



**SEAWAY  
ORE**

OUR 55TH YEAR OF PUBLICATION

**SEPTEMBER 1959**

## •The President's Page

**A** GLANCE at the Business Indicator chart on page 4 of the Magazine shows that up until July our 1959 carloadings were making a nice recovery from the recession period of last year. July, of course, reflects the effect of the steel strike on our business.

You will recall we had unusually heavy expenses earlier this year because of flood conditions. In addition, our expenses were increased by a wage increase of 7 cents an hour on November 1, 1958 and higher Railroad Retirement and Unemployment taxes became effective on June 1st of this year.

By keeping a tight control over expenses, we were able to make a substantial gain in our net income figure compared with last year. For the first six months, we almost reached the "break even" point. However, with the decline in steel shipments in July, we went into the red by nearly \$2 million.

These circumstances make it necessary to continue our economy program and prevent our going ahead with a capital improvement program that would add strength to our railroad.

At this writing, there is no telling how long the steel strike will continue. If it doesn't last

too long, we look forward to a healthy resumption of business later this year. However, we will need greatly increased revenues to offset the continued inflationary rise in operating costs. We cannot expect to make progress by merely breaking even.

Events such as we have experienced in the last two years, plus the general economic and competitive trends in the industry, make it more and more apparent that a merger of the Erie and Lackawanna Railroads is a realistic solution to the challenge that confronts all of us.

Only by substantially reducing costs and improving service can the railroads hope to continue as free enterprises. The proposed merger is a step in this direction.

As a combined railroad system, we will be in a much stronger position to cope with these problems and make the kind of progress that is so necessary in today's dynamic and changing transportation market.

*H. W. Van Weller*



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

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September, 1959

Volume 55, No. 7

## THE COVER:

Iron ore has been reaching the Erie's docks at Cleveland through the St. Lawrence Seaway, as well as from mines at the head of the Great Lakes. The Canadian vessel on the cover brought ore from the Ungava region of Labrador. More about iron ore and the Erie on page 12.

## OUR OBJECTIVE

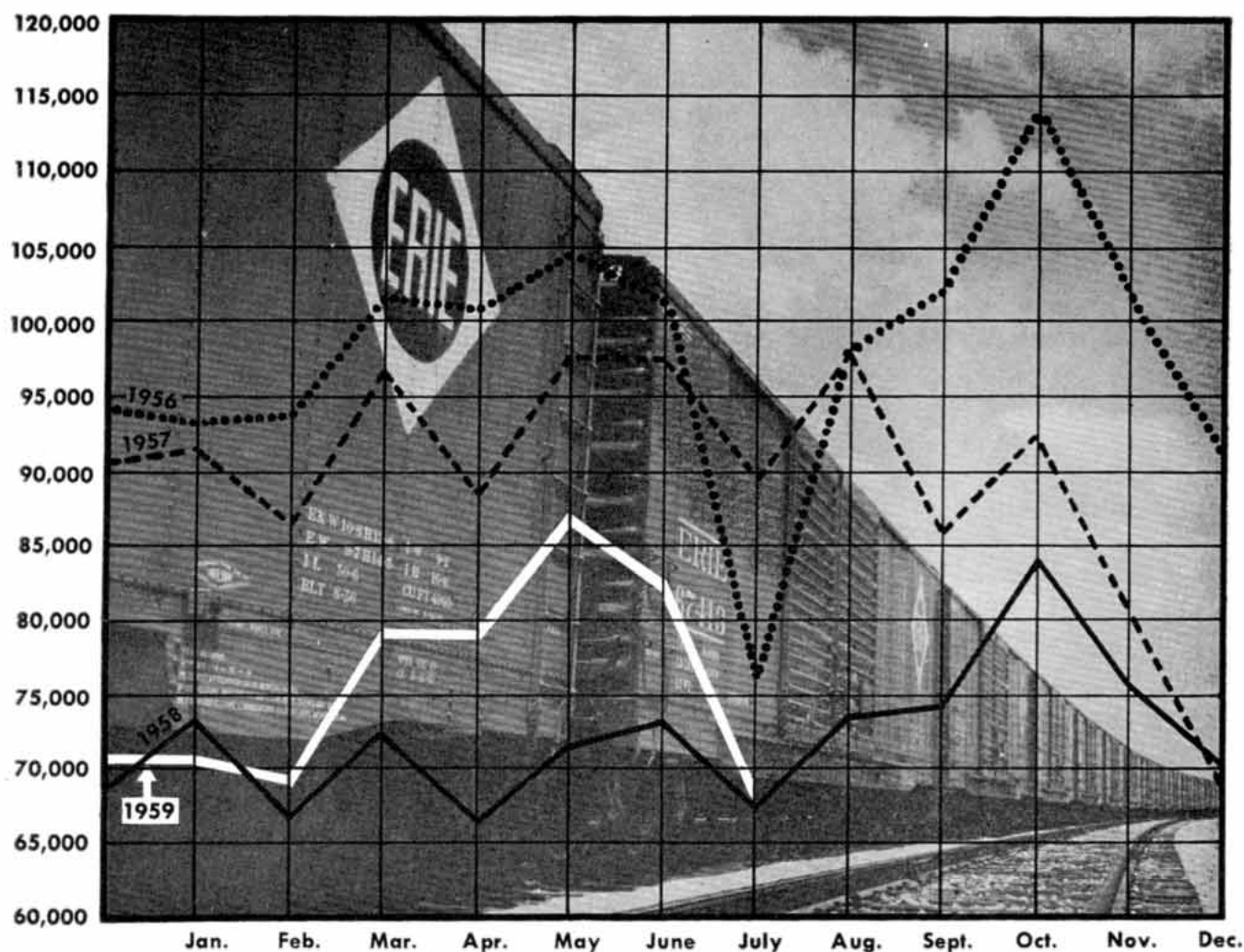
Primarily the Erie Railroad Magazine is published for Erie employees and their families, secondarily for Erie shippers, suppliers, shareholders and others interested in the railroad. The editors try to tell objectively and completely about the progress of the Erie by discussing management's policies,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

The article beginning on page 8 is copyrighted by the Reader's Digest Association, Inc., Pleasantville, N. Y. Separate reprints are available on request to the Erie Magazine, Room 1327 Midland Building, Cleveland 15, O.

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

# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or Loss)
Month of July:			
1959 .....	\$12,672,325	\$14,474,492	(\$1,802,167)
1958 .....	13,606,844	13,322,671	284,173
Seven months ended July 31:			
1959 .....	\$94,085,930	\$96,048,901	(\$1,962,971)
1958 .....	87,420,880	92,022,106	( 4,601,226)

( ) Denotes Loss



# Erie, DL&W Shareowners to Vote on September 22nd

## Special Meetings on Merger Proposal Set in New York City

**S**TOCKHOLDERS of the Erie Railroad and Delaware, Lackawanna and Western Railroad received proxy statements about the middle of August soliciting their approval of the proposed merger of the two lines. Special meetings of the stockholders of both companies will be held in New York City on September 22 for this purpose.

A joint merger application was filed with the Interstate Commerce Commission on July 1. It is expected a hearing will be held before the Commission sometime late in September. Approval of at least two-thirds of the stock of each company will be required.

Erie common stockholders are to receive  $1\frac{1}{4}$  shares and Lackawanna holders one share of common stock of the new company for each share presently held. Erie preferred stock will not be affected and all existing bonds of both companies, including debentures, will remain outstanding as a debt of the merged company.

The proxy statement indicates that the merger will result in ultimate savings in expenses of not less than \$13,000,000 a year, before federal income taxes.

### Increase in Income

Part of the increase in income would be realized immediately, others gradually and the full amount within five years after the merger becomes effective.

The savings would come from economies in transportation, more efficient use of motive power and equipment, elimination of duplicate facilities and savings in traffic and general expenses.

A net cash outlay of not to exceed \$5 million will be required to produce these savings. The management does not foresee any difficulty in providing this capital expenditure out of the net current assets of the unified company.

### 4,701,384 Common Shares

An increase in pre-tax income of \$13,000,000 a year would mean, at present federal income tax rates, an increase of \$6,240,000 in net income after taxes. The combined net income of the two railroads averaged \$7,666,000 annually for the past six years, including last year's

deficit of \$7,603,000 which was a depression year for the railroads.

The capital stock of the new company will consist of 125,330 shares of preferred stock and 4,701,384 shares of common.

Total long term debt of both companies as of June 30, 1959, was \$327 million, including \$53 million of equipment trust obligations. There will be no increase in fixed or contingent charges as a result of the merger.

### 3,200-Mile Railroad

The Lackawanna operates primarily between New York and Buffalo in much the same territory

as the eastern district of the Erie Railroad. This similarity of routes offers opportunities for the elimination of parallel tracks and duplicate facilities.

The Erie and the Lackawanna have been fully diesel-powered for several years. The combined company will own about 700 diesel locomotive units, 33,000 freight cars, 1200 passenger cars, 1100 company service cars and 350 units of marine equipment for delivering freight in the New York Harbor area.

The new system will constitute over 3200 miles of railroad made up of approximately 7500 miles of track. The main lines between Hoboken—Jersey City, and Buffalo and Chicago serve such large centers as Scranton, Pa.; Binghamton, Elmira, Corning and Jamestown, N. Y.; Youngstown and Akron, O. Important secondary main lines serve Utica, Syracuse, Oswego, Rochester, N. Y.; Kingston, Pa.; Cleveland and Dayton, O.

## Middletown Times Herald Commends Roads on Plan

**T**HE Middletown (N. Y.) Times Herald had this to say about the proposed merger of the Erie Railroad and the Delaware, Lackawanna & Western:

The proposed merger of the Erie and Lackawanna Railroads represents a move by these carriers to solve their own problems without the familiar cry for government subsidies.

In past history mergers have proved the solution to serious railroad difficulties. There is every reason to believe that an Erie-Lackawanna union will produce the same beneficial results.

Officials of the two roads see an opportunity ahead for a large increase in earnings that will benefit employees, customers, investors, suppliers and the communities served.

They likewise look forward to a united effort to attract industry to towns and cities along the lines—a plan similar to one that has been carried out with some degree of success over the past years by the Lehigh and Hudson River Railway, with headquarters in Warwick.

The prospectus for the merger cites a number of possibilities that could result from a joint operation.

More efficient and economical transportation is one of the goals; an improved service to shippers is another.

The overall aim, of course, is to

(Please turn to page 29)

# Old Hand, Newcomer Share Erie System Golf Honors



**DONALD D. MILLER**, age 19, is the youngest man ever to win the Woodruff Trophy.



**JOHN J. KUKIS**, 68, won the golf ball offered to the oldest player. Here he and **Joseph W. Walker** (right) look it over. Kukis is a retired division storekeeper; Walker, a retired general foreman.

## Young Brakeman Wins Woodruff Trophy

**D**ONALD D. Miller, yard brakeman, Marion, won the Robert E. Woodruff Trophy for low net score and Ralph Costa, leading storekeeper, Meadville, won the William A. Carlson Memorial Trophy for low gross score at the fourth annual Erie System Golf Tournament held July 27 and 28.

The event was held on the Hailwood course at Meadville; next year's tourney is set for Youngstown. In its first years the locale of the affair seems to be moving westward over the division points: the first two were held at Hornell, the third at Salamanca.

Miller's score, 39 out, 33 in for a total of 72 was reduced by a Calloway handicap of 7 to give him a net 65, and won him the trophy for the first time. Costa repeated his triumph of last year when he won the Carlson Trophy. This year his card read 34 out, 33 in, for a total of 67. Under the system used he was scratch man.

### Weather Called Ideal

Weather on the two days of play was called ideal; and scores were similar both days. In fact, Costa played his round on Saturday, and Miller on Sunday.

Growing popularity of the tournament seems proven by the entry figures of the last three years. This year 109 entered and 101 made the trip to Meadville and played. In 1957 there were 71 players and in 1958, 83 participated.

