       | Car Inspector               | Olean Car Dept.            | 6-16-58       |
| *Thomas, David John         | Laborer                     | Susquehanna Coach Shop     | 5-20-58       |
| *Thompson, Edwin Norwood    | Telegraph Operator          | Mahoning Division          | 6-18-58       |
| *Tigue, James               | Engineer                    | Delaware Division          | 2-11-58       |
| *Welch, Edgar Moral         | Agent                       | Urbana                     | 6-10-58       |
| *Westphal, Louis Frederick  | Engineer                    | N. J. & N. Y. Railroad     | 6-9-58        |
| *Whalen, Richard Lawrence   | Conductor                   | Buffalo Division           | 1-27-58       |
| *Williams, William          | Crossing Watchman           | N. Newark                  | 4- 9-58       |
| *Youmans, Charles Alton     | Shop Hostler                | Jersey City Shop           | 3- 5-58       |
| *Retired Employees          |                             |                            |               |



**ERIE VETERANS AND THEIR GUESTS** found the wild animal act enthralling.

## Outing

(Story begins on page 8)

Youngest veteran at the picnic was Charles L. Lamoureux, 37 years, 10 months and 16 days old, who went to work for the Erie on June 20, 1938. He is an assistant accountant in the Auditor of Revenues office in Cleveland.

The prizes were presented by Mr. Von Willer.

All during the day the Hunting-

ton Band, made up of Erie employees, furnished a musical background for the conversations and amusements of the veterans.

Speeches at the business meeting were kept as short as possible. It was announced that membership, which is restricted to those who have worked at least 20 years for the Erie, now stands at 4,700.

Henry A. Lange, 85 years, 10 months and 3 days old, won the

prize for the oldest veteran present. When he retired in 1939 he was a conductor on the New York division, and had been employed by the Erie since 1906. He joined the veterans' group in 1928.

The prize for the veteran present with the longest service to the Erie went to Charles E. Gump, Huntington, who, after 52 years, 10 months and 11 days of service, is still an active conductor.

Some who attended went for boat rides on Conneaut Lake, others went swimming, and still others rode the amusement devices, or watched their children and grandchildren ride the special devices for young people.

At the meeting the slate of newly elected officers, who will be installed at the mid-winter meeting, was introduced.

They are Hubert A. Kelly, Huntington chapter, president; Harry C. Travis, Hornell chapter, first vice president; Charles J. R. Taylor, Cleveland chapter, 2d vice president; Rex P. Reebel, Youngstown chapter, recording secretary; Leonard P. Johnson, Salamanca chapter, treasurer; Leslie H. Arold, Cleveland chapter, financial secretary; and Frank P. Belling, Jersey City chapter, director of social activities.



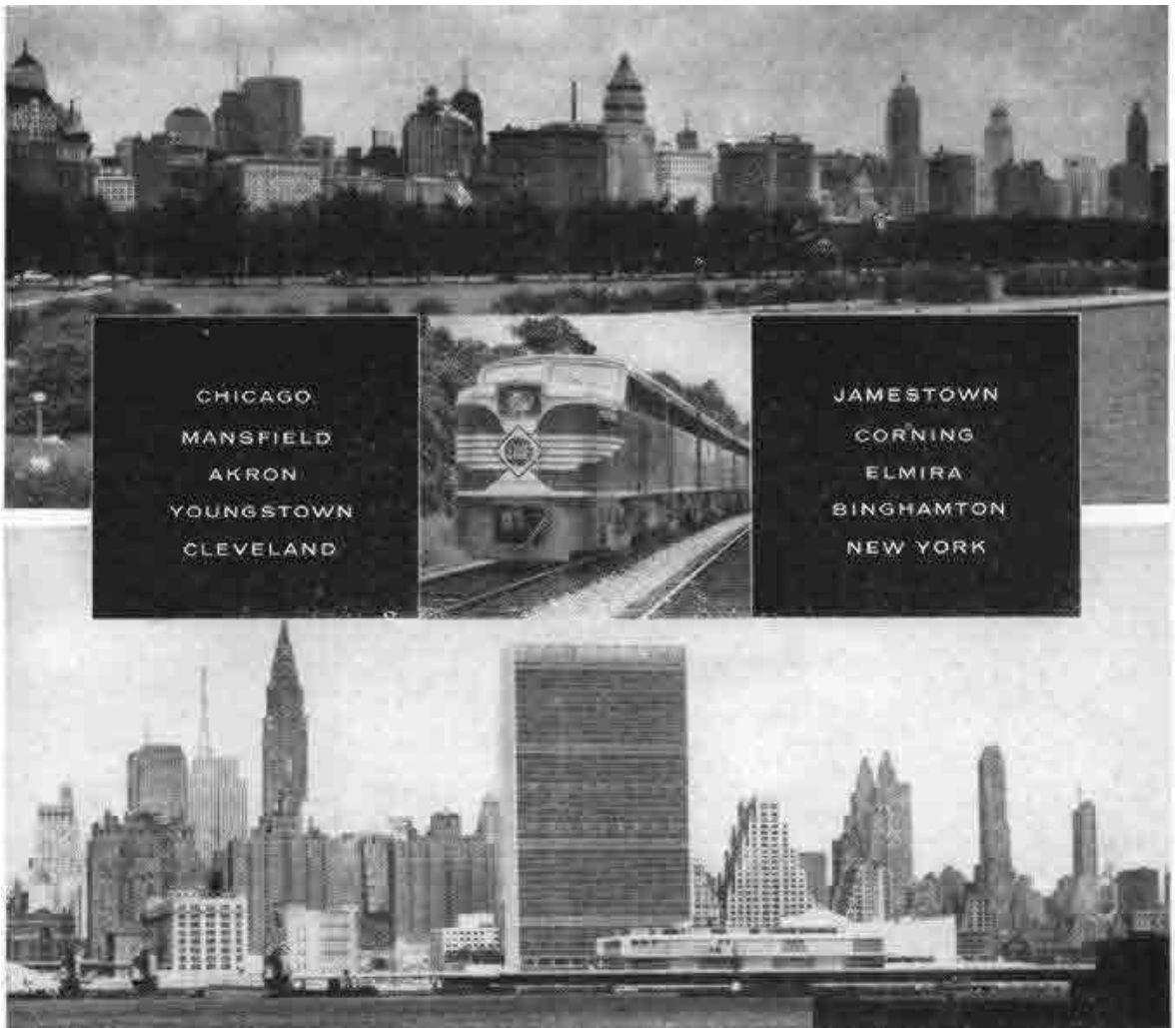
**TROPHY SYMBOLIZING THE ERIE Veterans softball championship** is turned over to A. E. Kriesen, assistant vice president and general manager, Eastern District (left) by James P. Allison, general manager, Western District (smoked glasses). Admiring the trophy is Michael J. Riccardi, Port Jervis, Eastern District team captain. Anthony Kerber, captain of the Western team holds the second place prize.



**N**OW he is like a tightly wrapped bud. But, petal by petal, you will help the future unfold in your child. Sobering idea, isn't it? Makes a thoughtful parent resolve to begin saving now for the richer future a good education can provide. And what better way to save than with U.S. Savings Bonds? Where nothing can harm that education fund. Where saved dollars earn 3 88 interest when Bonds are held to maturity. And where saving is surer--because you can buy Bonds regularly where you bank or automatically through the Payroll Savings Plan where you work. Why don't you start your Bond program today? Make life more secure for someone you love.

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