Costa, besides being a two-time winner of the Carlson Trophy, is a former Golden Gloves champion. He and Mrs. Costa live at Meadville.

It was Miller's first appearance at an Erie golf tournament, and he is the youngest man, both in time of service and in his own age ever

**RALPH COSTA**, Meadville, won the William A. Carlson Memorial Trophy for the second time.



**PAUL J. SEIDEL**, Meadville, **C. William Stroh** and **Edward D. Moynihan**, both of Jamestown, compare scores.

to win a trophy in the event.

He was 19 on July 7, and has been working for the Erie since June 13. A graduate of Pleasant Township High School near Marion, he played on his school golf team.

Three retired Erie men played in the tournament: Harry Ellerman, John J. Kukis, and Joseph Walker.

William G. Carlson, Cleveland; Les Rettberg, Salamanca, and Guy Costa (Ralph's nephew), Meadville, tied for second with gross scores of 70. John Bauer, Huntington, who won the Woodruff Trophy in 1957, and Donald Schoonmaker, Marion, tied for second with net scores of 68.

#### Scores Announced

Gross, handicap and net scores follow:

Donald D. Miller, Marion	72	7	65
Ralph Costa, Meadville	67	0	67
William G. Carlson, Cleveland	70	2½	67½
Guy Costa, Meadville	70	2½	67½
Les Rettberg, Salamanca	70	2½	67½
Donald J. Schoonmaker, Marion	76	8	68
John Bauer, Huntington	73	5	68
C. W. Stroh, Jamestown	78	9½	68½
James D. Gobeille, Cleveland	98	29½	68½
Pete Vitale, Youngstown	77	8½	68½
John Zuchero, Meadville	83	14	69
Paul L. Steinmetz, Cleveland	113	44	69
Joseph Lucas, Ferrona	74	5	69
William E. Jones, Marion	77	7½	69½
Edward Orr, Huntington	78	8½	69½
Bert Knoll, Jamestown	80	10	70
Leo E. Berry, Marion	85	15	70

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**SYMPATHY ON A BAD LIE** is extended by **Carl Briggs** (left) of Youngstown to **Edmund Kale** of Akron.



**HERE AT THE SCOREBOARD** are, left to right, **Ivan W. Jordan**, **Walter Loper** and **Gerald Maynard**, all of Marion.



# Reader's Digest Asks:

## MUST WE TAX THE RAILROADS OUT OF BUSINESS ?

Exorbitant and inequitable state and local levies are not only bleeding these essential carriers to death but are helping to subsidize the competition.

By David I. Mackie

*Chairman, Eastern Railroad Presidents Conference*

ON THE EDGE of the Blackfeet Indian Reservation in Montana's Glacier County lies the town of Cut Bank, population 4500. Surprisingly, this small community boasts a large and expensive airport: it cost about four million dollars of federal funds and it covers three times the area of New York's La Guardia Airport.

Only one carrier, Western Airlines, uses this field. In 1958 about two passengers a day boarded its planes there. But the towns-

people feel an airport is so important that they are willing to pay for its maintenance by keeping its 1703 acres off the tax rolls and as-

sessing a special annual airport tax against local property owners.

On the face of it, this makes sense. If the citizens are willing



ALL TOO TYPICAL of today's landscapes is this one—a tax-paying railroad paralleled by a tax-free toll road and a tax-supported waterway. Both other means of transport are thereby given an unfair advantage over the rail route.



to pay for an airport, well and good. But when you examine who paid what in this case, the logic becomes a little blurred. In 1958 the Great Northern Railroad, which runs through Cut Bank and is therefore a local taxpayer, was assessed \$2530 as its share of the costs of this competing facility; in the same year Western Airlines paid \$41.17!

But if you should accuse Cut Bank of unfairness to the Great Northern, the city fathers could point out that in whacking the railroad hard with local taxes they were only following well-established practice. Some of our biggest cities—New York, Cleveland, Boston, Pittsburgh, to name just a few—are masters of this art, and thousands of smaller taxing bodies are also practicing it with a will.

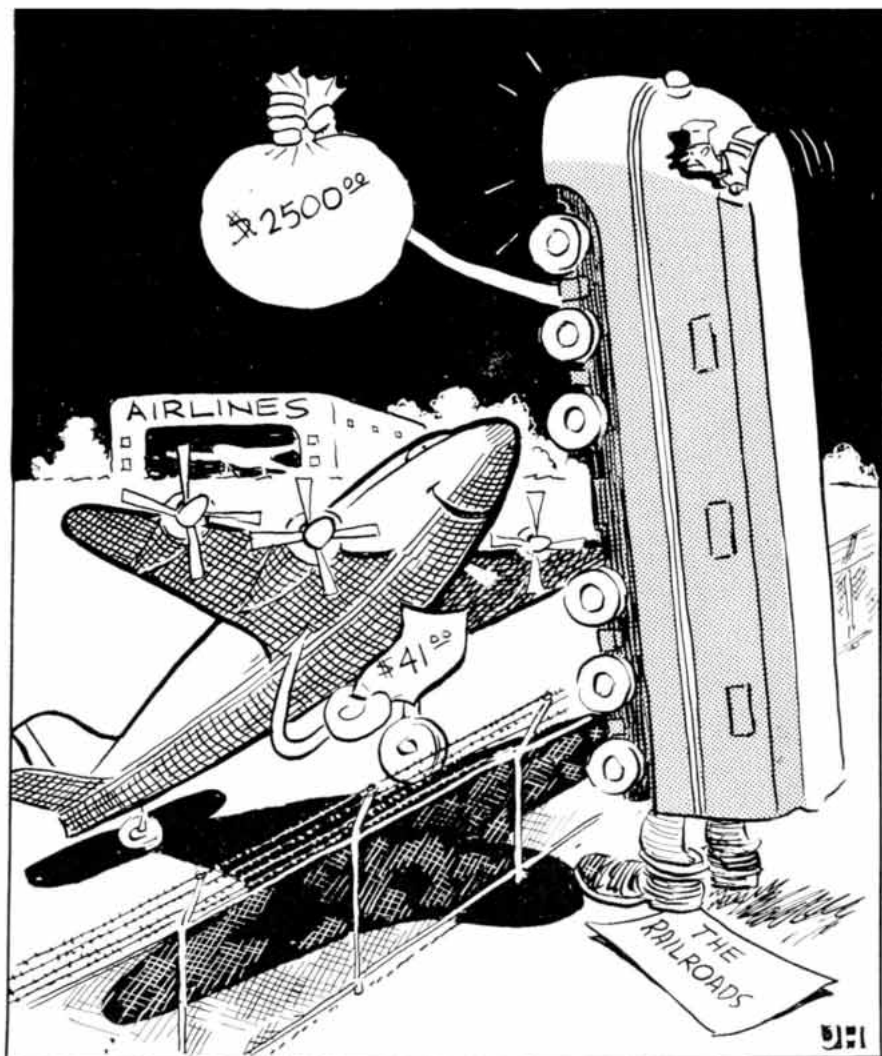
In 1958 the bills of all these state and local tax collectors added up to a railroad tax of 400 million dollars (in addition to 550 million dollars in federal income and payroll taxes). More than any other single factor, it is this huge sum that is causing our railroads frantic concern over what a 1958 Senate report called "the general decline of the railroads."

While the rails have seen their revenues increase less than one per cent a year over the past decade, their state and local taxes have climbed at the rate of more than three per cent annually! There are two reasons for the railroads' concern: the sheer size of the taxes, and the relationship between the railroads' taxes and those paid by their fast-growing competitors.

The first problem stems from the fact that the railroads are the largest industrial owners of real estate in the United States, with 386,000 miles of track taking them into 96 per cent of our 3067 counties.

This means that their rails run through literally thousands of individual tax jurisdictions—states, cities, towns, villages and school districts—to which every year they must contribute. In New York State alone the railroads contribute to more than 6000 taxing bodies.

If these taxes had some logical relationship to the railroads' earn-



ings in each community, the system might make some sense. But there is no such relationship.

In New Jersey, the Pennsylvania Railroad paid \$5,800,000 in taxes last year while earning only \$700,000.

In Toledo, Ohio, the local newspapers and the chamber of commerce conducted a campaign to force the New York Central to

build a new passenger station, though the old station was already running at a deficit. The Central did build a new terminal, at a cost of \$4,856,000, and the annual tax on it jumped from \$8484 to \$48,799.

In Pittsburgh, the Pennsylvania Railroad spent \$9,500,000 in realigning its tracks and rebuilding

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In concluding an investigation begun more than three years ago, the Interstate Commerce Commission has urgently recommended a series of specific steps to revive dwindling railroad passenger travel. These steps include relief from local, state and federal taxes—among them being the repeal of a ten-percent federal excise on passenger fares.

The I.C.C. strongly urged equitable treatment of the railroads with other modes of travel. It declared: "The impetus given motor and air travel by federal, state and local government promotional programs has unquestionably operated to the disadvantage of railroad passenger service. Yet there is little evidence of any comparable government effort to promote the public interest in railroad passenger service or to prevent or to take into account competitive inequalities that may be induced by such promotional programs."

—New York Times (May 26, '59)

TEXT REPRINTED from the August 1959 issue of **READER'S DIGEST**

# Financial Paper Hits Plan to Subsidize Air Freight

**T**HE following editorial from the Wall Street Journal of August 5 points up one more example of shortsighted transportation policy that could well be the straw that breaks the "iron horse's" back:

A Civil Aeronautics Board member, Louis Hector, has suggested what he calls "the time-tested method" to boost the air freight business. It's simple: Government subsidies for the cargo airlines.

Mr. Hector proposes that air cargo rates be slashed low enough so that the air carriers can get more business away from the rail and motor carriers. Then when these rates fail to cover the cost of carrying the freight, he says, the Government should provide a subsidy so that the air carriers can still make a profit.

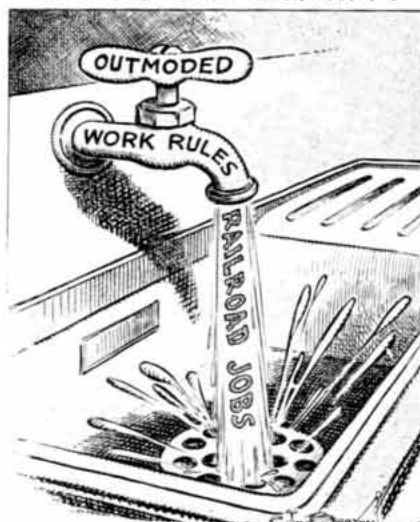
There's a special irony in the timing of Mr. Hector's suggestion because a couple of days before he made it several executives of the air freight industry were reporting, in a story carried on this newspaper's front page, a booming business (revenue up 31% from three years earlier) and predicting greater things to come. Plainly the air freight business hardly needs a subsidy to soar into the wild blue yonder.

But no matter. Need, common sense or economic judgment have never been major factors in Mr. Hector's "time-tested method" of subsidies, whether for farm crops, air cargo or whatever. So far we have noticed only one airline (The Flying Tiger) that has said it doesn't want a subsidy. And few people are apt to think much about the consequences, economic and political, of this subsidy on other people.

Only a curmudgeon would ask whether it is sensible or just to gather taxes from thousands of people and pay them over to air cargo lines so that some shippers can afford to ship by air. Curmudgeons have been asking that question for years about all manner of subsidies, but to no avail.

But we hope somebody will ask a few questions about the effect of such a government program on other objectives of the Govern-

## DOWN THE DRAIN !



ment. One of the problems right now is how to resuscitate the failing railroads, burdened by excessive taxation, the dead hand of outmoded regulation and the competition of subsidized water and motor carriers.

If there is anything calculated to make that problem worse it is to use Government subsidies to boom the business of their competitors.

Of course, Mr. Hector is correct in what he says an air cargo subsidy would do—it would spurt their business, cause a lot more freight to move by air (why not if somebody else is paying part of your shipping bill?) and stimulate the building of more airplanes.

But every subsidy looks "good" if you overlook the fact that it is a time-tested method of making two problems grow where there was one before, not to mention growing a new headache for the overlooked taxpayer.

• • •

Plain box cars accounted for 65% of the 3,736 new freight cars ordered by the railroads in April, 1959.

# Lenni Lennape Were Original Jerseymen

**I**NDIANS in the area that is now New Jersey were largely responsible for the founding of the State. They called themselves the Lenni Lennape, meaning "Original People," and belonged to the general group of Algonquin Indians.

The tribe helped the settlers in many ways, and all land in New Jersey was purchased from the Indians.

Among the first explorers to visit the area were Sebastian Cabot, Giovanni de Verrazano and Stephen Gomez. All are said to have sailed along the present New Jersey shores between the years 1524 and 1600, taking back to their homelands stories of the area.

In 1609 Henry Hudson, employed by the Dutch East India Co., sailed into Newark Bay and up the river which came to bear his name. Five years later, Cornelius Jacobsen Mey explored the lower Delaware River, and Cornelius Hendrickson charted it in 1616.

## Early Bergen

The trading station of Bergen was founded by the Dutch colonists in 1618, and in 1623 the first party of permanent home-seekers arrived at New Amsterdam. Some of this group moved on to form a settlement on the east bank of the Delaware and built Fort Nassau near the present site of Gloucester. It was shortly after this that the settlement of Hobocanhackingh (Hoboken) was established on the western bank of the Hudson.

For ten years beginning in 1664 the area was in a state of turmoil as the Dutch and the English both claimed it. Finally the Treaty of Westminster, signed February 9, 1674, the territory was turned over to England.

## Cheap at £1,000

In the same year the Duke of York granted by deed to Sir George Carteret that part of New Jersey which later became known as East New Jersey. The other half of the state known as West New Jersey was sold by John, Lord Berkeley, to John Fenwick for

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# Rails Prime Defense Asset, but Subsidies to Competition Weaken Their War Potential

In an all-out test of survival, railroads could mean the difference between victory and defeat, Congress was told here recently.

Terming the 200,000-mile rail system "one of America's greatest national defense assets," an industry spokesman assured the nation in a congressional hearing that it can count on railroadmen to deliver "superhuman effort to keep the trains rolling in any new emergency."

"Though our great terminal centers are destroyed, as it is predicted some may be, we will recover as no other carrier can . . . and when gasoline and rubber supplies diminish and other traffic grinds to a halt, railroads again will do their best to take up the slack," declared Daniel P. Loomis, president of the Association of American Railroads.

## No Hand-Out Sought

Appearing before a House Armed Services subcommittee investigating the adequacy of transportation for mobilization demands, Mr. Loomis warned, however, that rail capacity has been hit hard by the rising tide of government-aided competition. He appealed for drastic public policy changes to enable railroads to build up greater strength and capacity for both peace and war demands.

Mr. Loomis said his plan of action would give America "its greatest national defense bargain."

The railroads, he added, seek "neither favoritism, nor charity, nor hand-outs—nothing more than equal treatment from government and a fair chance to compete for business on the same terms as other carriers."

## Civilian Travel Question

The railroad leader emphasized that far from being sidetracked by new developments in weapon concepts, the railroads would prove more useful in future emergencies than in the past. This springs from the carriers' inherent flexibility, mobility and recuperability, to-

gether with railroad know-how and modern equipment made possible by advanced technology and vast private investment.

Yet, despite postwar capital expenditures totaling \$14 billion, railroads do not have the reserve equipment that existed in 1940 to meet the swollen traffic demands war would bring, Mr. Loomis warned. The most serious situation, he said, exists in passenger car ownership which has declined by one-third since 1944.

## Motive Power

Even if all military passenger requirements can be met, as the military believes, he pointed out, the grave question of where civilian travel diverted from highways and airways would go remains unanswered.

"It is a sobering fact that today not only is there no car surplus,

(Please turn to page 29)

# Erie Limousine Serving Bradford is Discontinued

Because of declining patronage, the Erie Railroad limousine service between Salamanca and Bradford was discontinued Monday, August 10, A. G. Oldenquist, passenger traffic manager, announced. The action had been approved by the Interstate Commerce Commission.

The limousine service was started in 1950 and provided transportation between the two points for Erie Railroad passengers. Four daily trips were made to meet Erie trains at Salamanca. The service averaged less than one passenger per trip during 1957 and 1958, Mr. Oldenquist said.

The Erie Railroad reported a loss of \$30 per day in excess of fares paid, or \$900 per month, in providing the convenience for the traveling public. Mr. Oldenquist pointed out that two regularly scheduled bus lines furnish adequate service between the two cities.



"HE CLAIMS he can find nothing in the rule book against it!"



# Erie Stores Iron Ore Again at Vast North Randall Dock

## Red Earths Like Money in the Bank

**T**HE ERIE RAILROAD's vast ore storage facility at North Randall is working again—and in these months of slackening car loadings that is good news indeed.

For the ore brought from the Erie docks in the port of Cleveland and stored at North Randall is like money in the bank. It's a comforting feeling to know that the ore being stock-piled during the present steel strike means future revenue for the Erie when the steel mills start working again.

The revenues on this ore are not included in our accounts until the ore is removed from the huge piles for use. And between June 15, when the facility was reopened, and August 15, more than 7,000 cars of ore were dumped there.

### 650,000 Tons

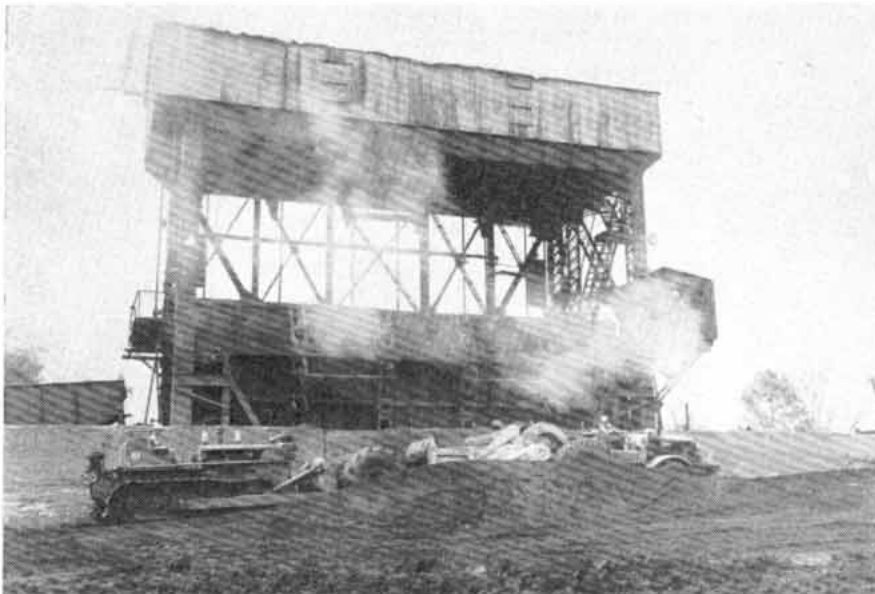
All that ore—and it is expected that storage this year will reach the 650,000 ton mark—represents business that the Erie will get later. And in a sense it is new business, for the storage dock has not been considered fully active since the ore bridge there collapsed in the big wind of July 26, 1956.

At that time it appeared that it would not be worthwhile to restore the North Randall docks to their full capacity, rated at 1,000,000 tons. For changes within the steel industry had led the big companies to erect their own storage facilities, and there appeared to be little hope that it would ever again be as busy as it had been in its first 40-odd years, when three times, in 1951, 1952 and 1953, more than 1,000,000 tons had been held there for steel companies.

But the current steel strike found the companies with ships on the lakes and at sea loaded with ore—and ships make expensive warehouses. Still the companies could not receive their ore at their



A BULLDOZER DRIVER stands by, ready to move in and smooth a path over the pile as soon as the last of the ore falls from the car.



A SCRAPER GETS HELP from a bulldozer as it passes through the heap of ore, loading itself with tons of ore.



SEVENTY TONS OF ORE pour from the car as the dumper tips it over.

own plants. They turned to the Erie, and Erie men showed their willingness to serve and their ingenuity.

#### Dumper Busy Again

When the remains of the ore bridge were removed, maintenance of way power shovels were used to load outbound ore; the car dumper, idle though it was, was kept for use in emergencies.

Today the dumper has been renovated and is busy again. In one 24-hour period 203 cars were dumped, and the ore piled by huge scrapers and bulldozers. The scrapers, powered by 227-horsepower engines, handle several tons at a time.

The scrapers are 35 feet long, 11 feet wide, and their tires are 74 inches in diameter.

#### Scrapers and Dozers

Powerful as they are, the scrapers cannot make their way through the dumped loose ore and load themselves at the same time. They must have an assist, and therefore, wherever the dumper is operating, a pair of 250 horsepower bulldozers work too.

As soon as a car is dumped one of the bulldozers smooths the pile so the scrapers may roll over it. And behind scraper a bulldozer

lines up to push it through.

Seen from a distance the operation looks like some weird dance indulged in by prehistoric monsters. The scrapers come down from the storage piles, move to the pile beside the concrete wall between the storage area and the dumper, and start through the huge heap of red or black ore.

Immediately one of the bulldozers falls in behind the scraper and begins to push. Before that pair have gone through the pile another scraper arrives, and the second bulldozer pushes it through

right behind the first. By the time the first scraper has been pushed through it is time for its bulldozer to run round to the end of the line and start pushing a third scraper.

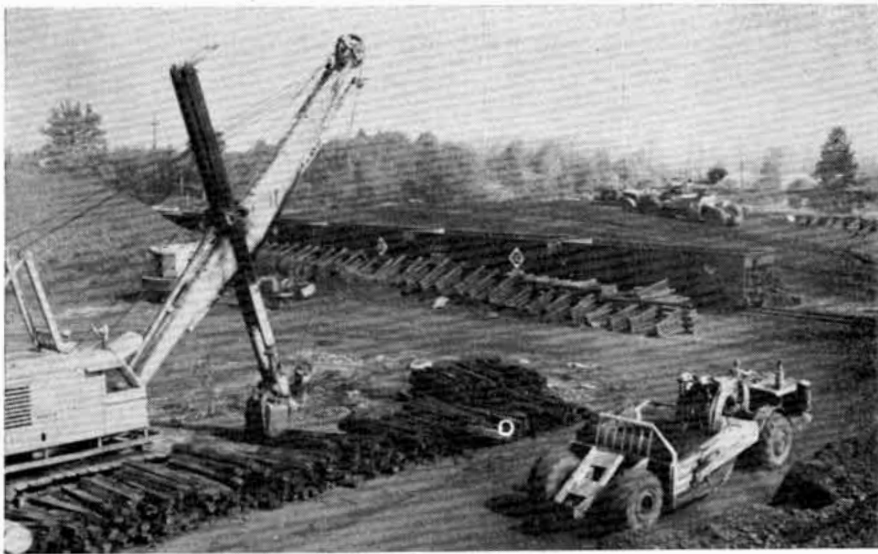
The dance of the three scrapers and the two bulldozers takes place at the car dumper, where the dozers go round and round, and the scrapers cut in and out.

In this sort of change-your-partners the movement is stately. But over on the ore piles a merrier dance is going on. Here the scrap-

(Please turn the page)



THE PILE SINKS QUICKLY as scrapers and bulldozers move through it.



ON THE WAY TO THE STORAGE piles, a scraper passes ties used for cribbing and a crane used for loading outbound ore.



AS THE SCRAPER PASSES over the storage pile it releases its ore from underneath.



ENROUTE FROM STORAGE to dumping area, a scraper passes between the rapidly forming pile and the cribbing that marks its eventual limits.

## Ore Storage

(Story begins on page 12)

ers appear loaded from the dumping area, climb the pile, dump their scrapers and go on—all at a rapid rate compared with the apparently slow action at the dumper.

### Tie Handler

Here too there are bulldozers. These scurry in and out between visits of the scrapers smoothing and packing down roadways over the pile.

On the pile, too, is a queer-looking contraption that looks much like an insect. This is a speed-swing loader that handles ties. Like a Junebug it has huge pincers at the front end. Its pincers are big enough to pick up a dozen railroad ties at once, and it does.

These it carries from a pile of thousands upon thousands of scrap railroad ties at one end of the storage dock to a crew of men kept busy building cribbing to hold the ore piles in shape.

### Cribbing of Ties

The cribbing makes it possible to build the piles with steep sides where it is not necessary to run the scrapers, so the piles are relatively long and narrow. Cribbing also keeps the various kinds of ore separate.

All this, fast as it is—after all there are 50 to 70 tons of ore in every car—goes very smoothly. But it is not as easy as the handling was in the days before the loss of the ore bridge that used to pile the ore and load the cars. Too, the piles cannot be built as high with the scrapers.

The dumper is a remarkable device. It picks up the cars, holds

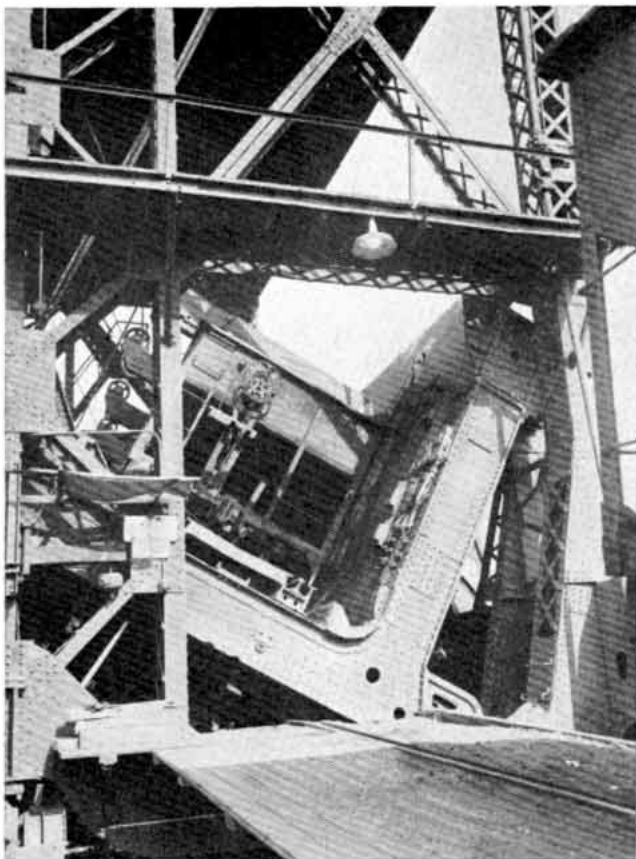
(Please turn to page 26)

**SPEED SWING LOADER** looks like a huge insect as it carries ties for cribbing across the huge heaps of ore.

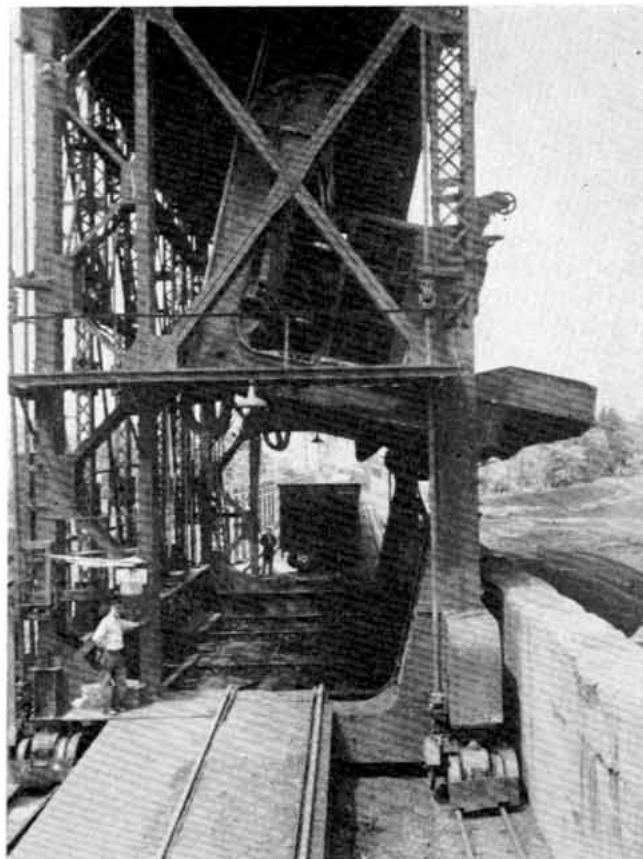


*Erie Railroad Magazine*





THE CAR STARTS UP and the clamps start to come down. . . . .



UP AND OVER, and a glimpse of the waiting cut is seen. . . . .



OVER AND OUT, and the ore pours out of the car. . . . .



THE EMPTY CAR is pushed clear, and the cycle is ready to start again.



**STEPHEN J. PAULL**  
Chief Crew Dispatcher

# PEOPLE YOU KNOW



## All Working for the Erie at Brier Hill



**JOSEPH FRANKO**  
Hostler

**LLOYD G. ROBINSON**  
Master Mechanic



**ROBERT GILBERT**  
Chief Clerk

**DAVID M. HUGGINS**  
Assistant Master Mechanic



**GEORGE J. SNIDER**  
General Yardmaster



**MISS KATHRYN G. MITCHELL**  
Clerk



MISS ANNA SCHADENFROH  
Stenographer

WALTER P. KIMPEL  
Division Storekeeper



WARD W. STEWART  
Wreckmaster



MRS. AGNES WROBLESKI  
Clerk

CROSS E. THOMAS  
Carman



MICHAEL J. MANTINI  
Chief Clerk



GEORGE MIKULICH  
Tractor Operator

HUGH C. MORTIMER  
General Foreman



JOSEPH R. HEAPS  
Train Yard Foreman



# Erie Veterans News

Fellow Veterans,

The annual outing held July 18th has gone into history and needless to say it was again a wonderful success.

Those who attended, I know from remarks that I heard and from those that were addressed personally to me, were more than pleased that they made the trip to Conneaut Lake. Those who did not attend are bound to hear what a good time they missed and I am sure that next year will see many more present to enjoy not only the festivities, but the pleasure one gets in greeting old and making new friends.

Of course, this huge undertaking could not have been so successful as it was without the hard work of a wonderful committee under the general chairmanship of **F. P. Belling**, director of social activities. To him and to all that worked with him, I want to extend my sincerest thanks for a job so wonderfully done.

The Veterans Association wants to extend their fullest gratitude once again to the management of the Erie for providing transportation to and from the park, as well as furnishing the Erie Huntington Band for this occasion.

Also to the management of Conneaut Lake goes our thanks for another well organized and well managed outing.

In closing may I say that I sincerely hope that next year's outing will be as well blessed with good weather as was this year's. If I can will **Harry Travis**, your next president, a little of my Irish luck in this respect I certainly will do so.

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

## Jersey City

By **G. C. Kalle**

At our June meeting we were privileged to honor one of our members, **John Doran**, who was

presented with his life membership card and a fifty year button.

Our Jersey City chapter candidate, **John F. "Jack" Hazzard**, was the successful one in a recent election for second vice president.

Congratulations to our brothers and friends who have recently been promoted. They are:

**E. H. Huffmann**, general agent at Akron; **T. E. Duddly**, general agent at Detroit and **Fred Lichtenberger**, master carpenter at Marion. We wish them success and happiness.

Our members have been busy since the first of the year in getting new and reinstated members. Our count at the close of the membership drive was twenty-three new and six reinstated members. A few new and reinstated members have joined during June and July.

We hope to keep up the good work with the assistance of each member, so that we can make a creditable showing by the end of the year as requested by **H. A. Kelly**, president.

The Ladies Auxiliary planned and conducted two excursions recently, one to the Flemington Glass Works and one to the Albany Packing Company. There was a good turnout on both occasions and an interesting, educational time was had by all.

The ladies are working on plans for the fall and notice will be posted in our next news letter.

Any eligible lady who desires to join the Auxiliary can do so by attending the meetings held on the same night, at the same time and place as the Veterans meetings. It's the first Wednesday of each month, 8:30 p.m. at the Odd Fellows Hall in Paterson, N. J.

The next social event will be the annual meeting, dinner and installation of officers of the United Veterans Association of which your Veterans Association is a member.

The annual meeting will be held at Roanoke, Virginia on October 23, 24, and 25. Reservations are in the hands of your secretary and can be picked up at our regular meeting or by phone.

There are still a number of members who have not seen their collector or mailed their 1959 dues.

## Akron

By **O. Herz** and **B. Westbrook**

Sixty-two members of the Akron Chapter and its newly formed Auxiliary braved the excessive heat to attend their first covered dish dinner on June 29th.

Following the dinner, the chairman, **Al Coffman**, welcomed **Mr. and Mrs. Ned Moore** of the Marion Chapter.

**Mrs. John Weaver** installed the officers of the Auxiliary. She was presented a gift for her services in organizing the Auxiliary. **Mrs. Howard Moore** presented the by-laws and they were accepted.

Sixteen new members were accepted, a total of 40 charter members.

**Mrs. T. H. Gleespin**, guard; **Mrs. W. J. Charles**, sunshine chairman and **Mrs. A. T. Johnson**, historian.

The committee consisted of **Mr. and Mrs. A. Kavulla**, **Mr. and Mrs. Earl Miller** and **Mr. and Mrs. Howard Moore**. Thanks for a fine job.

Several members of the Akron Chapter were guests of the Marion Chapter on June 20th and reported having enjoyed an excellent dinner and fine hospitality.

On Saturday, June 27th, sixty friends and co-workers gathered at the Moose Club in Cuyahoga Falls to honor **Mrs. Odette Herz** who retired December 31st, after 38 years of service.

Guests from out of town were her uncle, **F. J. Yochem**, from Delaware, Ohio and **Mary Margaret O'Donnell**, accident clerk in the superintendent's office, Marion, Ohio. Many who could not attend sent cards and notes.

**Mrs. Herz** wore an orchid corsage sent to her by her son for the occasion. Her son resides in California. She was presented with a hi fi record player as a remembrance from her many friends.

**William H. Arnold**, engineer, retired July 14th.

**Mr. Arnold** came to the Erie from Marion, Ohio in 1915 working on the Kent Division at Marion, Wadsworth, Kent and Akron, as well as on the road. Bill will spend his retirement in his new home in Akron, Ohio.

**Mr. and Mrs. R. E. Snyder** recently returned from vacation in Florida.

Welcome to new members **Oscar Westerberg** and **Harry Dawson**, making a total of 35 new members since January, 1959.

## Susquehanna

By H. Harold Perry

There was good attendance at the August 3rd meeting. **Thomas Connelly**, sergeant at arms, advanced the colors.

All veterans reported a wonderful time at Conneaut Lake. The local officers are to be congratulated on the manner in which they handled the crowd. Some forty new members made the trip.

**Fred Wolf, Sr.**, the chapter's photographer, is busy these days. Besides doing police duty at Susquehanna's Firemen Carnival and at Hallstead, Pa., he spends his Saturdays taking wedding pictures. He also takes baby pictures.

The officers and members extend congratulations to the veterans celebrating birthdays this month.

We were glad to see **Frank Taylor**, veteran, and wife at a recent reunion in Lenoxville, Pa.

**Charlie Soam**, a new member, is a No. 1 Dodger fan. Charlie sleeps all day so he can listen to the game on radio at 11 P.M. when the Dodgers play in Los Angeles.

Now that the fall season is almost here, there will be many social events in store for the members.

If you are an Erie Veteran you belong in the local chapter of the association, get your application from your secretary, **Arnold McIntosh**.

## Buffalo-Rochester

By Jan Bender

A very congenial group was enjoying the hospitality of **Esther** and **George Adams** and one discussion caught our attention.

The boys in charge of assigning sleeping accommodations to the Conneaut picnic proved that the lighter element does rise to the top because all the lightweights went topside.

The vacationing **John Fagans** had "a ball" in New York and got to cheer the Buffalo Bills in the "Music Man".

The **Charles Lanzas** headed for the Adirondacks.

(Please turn the page)



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Michael J. Amato	Coach Cleaner	Port Jervis, N. Y.	6-18-59	31
Clifford R. Andrus	Engineer	Hornell, N. Y.	6-30-59	42
William H. Arnold	Locomotive Engineer	Akron, Ohio	7-15-59	44
Ira L. Babcock	Road Freight Conductor	Hornell, N. Y.	7-20-59	42
Floyd J. Benson	Passenger Trainman	Hornell, N. Y.	8-3-59	42
Claude C. Blanchard	General Clerk	Corry, Pa.	6-18-59	42
Stephen J. Bonas	Freight Checker	Cleveland, Ohio	8-3-59	53
Thomas L. Burke	Iceing Inspector	Hornell, N. Y.	7-31-59	47
Albert C. Burley	Chief Clerk	Salamanca, N. Y.	8-31-59	46
Alfred H. Busch	Engineer	Hoboken, N. J.	7-20-59	51
Frank B. Campbell	Engineer	Meadville, Pa.	6-28-59	52
James R. Carson	Yard Conductor	Ferrona, Pa.	7-31-59	42
Lemuel S. Clark	Coach Cleaner	Jersey City, N. J.	7-30-59	33
William E. Coffman	Yard Conductor	Hammond, Ind.	8-3-59	44
Charles F. Curran	Yardmaster	Hornell, N. Y.	8-3-59	39
Frank D'Ippolito	Boilermaker-Burner	Jersey City, N. J.	7-10-59	48
Walter Dougherty	Patrolman	New York, N. Y.	9-9-59	39
Daniel J. Driscoll	Machinist	Jersey City, N. J.	7-7-59	41
William Evans	Conductor	Dunmore, Pa.	8-3-59	42
John R. Fero	Chief Clerk	Youngstown, O.	8-31-59	43
Thomas A. Firmin	Floatman	Jersey City, N. J.	6-26-59	38
Frederick C. Gardner	Engineer	Port Jervis, N. Y.	7-10-59	48
Frank G. Geiger	General Foreman	Meadville, Pa.	8-8-59	43
Frank Girardo	Machinist Helper	Hornell, N. Y.	7-28-59	36
Paul L. Green	Asst. to Supt. Motive Pow.	Cleveland, Ohio	8-31-59	41
Roy Haslam	Usher	Hoboken, N. J.	7-31-59	42
George C. Haver	Locomotive Engineer	Mansfield, O.	6-30-59	43
Frank M. Henry	Engine Dispatchers Clerk	Hornell, N. Y.	7-23-59	37
Harry E. Hildbold	Stockkeeper	Marion, O.	8-3-59	41
Amos H. Jones	Telegraph Operator	Hornell, N. Y.	7-31-59	42
Vaughan A. King	Road Conductor	Hoboken, N. J.	7-27-59	46
Clarence W. Knight	Senior Draftsman	Cleveland, O.	6-30-59	42
Frank LaBarbara	Boilermaker Helper	Marion, O.	7-15-59	41
Ralph H. Lamaureaux	Car Inspector	Binghamton, N. Y.	6-17-59	38
Paul J. Lauer	Car Inspector	Port Jervis, N. Y.	7-30-59	41
John J. Madigan	Car Inspector	Binghamton, N. Y.	7-20-59	38
Thomas H. McAdoo	Stockman	Hornell, N. Y.	8-31-59	46
John F. McIntyre	Carman	Avoca, Pa.	7-22-59	40
Herman F. Miller	Assistant Chief Clerk	Pier 19, N. R.	8-31-59	52
James E. Mook	Conductor	Meadville, Pa.	7-20-59	44
Walter H. Myrer	Dist. Freight Claims Agent	Chicago, Ill.	8-31-59	39
Dominick Palumbo	Crossing Watchman	Newark, N. J.	7-7-59	35
Raymond J. Pickard	Brakeman	Bradford, Pa.	7-29-59	44
Roland D. Reamsnyder	Locomotive Engineer	Marion, O.	7-14-59	41
Louis F. Rimlinger	Agent	Lake Ariel, Pa.	7-3-59	47
William F. Ruitenberg	Engineer	Hoboken, N. J.	7-17-59	44
Anthony S. Rutski	Patrolman	Hornell, N. Y.	7-30-59	40
Henry E. Rutter	Bridge Operator	Passaic Park, N. J.	7-31-59	39
Max Schreiber	Electrician	Jersey City, N. J.	7-31-59	41
Felix Sell	Machinist Helper	Buffalo, N. Y.	5-23-59	45
Elizabeth V. Sharkey	Tonnage Clk. & Timekeeper	Jersey City, N. J.	8-31-59	50
Howard E. Shearer	Yard Conductor	Kent, O.	7-31-59	41
Claude L. Sherred	Trackman	Saegertown, Pa.	7-8-59	39
Dominick Smellis	Car Inspector	Kent, O.	7-15-59	51
Delbert S. Smith	Yardmaster	Cleveland, O.	8-11-59	33
Rudolph W. Stoeckly	Chief Clerk	Secaucus, N. J.	8-31-59	50
Jesse P. Taft	Engineer	Hornell, N. Y.	7-30-59	47
John F. Tallman	Engineer	Huntington, Ind.	7-9-59	48
Victor J. Taylor	Electrical Supervisor	Cleveland, O.	8-31-59	49
Russell Tompkins	Engineer	Hoboken, N. J.	7-3-59	50
Frank J. Troyano	Chief Clerk	Cleveland, O.	8-31-59	46
John E. Wezloski	Operator-Leverman	Elmira, N. Y.	7-14-59	50
Harry J. Wolfe	Relief Operator	Ridgewood, N. J.	7-16-59	51
John H. Wolfe	Signal Maintainer	Delong, Ind.	8-22-59	44
Bernard J. Wright	Machinist	Hornell, N. Y.	8-4-59	45
Fred C. Wright	Locomotive Engineer	Suspension Bridge, N. Y.	7-27-59	37
Orval M. Bash	Checker	Hornell, N. Y.	8-5-59	43
William J. Brown	Pipefitter	Marion, O.	8-5-59	38
Jesse A. Quick	Conductor	Port Jervis	7-31-59	41
Joseph L. Simmons	Machinist	Marion, O.	7-31-59	42
William A. Skinner	Engineer	Hoboken, N. J.	6-19-59	52
Arlie D. Smith	Locomotive Engineer	Kent, Ohio	6-29-59	50
Bronislaw Sokol	Laborer	Jersey City, N. J.	6-3-59	35
John M. Thomson	Estimating Engineer	Cleveland, Ohio	6-30-59	39
Alfred D. Tillman	Correspondence Clerk	Cleveland, Ohio	7-31-59	55
Arthur S. Utter	Dockbuilder	Jersey City, N. J.	6-15-59	34
Fred Weimer	Signalman	Youngstown, Ohio	6-22-59	33
Allen H. Weltmer	Asst. Section Foreman	Ashland, Ohio	6-3-59	24
Robert E. Whitmore	Laborer	Susquehanna, Pa.	6-23-59	20
Paul Yacavona	Derrick Engineer	Kent, Ohio	6-6-59	48

## Dunmore-Avoca

By M. A. Leshanski

Retirement certificates and gifts were presented to **William Evans**, retired conductor, with forty-one years of service and **Joseph Herko**, retired carman, with thirty-three years of service.

Our veterans membership has increased due to the effort of **Mrs. Harold Schmidt**, who has worked hard to get new members. Last month was one of the largest turn-outs in many months. Two new members were accepted, **R. W. Hoffman** and **V. J. McCauley**.

Our monthly meetings are held on the first Tuesday of each month.

Get your reservations in promptly for the United Veterans Association Convention to be held at Roanoke, Va. on Oct. 23, 24, and 25.

Our congratulations to **John F. Hazard**, Jersey City Chapter, on his selection as second vice president.

• • •



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|--|--|
| <input type="checkbox"/> Railroad Administration     | <input type="checkbox"/> Machinist and Toolmaker   |
| <input type="checkbox"/> Accounting                  | <input type="checkbox"/> Mechanical Engineering    |
| <input type="checkbox"/> Boilermaking                | <input type="checkbox"/> Radio                     |
| <input type="checkbox"/> Bridge & Building Foreman   | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Car Repairer        |
| <input type="checkbox"/> Commercial                  | <input type="checkbox"/> R. R. Engineering         |
| <input type="checkbox"/> Diesel Electrician          | <input type="checkbox"/> R. R. Rate Clerk          |
| <input type="checkbox"/> Diesel Machinist            | <input type="checkbox"/> Roadmaster                |
| <input type="checkbox"/> Diesel Engineer & Fireman   | <input type="checkbox"/> Section Foreman           |
| <input type="checkbox"/> Drafting                    | <input type="checkbox"/> Steam-Diesel Loco. Eng.   |
| <input type="checkbox"/> Electrical Engineering      | <input type="checkbox"/> Traffic Management        |
| <input type="checkbox"/> Locomotive Engineer         | <input type="checkbox"/> Welding—Gas & Electric    |

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

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

Occupation \_\_\_\_\_

Erie employees will receive a Special Discount

## Latest Chatter About All the Erie Family

### Marion Division

14TH STREET, CHICAGO

By Chris Hardt

**Joan Blaul**, rate desk, and husband, **George**, chief clerk in the traffic department of the Wabash Railroad, enjoyed two weeks at Miami, Florida.

**Anthony Serritella**, comptometer clerk, served two weeks at Camp McCoy, Wisconsin. He was with the U. S. Army Reserve Corps. "Tony" said he is looking forward to the next tour of duty in California.

**John J. Brynda**, general foreman; **Frank Patrick**, check clerk, and **John Zielinski**, delivery clerk, with their wives attended the dedication of the new Queen of All Saints Church at Sauganash, Illinois on July 19th.

They were specially invited by **Robert Keating**, former president of the Order of St. Christopher for Catholic railroad men, who participated in the dedication services.

**John Brynda** is president, and **Frank Patrick** is financial secretary of the Order.

**George Wherry**, rate desk, and **Floyd Barth**, cashier's department, are our two Erie Veterans who joined the happy throng and enjoyed the Erie Veterans Picnic at Conneaut Lake.

**Floyd** was accompanied by his wife, **Isabel**, daughter, **Laura**, son, **Floyd Jr.** and grandson, **Michael**.

**Jasper Sortino**, check clerk, writes **Nicholas Christian**, foreman, that he is having a fine time vacationing in New York City.

Two good friends vacationing at Chicago took time off to visit our offices: **Frank Spitzer**, Erie medical department at Cleveland, and retired **Ralph Steen**, former Erie police chief at Youngstown.

### HAMMOND CONSOLIDATED OFFICE

By Grace Connoles

A leisurely, random motor trip through the states of Missouri, Arkansas and Kansas was enjoyed by **Emma Bunce**, relief clerk, and sons, **David**, **Donald**, **Keven** and **Raylon**.

**A. G. Kindt**, relief clerk, wife and two sons traveled to Watervliet, Michigan and spent several days, then on to Battle Creek, Michigan where they toured the Kellogg plant and learned about the processing of grains into cereals.

**E. W. Brady**, assistant chief yard clerk; **R. W. Thomas**, relief clerk, and **J. L. Foley**, ticket clerk, have returned to their jobs after enjoying vacations.

**J. G. Moscatello** and wife took a motor trip along the entire length of the St. Lawrence Seaway, sight-seeing in Quebec, Prince Edward Island and Halifax.

"Jim" was a little disappointed because he was not able to bring back many pictures of the countryside and old historic landmarks due to rain and fog.

**W. M. Wiarda**, assistant superintendent, and wife enjoyed a trip West. They toured many of our National Parks.

**Stanley Bruner**, fireman, flew to Athens, Greece, July 5th, where he was married at the home of his fiancée's parents.

**Stanley** and his bride took a honeymoon trip to Shannon, Ireland; Paris, France and Rome, Italy, where they collected interesting souvenirs, then returned to the U.S.A.

**James Cunningham**, brakeman, and **Peggy Lee Jackson** married at Zion Chapel in Elwood, Indiana on July 11th. After the ceremony, a reception was held at the home of the bride's parents.

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

By H. V. Welker

Our best wishes to **E. R. Gosard**, trackman, for many happy years of retirement.

**E. R. McNally**, freight house foreman, and wife recently returned from a tour of Northern Michigan.

**Mrs. Helen Myers** spent a week of her vacation making a tour of the Western States.

**H. A. Bookstaver**, formerly superintendent at Huntington, was a recent visitor in the various offices on the division.

**Mark West** and wife spent a weekend at Turkey Run and The Shades.



## **Allegany-Meadville**

### **SALAMANCA**

By S. Minneci

**J. K. Kamholtz**, switchtender, toured the countryside on his motorcycle while on vacation. No hill was too steep for him to climb.

**William H. Hillmiller**, chief clerk in freight office, vacationed on his farm during July. Bill has the best garden in town.

While on vacation in Salamanca, **Harry Vernoy**, retired storekeeper, and wife were the guests of **Jerry Vanvessen**, retired plumber foreman, and wife. It was nice to see **Harry**, it's been 12 years since he left Salamanca.

**L. L. Bean**, Allegany division conductor, reports he is now a grandfather for the 25th time with the arrival of **Denise Ann Dry**, July 16th in Salamanca District Hospital. She is the daughter of **Mr. and Mrs. Thomas Dry**.

**William H. Rettberg**, yard conductor, and wife visited relatives in Richmond, Va., Auriesville and Callicoon, N. Y.

**A. F. Rojek**, yard conductor; **C. H. Seaver**, switchtender and **L. S. Pruner**, engineer, attended several ball games in Cleveland while on vacation in July.

**H. L. Randall**, Meadville division conductor, and wife have returned after vacationing in Sarasota, Fla. They were visiting friends in Fort Myers, Fla.

**E. B. Hokenson**, retired Bradford division engineer, and wife have moved to their permanent home on Linko Lake which is located between Little Valley and Cattaraugus, N. Y.

**J. H. Thornton**, yard clerk, attended the American Legion Convention in Syracuse, N. Y. the week of July 20th.

**John W. Graves**, retired superintendent, and wife are visiting **Mr. and Mrs. Guy Keeler**.

### **GENERAL FOREMAN & WRECKMASTER, SALAMANCA**

Congratulations to **Mr. and Mrs. Jim Paoletto** on the new addition, a son born July 1st.

Congratulations to the newlyweds, **Mr. and Mrs. Donald Budzinski**, married on July 11th. They will reside in Olean, N. Y.

**Joe Cemane** spent a week of his vacation fishing up in Canada.

**Frank Nolan** and wife spent their vacation visiting friends and relatives in West Virginia and Port Jervis.

**Jim Miess**, retired division car foreman, flew from Miami, Florida to Buffalo, N. Y. on July 14th to spend several weeks with his daughter and family.

**Bart Paoletto**, now from Huntington, was a recent visitor at the shop during his vacation.

• • •

## **Lighterage**

### **NEW YORK CITY**

By Regina F. Frey

**Loretta Londregan** vacationed at Point Pleasant, **Lil Skupin** vacationed by reclining under her

pear tree in Clifton, **Harry Mondello** went to Miami Beach, your correspondent went to Atlantic City and **Frank Sportelly** went to Spring Lake, N. J.

Those who had August birthdays were **Tom McGowan**, **Paul Romeo**, **Dot Shea**, **Herman Miller**, **Ed Peterson**, **Caesar Seville**, **Ed Vreeland**, **Harry Mondello**, **Regina Frey**, **Ann Schreir**, and retired members, **Alice Norton** and **George Ullrich**.

**Francis King** is visiting Virginia with her husband, who has just retired.

**George Ullrich**, retired cashier, visited us. He was visiting his son, **Walter**, in N. J. and son, **Frank**, in Chicago. Retirement certainly agrees with him.

(Please turn the page)



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## **Mahoning Division CLEVELAND FREIGHT**

**By R. M. O'Connor**

Since his May 20th retirement **Carl L. Grunwald**, former chief clerk, and his wife **Tillie**, have journeyed to Van Nuys, Calif. to make their home with their daughter and son-in-law.

During **Carl's** 41 years of service with the Erie, he served as chief rate clerk, cashier and chief clerk. Our loss is sure to be California's gain.

We welcome **Kirk Storm**, vacation relief clerk, and **Ann Beck**, who has returned from Youngstown to take over duties of the chief bill clerk.

**J. W. Fogarty**, warehouse foreman, is vacationing for three weeks and so is **J. F. Cloud**, chief clerk.

**R. H. Gray**, cashier, spent a day of his vacation on the Aquarama and highly recommends the cruise.

**Steve Bones**, freight checker, retired July 31st after almost 53 years of service. He was No. 1 on the Mahoning Division, Group "B" roster.

**Nathaniel Little** is sporting a '59 black and white, power-everything car.

## **POLICE DEPARTMENT**

**By J. O. Sheets**

Patrolman **J. F. Gilson** spent his vacation around home and took short trips.

Patrolman **W. C. Hart** has purchased a home in Saegertown, Pa.

Patrolman **A. Herrick** is having a good year on the golf course.

Patrolman **R. E. Hamilton** spends his spare time polishing his new automobile.

Patrolman **J. M. Buda** and family enjoyed a train trip to Marion, Ohio recently.

Patrolman **D. H. Karr** and family enjoyed a motor trip through the south on his vacation.

## **Kent Division**

**MARION**

**By Lucile Osmun**

Congratulations to **John K. Sheehe**, yard clerk, and wife on the arrival of a daughter.

**L. M. Lessley, J. J. Keggan** and **Dean Baker** are all proudly driving new cars.

**Mary M. O'Donnell**, clerk in the superintendent's office, spent a week's vacation in Chicago attending the Altrusa convention.

**Verden Martin**, stenographer in the chief dispatcher's office, and husband recently spent the week-end in Chicago.

Congratulations to **Fred Massie**, maintainer in the communications department, and wife on the arrival of **Dennis Robert**.

**L. L. Shepherd**, commercial agent, and wife spent their vacation seeing the sights in Colorado and have reported they had a wonderful trip.

**Duncan Kirk**, chief clerk to the division freight agent, and family enjoyed their vacation in the mountains of Pennsylvania.

**Earl Farley**, chief clerk to the division engineer, and family had an enjoyable week's vacation on Lake Erie.

**A. R. Packer**, track supervisor, and wife are enjoying their newly acquired home on Indiana Ave.

Congratulations to **J. R. Sontag**, conductor, and wife on the arrival of a daughter.

**Don D. Miller**, switchman in Marion yard, was awarded a trophy for low net score in the golf tournament held in Meadville.

Members of the Marion Chapter of the National Association of Railway Business Women enjoyed a picnic at the home of **Geneva Sidenstricker**, file clerk in the superintendent's office, August 3rd. Final arrangements were discussed for the installation dinner.

## **POLICE DEPARTMENT**

Police Captain **Roger V. O'Dea** and family are spending their vacation in Meadville. Roger bought a new car in order to carry all the golf clubs he took along.

## **AKRON**

**By Besse Westbrook**

**R. E. Snyder**, chief clerk in the revision bureau, and wife enjoyed their vacation motoring to Florida, stopping at Punta Gorda, Miami and Venice.

While in Florida, the **Snyders** went to Ridge Manor to see the **Fred Botts**. Fred was chief clerk at the yard office before his retirement.

**Howard Halcomb**, general clerk, received his Bachelor of Science degree in education at the University of Akron in June. Howard will teach bookkeeping and general business at Central High this fall.

Congratulations to **I. H. Rinehart**, trucker and wife on their new daughter-in-law. **Dick** and **Ruth Rinehart** spent their honeymoon in Niagara Falls, N. Y.

**Jerry Mickunas**, general clerk, and family vacationed at Niagara Falls, N. Y. and stopped at various points in Pennsylvania and New York.

**L. J. McCullough**, seal-cooper and hunter-taxidermist, bagged a 500 lb. black bear near Gouganda, Ontario, Canada on May 20th. This is Jack's fourteenth bear.

**Julia Williams**, typist, and husband enjoyed their vacation at Cedar Point.

**H. C. Moore**, rate clerk, and wife spent their vacation with friends at Bobcaygeon, Ont., Canada. They're doing some fishing.

## **New York Division**

**SUPERINTENDENT'S OFFICE  
HOBOKEN**

**By Mary A. D. Meyer**

**Barbara Coan** went to Miami Beach and flew from Miami Airport to Panama.

**Mr. and Mrs. Harry Close** vacationed in Miami Beach for two weeks.

**Mr. and Mrs. Neil Fulton** toured New York and surrounding states.

**John Campbell**, train dispatcher, went on a fishing trip to Canada.



**RAILROAD**

**ACCESSORIES  
CORPORATION**

**SIGNAL AND TRACK DEVICES**

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

**Mr. and Mrs. Joseph Nalewaiki** and family stayed at Lake Hopatcong.

**Dick Young** had a busy one week vacation. He visited Chicago, Kewanee and Peoria, Ill.; Milwaukee, Wis.; South Bend, Ind.; Ithaca, Syracuse and Watkins Glen, N. Y.; Scranton, Pa. and back to Hoboken.

While at Kewanee, **Dick** was a guest of the chaplain of St. Francis Hospital, and at Ithaca he visited friends.

**Floyd Conklin**, side line dispatcher, went on local trips.

**Mr. and Mrs. George Ameer** and children took a motor trip to Mass. and then, took the children to see "Pleasure Island" one of the newer attractions similar to Disneyland.

**Mr. and Mrs. John McBride** and family motored through New York State and saw Niagara Falls.

**Mr. and Mrs. Richard Vander Closter** motored through New York State.

Good luck to **Rosemary Van Riper** transferred to engineer maintenance of way, Pier 8, Jersey City, as stenographer.

Welcome to **Kathleen McTighe**, temporary extra operator in the Hoboken telegraph office.

Welcome to **Charles Messineo** from Pier 28, New York, as station service clerk.

Visitors to our office included **Bill McLeod**, **Helen Meyers** and **Jim Tischler**.

Belated happy birthday to **Ester Del Ghiaccio**.

Congratulations to **Mr. and Mrs. George DePuy**, who were married in August.

#### WEEHAWKEN LOCAL AND DOCKS

By Violet Schmitt

The best of luck to **Tom Toomey**, cashier, on his return to Pier 28.

We were happy to see **Ed Ringle**, cashier, if only for a brief stay.

Those who represented us at the annual Conneaut Lake Picnic of Erie Veterans were:

**Mr. and Mrs. Wally Boyce** and **Barney Benzoni** were glad to see their Erie friends. They are now retired.

**J. Bishop**, extra trucker, and wife have a new baby girl named **Barbara Jean**.

Birthday greetings to **James Barry**, general clerk; **H. H. Brown**, agent, and **G. C. Kalle**, assistant agent.

We also give our best wishes to **B. S. Reed**, demurrage clerk, who will have a dual birthday celebration at Lake Walkill with his granddaughter, **Kathy**.

**John Dugan**, foreman, spent a few weeks at Belmar, N. J., where Patrolman **H. Newby** is currently basking in the sun.

**H. H. Brown**, agent, is back at Lake Hopatcong and should be making good progress on his house building.

**Arthur Viaud**, claim clerk, has the whole family, with the exception of the youngest, **Kenneth**, helping him with some carpentry on his home in Keansburg, N. J.

**Gene Duffy**, checker, and wife are on their way to California to visit their son and his family. This is their once-a-year get-together.

**Tom O'Donnell**, trucker, wife and daughter, **Donna**, are back at Weehawken after a trip to Montana to see Mrs. O'Donnell's parents.

**Marie Hayes**, employment clerk, has just returned from vacation, part of which was spent at a nearby lake resort.

**N. J. Roger Matthews**, checker, and family spent one week's vacation in the Catskill Mountains, the other week doing some local swimming.

#### PASSAIC, N. J.

By Myra Glinski

**Charles Bogart** enjoyed his vacation at home.

**Winnie Wagner** returned home after spending three weeks at the shore.

**Frank Volpe** enjoyed his vacation by taking short trips.

**Bill Lane** visited Canada on his recent vacation.

A recent visitor in this office was **Daniel Ayres**, retired conductor.

#### Delaware Division

**Don Starbird**, engineer, and wife were given the V.I.P. treatment in Smith Falls, Ontario. They were picked as the "tourists of the month" by the Smith Falls Chamber of Commerce.

**Mr. Starbird** has been employed by the Erie since 1912.

#### Car Accountant CLEVELAND

By Sandy Zmek and  
Wilma Kerzman

**Marion and Cliff Palmer** spent a weekend with their Chicago relatives at Pottawattamie Park, Indiana.

**Sandy Zmek** vacationed in Richmond, Virginia with her relatives. While there she visited the cities of Jamestown and Williamsburg, also went swimming at Virginia Beach.

**Betty Jazbec** is putting her interior decorating course to use furnishing and remodeling her home in Mayfield Heights.

**Wilma Kerzman** and two girl friends spent July 4th weekend at Geneva-on-the-Lake.

**Violet Auryansen** spent two weeks at Ashbury Park, N. J., relaxing in the sun and enjoying the cool breezes of the seashore.

**Helen L. Wenzel** and husband drove to Pompton, N. J. for an annual family reunion Labor Day weekend. She spent the rest of her vacation visiting friends and relatives.

**Dan Lazor** spent two weeks with the National Guard at Camp Breckinridge, Ky.

**Guy Huston** spent his vacation at home this year, did some swimming and took in a few games of tennis and baseball.

**John H. Michel** vacationed in the Pocono Mountains for one week. He enjoyed fishing in the Delaware River.

(Please turn the page)

## THE SAFEST PLACE IN NORTH JERSEY . . .

for your money is the outstanding bank in the Erie area of New Jersey. Open a checking or savings account at one of our handy offices.



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,  
PRAKNESS, RINGWOOD, BOROUGH of TOTOWA,  
WANAUKE BOROUGH and WEST MILFORD  
New Jersey  
Member Federal Deposit Insurance Corporation



## Accounting NEW YORK STATION

By Joe Berry

Jim O'Dwyer, Jim Farrell, Dick Walsh, William Storm, Morris Glazer, Pat Jordan, John Kerwin, Sperenza Quaglia, Ed Crowe, Narcisse Zacharias, Nelson Stoddard, John McCollough and Tony Massimino are some of our former co-workers who are now enjoying the rewards of retirement.

Congratulations to the ones who had service anniversaries.

Nick Passarelli, 42 years; Mary Skelly, 42 years; William Massey, 32 years; William J. Burke, 49 years; Bill Ryan, 47 years; Ed Doheny, 40 years and L. G. Obermeyer, manager, with 49 years of service.

We were honored to play host to Francis P. Williams, assistant general storekeeper of Hornell, N. Y., and Dennis O'Dwyer, former rate clerk.

The mighty rails of the Erie roar happy birthday to Helen Wysien-ski, Nick Passarelli, Charlotte Schall, Tom Montrose, Wanda Bosinski, Dan Moffit and John Conway.

Henry Kaegi and wife enjoyed the beauty of Yulan, N. Y.

The Hughie McCranes and the John Vitrone families went to Wildwood and Ocean Grove, N. J.

Charlie O'Neill and wife motored to Stone Harbor, N. J. and Emily Peters relaxed at home experimenting with a new cookbook.

Pat Brignola and family basked in the sun at Miami Beach, Florida.

Bill Massey and family motored through the southern tier.

John Scott and wife mountain climbed in Greenville, N. Y. in the Catskill Mountains.

After a trip to St. Petersburg, Florida, John Wilson and wife entertained Francis Dunne at the Yankee Stadium. It was John who longed to hear the crack of his favorite Yank's bat.

Mary McCormick and hubby blazed the trail to Wisconsin in their new car.

John Feeney with Eleanore and the children visited the historic sights of Washington, D. C.

Mary Skelly went to her favorite seashore resort in Asbury Park.

Tom Montrose crossed over to

Connecticut with his wife. Danbury was their goal.

Jerry Collins caught up with his homework and mowed the grass.

Bill Kearns sacrificed his favorite television team, "The Giants," to finish the job he had started on his new home. Bill is a wow with a paint brush.

John Vitrone received a surprise visit from his daughter, her husband and three children. They arrived from Fort Lauderdale, Florida.

Charlotte Schall and her mother motored to New Hampshire, while John Murphy enjoyed day trips with his son, John, who was home on leave from the army.

Bill Ryan, chief clerk, and family thrilled to the splendor of Windsor in the Berkshires.

Jim Whalen, westbound rate clerk, spent his time with his young son, Michael.

John O'Brien and family are now headed for the land of palm trees, Florida, of course.

Charles Massey and family took off to visit Charlie's sister at Fayetteville, North Carolina.

It's nice to have Lorraine Sadowski back in the fold again. She has been recalled to duty after an extended furlough.

Dominick Auletto was surprised when his daughter, Terry, showed him her engagement ring.

Life is full of surprises. We do hope this column, back in print again, brings a pleasant surprise to you.

## AUDITOR OF DISBURSEMENTS

By Jim Hough and Don Keister

After 46 years with the railroad, Frank Troyano retired August 31st. He was chief clerk. He began as messenger.

Frank will vacation in San Francisco and Hawaii before moving to his new home in Florida. Good luck from all of us.

Mr. and Mrs. Fergie Small returned from their vacation in Canada.

Marilyn Haely left for a week's vacation in Wildwood, N. J.

Fred and Martha Talbot just returned from a motor trip to Canis-teo, N. Y. where they visited Fred's mother.

Kathryn Guiton is going along the Jersey shore on her vacation

to acquire a few more freckles.

Dave Murg drove to Washington, D. C. for a few days' vacation.

Harry Laurie's wife, Jean, is driving around in a brand new car.

Ginny Blackley spent a weekend in Findlay, Ohio and came home with 26 dozen eggs.

Polly and Frank Kennard attended the Carling's Open Golf Tournament at Seneca Golf Course and were impressed by the long hitting professionals.

Don Bundy and wife, Issy, drove to Troy, Ohio, stayed for four days at the Trojan Motor Inn and then drove on to Niagara Falls.

Don Keister spent his vacation at home.

We welcome Brian P. O'Donnell our new messenger.

## HORNELL ACCOUNTING BUREAU

By Frank Bottomley

Best wishes to Ann Kubiak who married Bill Jacobs on July 18th.

The Hornell Erie Accounting Bureau employes held their annual "Field Day" with lunch and golfing at the country club.

"Coots" Congelli had low gross to win the G. W. Oakley trophy.

Dick Wheeler won the G. W. Thompson trophy.

Other winners were John Kelly, second low gross; P. L. Harkins, third low gross; Bob Young, second low net and Walt Whitman, third low net.

The non-golfers had a picnic and enjoyed games at Stony Brook Park. Lyle Marvin won the horse-shoe pitching contest with Francis Crook taking second place.

Guests at the outing included G. W. Thompson, Bob Pugh, Bill Pawling, Al Rawady, Ed Waldorf, Joe Casey and Gordon Hopkins.

Retired accounting bureau employes who attended included Fred Cortese, James Neff and Elizabeth Smith.

The oddity of the day happened to Ed Leferink. His car rolled out of the parking lot, down hill and ended up on a putting green.

September birthday wishes to Richard Schieder, Robert Burdette, Ronald Benson, Vincent Zannieri, Harvey Miller, Olga Nazar, Patricia Washburn, Pauline Piacenti, Watson Walden, Thomas Hogan and Clifford Friends.

## AUDITOR OF REVENUES

By Neil Crann

Retirements head the list of news this month as four of our employes left us.

**Jack Rau, Joe Moore, A. D. Tillman** and "little" **Ed Leferink** have joined the list of ex-Erieites. They leave behind many friends and memories while taking with them our best wishes.

**Corinne Puy, Joann Stelbasky, Floyd Groves** and **Bill von Stein** stopped in for the July 20th retirement party of **Jack Rau**. **Genevieve Woods** and **Tony Farina** report that a good time was had by all.

The Sportsman's Club held another meeting on July 1st. New officers were elected before a trip to the Cleveland Stadium for a Behind-the-Fence Dinner and a game between the Cleveland Indians and the Chicago White Sox.

**Bill Donohue** was elected president, **John Senyitko** is secretary-treasurer and **Mel Merritt, Paul Steinmetz** and **Neil Crann** comprise the new activities committee.

The presence of the Sportsman's Club was announced over the radio, thanks to **Paul Jurcisin**, who spread the news.

**Ray Humble** came to work passing out "It's a Girl" cigars. His wife, **Gail**, gave birth to a 6 lb., 4 oz. girl, **Sheryl Ann**, July 18th.

Twins have made the news two months in a row. Honors this month went to **Joanne** and **Pat Carbone** whose twin boys, **Ronald James** (4 lb., 7 ozs.) and **Phillip John**, (4 lbs., 14 ozs.) made their debuts in life on July 23rd.

The boys are the second and third children for the happy parents.

Vacation for **Frank Buck** this summer included a plane trip to Texas to visit his brother, a one day excursion to Mexico for the bull fights and a leisurely drive back home.

**Howie Brown** spent two weeks in Las Vegas. He said he had a great time.

The National Guard Reserve stationed **Phil Walsh** at a Nike Site all the way out in Parma, Ohio for two weeks.

Other vacationers this month were **Jean Verdane** and **Mary Lou Hnatt** who spent a couple of weeks in Florida.

**Bill Mauerer** used up his time golfing and watching the Cleveland Browns work out at Hiram College.

**Ray** and **Verna Stevens** traveled to North Carolina for two weeks.

**Charlie Healy** started his vacation by staying at Bowling Green University for two days.

**Charlie's** daughter is enrolled there and the school invited him to look around. From there he went to New York to see the "old home town."

**Rocco Ramagli** and son left the big city to relax on a farm in Tiffin, Ohio.

The Parma team, after losing 8 out of 9 games in the second round of their season, started the third round with a big come-from-behind win. **Jay Murray** and **Frank Tracy** were the heroes of that game.

**Jay** tied the game up with his timely hit, and **Frank** drove in the winning runs with a bases loaded triple.

The top five averages on the Parma team are: **George Joseph**, .474; **Frank Tracy**, .461; **John Senyitko**, .411; **Jim Petonic**, .409 and **Charlie Von Duhn, Jr.**, .370. The team average is .348.

The Lakewood team, which plays only once a week, isn't doing too bad. Errors marked their last game as they were on the losing end of an 8-5 decision. This game made their won-lost record 4 and 4.

**Ray Stevens** leads the team with an average of .560; **Eddie O'Donnell**, .500; **Ben Cosenza**, .458; **Jim Feeney** and **Bill Donohue** tied for fourth place with .450. The team average is .380.

I won't mention the scores made by the visitors to the recent Erie golf tournament held in Meadville, Penna. **Bill Broest, Benny Cosenza, Paul Steinmetz, Bill Donohue** and **Jim Petonic** all tried to do well but not all succeeded.

**Jean Fitz** of the office crew became Mrs. **Ralph Cohrs** on July 25th.

**Dino Tonti** lost 30 pounds and wants everybody to know about it!

Returning from leaves of absence this month were: **Rose Ciccio, Pat Carbone, Alice Beveich, and Varilla Knight.**

Two girls added to the roster this month are **Susan Felber** and **Mary Chervenak.**

**Nancy Jose** left us recently to take up the duties of housekeeping. She is going to live in Michigan where husband **Tom** is going to school and working.

**Jim Reilly, Jr.**, waybill department, has left for a job on the road as a fireman.

The girls in the correction department, **Pat Von Duhn, Betty Krych, Clare Feeney** and **Florence Cregan**, decided that the office needed a little color. They went out and bought pink, blue, yellow and green desk blotters for themselves.

That isn't a new girl on the fourth floor, it's just **Johanna Meinhardt** with short hair.

• • •

## Susquehanna Division HORNELL BACK SHOP AND DIESEL SHOP

By R. L. Hammond

**Frank M. Henry**, engine dispatcher's clerk, retired July 24th, after 37 years of service.

**Frank Girando**, machinist helper, retired July 28th, after 35 years of service.

We welcome **J. J. Collins**, general foreman, who recently transferred from Salamanca to Hornell.

**L. F. Cleveland**, general foreman, recently transferred to Salamanca, N. Y.

**Frederick Faisst**, pipefitter, and family visited his son in Germany.

We welcome back **Robert Long** as engine dispatcher's clerk.

## THE WALTON R. COLLINS CO.

RAILWAY SUPPLIES

90 WEST STREET, NEW YORK 6, N. Y.

# Ore Storage

(Story begins on page 12)



A "HANDFUL" OF TIES IS tossed down the side of an ore pile by the swing loader.

• • •

## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

### IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

## OUR COMPLIMENTS TO THE ERIE RAILROAD—

on an excellent record in the field of transportation.

As ERIE's supplier and servicing agency for Air Brake Equipment and repair parts, we are proud to have participated in this performance.

### The New York Air Brake Company

230 Park Avenue, New York 17, N. Y.

Plant: Watertown, N. Y.

them, lifts them up and over, turning the car through an arc of 160 degrees as it does so, and does it all as if the 50-ton car and the 70-ton load were playthings.

Cars are brought to the dumper in strings of 11 to 16 from the North Randall yards, where they arrive during the night in trains of about 65 cars from the Erie's ship unloading docks on old riverbed of the Cuyahoga. (See Erie Magazine for December, 1958.)

The ores themselves may have come from the ore fields around the head of Lake Superior, and now that the St. Lawrence Seaway is open the Erie's ore unloading dock is unloading ships bringing ore from the Ungava district of Labrador, and far-off Liberia in Africa. Most are rust red, but some are red when dry and black when damp; and others black at all times. Some are fine, some coarse and lumpy, some heavier than others.

But the area roundabout has a general rust red color, for the men are covered, as the weather may be, with a fine powdering of red dust or a fine layer of red mud; their shoes track it into the field office, where the floor is a beautiful pastel red, even when freshly cleaned, for the ore dust has been ground into it over the years.

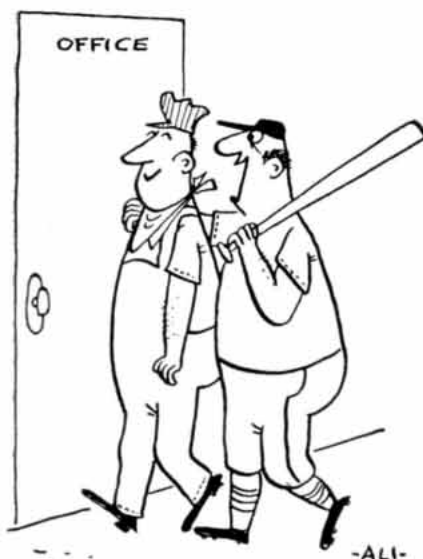
The dumper itself runs on four rails arranged in two pairs, each rail in each pair being 24 inches apart, and the distance between centers of the pairs is nearly 22 feet.

From its roof to the railhead the dumper is 56 feet high; it is 65 feet long and 25 wide. It has 32 wheels, and can propel itself along the track. From either end ramps extend to the rails; that on the approach end is a little over 44 feet long; on the discharge end about 37 feet long.

The two ramps are attached to the dumper and ride the regular railroad track that the dumper covers in such a way that cars can be pushed up from one end and off the other to the regular tracks.

Between the ramps is the cradle that does the actual lifting and dumping. It is 47 feet long, 14 feet 6 inches wide at track level and its one side is 19 feet high





"I haven't forgotten my promise to go to bat for you."

when in lowered position. For the cradle is like a box from which both ends, one side and the top have been removed.

Tracks run the length of the bottom of the cradle, matching those of the ramps when the cradle is in the down position. Huge pivots are arranged 15 feet above the cradle floor on the side of the structure.

When a car is pushed in to the dumper it is uncoupled, and the cut backs away so that the pushing car is in the clear. Then an operator in a cabin at the top of the cradle starts in on its lifting, pivoting movement. As he does so four clamps descend, and lock the car in position on the tracks. The movement of the car up and out and over goes on and on until all the ore is dumped.

Then the cradle is returned to its original position; a signal is given and the switcher at the end of the cut pushes the next car in, at the same time pushing the empty car off and down the other ramp, where it is inspected.

All this to store ore—and the service is performed for the Erie's customers at the rate of one cent a ton a month. But the ore represents a future source of revenue, and the more that is handled over the dock on Old Riverbed the less the cost per ton of handling there.

And reactivation of the facility gave work to Erie men, and gave them a chance to show what they could do in an emergency.

## Golf

(Story begins on page 6)

Daniel R. Berry, Hornell	76	6	70
Albert M. O'Dowd, Marion	83	13	70
Earl D. Hall, Cleveland	98	28	70
George Stanislaw, Youngstown	79	9	70
Andrew Bacenko, Cleveland	88	18	70
Harold C. Green, Cleveland	82	12	70
Thomas Bondi, Meadville	85	15	70
Carl R. Briggs, Youngstown	76	6	70
Jack H. Owens, Marion	79	9	70
Mike Arlington, Huntington	76	6	70
Charles E. Rowland, Meadville	79	8½	70½
William Bailik, Youngstown	79	8½	70½
Donald Keister, Cleveland	79	8½	70½
Donald A. Leggett, Youngstown	81	10	71
Louis S. McCleery, Meadville	83	12	71
Charles F. Zimmerman, Susquehanna	76	5	71
John A. Bish, Meadville	87	16	71
David Frazer, Sharon	87	16	71
Noble J. Darr, Dayton	87	16	71
John H. Wilson, Marion	93	22	71
Ralph D. Berry, Hornell	80	9	71
James Rees, Youngstown	81	10	71
Robert Willey, Cleveland	88	17	71
Wallace Kebort, Meadville	93	22	71
Edmund Kale, Akron	86	15	71
Claude O. Tobin, Akron	93	22	71
Ivan W. Jordan, Marion	85	14	71
Harry Ellerman, Huntington	87	16	71
Joseph Manoski, Huntington	76	5	71
Richard M. Brooke, Youngstown	87	15½	71½
James J. Stevens, Youngstown	79	7½	71½
Herb Herendeen, Huntington	80	8½	71½
Paul J. Seidel, Meadville	84	12	72
Donald Sippy, Meadville	93	21	72
Edward D. Moynihan, Jamestown	87	15	72
Joseph Walker, Meadville	87	15	72
Max Roseberry, Marion	89	17	72
Elmer Schneegas, Cleveland	81	9	72
John W. Turner, Marion	104	28	72
Jack E. Freeman, Marion	93	21	72
Albert M. Schreck, Meadville	93	21	72
James Mullaney, Sharon	84	12	72
Benny Cosenza, Cleveland	85	13	72
Jack Sankey, Ferrona	83	11	72
John H. Weldon, Ferrona	81	9	72
Edward Bennett, Akron	92	20	72
H. Dee Adams, Ashland	93	21	72
William S. Donahue, Cleveland	119	46½	72½
Robert B. Ohle, Meadville	99	26	73
Donald Brunswick, Hornell	85	12	73
Robert F. Stear, Jamestown	94	21	73
Wallace K. Thompson, Cleveland	102	29	73
William F. Collins, Meadville	113	40	73
Robert J. O'Grady, Warren	86	13	73
Raymond L. O'Grady, Meadville	84	11	73
Charles Schuette, Meadville	98	25	73
Elston A. Blair, Marion	94	21	73
Richard Seidel, Meadville	85	12	73
John Long, Cleveland	88	15	73
Edward McMahon, Ferrona	88	15	73
Andrew Leidal, Akron	96	23	73
John W. McGinnis, Meadville	109	35½	73½
Theodore R. Hull, Meadville	107	33½	73½
James Horvat, Meadville	119	45½	73½
William H. Larkin, Meadville	89	15	74
James Walsh, Sharon	93	19	74
Gerald M. Byers, Meadville	116	42	74
John P. Stein, Sharon	89	15	74
Joseph Dilluvio, Meadville	99	25	74
James Petonic, Cleveland	103	29	74
Ed Briner, Chicago	103	29	74
Lloyd Carter, Meadville	100	25½	74½
Jacob Otto, Marion	100	25½	74½
Charles Becker, Cleveland	101	26½	74½
Frank S. Petrillo, Meadville	106	31	75
John J. Kilroy, Cleveland	101	26	75
Louis K. Derr, Cleveland	95	20	75
Walter L. Violand, Cleveland	106	31	75
Charles E. Bloomingdale, Marion	97	22	75
Donald K. Boyd, Cleveland	105	30	75
William K. Parker, Meadville	108	32½	75½
John J. Kukis, Meadville	104	28	76
Richard W. Heiderhauser, Marion	101	24	77
William Broestl, Cleveland	96	19	77

## BUCKEYE CAST STEEL PRODUCTS

Truck Side Frames      Yokes and Draft Attachments  
Truck Bolsters      Freight Car Castings  
Couplers      6- and 8- Wheel Trucks  
Buckeye C-R (Cushion-Ride) Trucks and Package Units

### THE BUCKEYE STEEL CASTINGS COMPANY

New York, N. Y.      Columbus, Ohio      Chicago, Ill.  
St. Paul, Minn.      San Francisco, Calif.

## Digest Asks

(Story begins on page 8)

its passenger shed as part of the city's Golden Triangle redevelopment program—and immediately got slapped with a tax boost of \$31,000 annually on the improvement.

And whenever the construction of a new highway or the improvement of an old one necessitates building an overpass or changing a grade crossing—which happens hundreds of times every year—the railroad not only has to contribute to the construction bill but finds itself paying more in taxes for the improvement.

Exorbitant overvaluation of railroad facilities for tax purposes is a temptation that many local politicians cannot resist. Jersey City, N. J., a major rail center with vast yards, is a case in point. When one railroad serving this city sold 33 acres recently—just to cut down on its crushing tax burden—the land, assessed at \$621,296, sold for \$19,472.

One of the odd results of the multiplicity and overlapping of tax jurisdictions is that the railroad industry contributes more tax money directly to education than does any other private institution. Every year about 60 per cent of the railroads' property taxes in Illinois go to education.

In 1956, 45 per cent of the Penn-

sylvania Railroad's 32-million-dollar state and local taxes went to schools. In School District No. 7 of Lincoln County, Montana, the Great Northern pays 91.38 per cent of all school taxes levied in the district—despite the fact that the railroad's property comprises only one third of one per cent of the land.

Altogether, the railroads' state and local tax bill for education in 1958—an estimated 140 million dollars—was equal to almost a third of the federal government's contribution to the same school systems!

How the railroads' huge tax payments compare with those of their competitors is the other half of the picture. Here again the problem goes back to the fact that the railroads own so much real estate: stations in the hearts of cities, freight yards in their outskirts, and hundreds of thousands of miles of track from coast to coast. All this they build and maintain themselves, and on all of it they pay taxes.

But who builds, maintains and owns the airports, the waterways and the highways? By and large it is the government, and the government pays no tax. Nor, in any sense comparable to the railroads, do the airplanes, barges and trucks that use these facilities.

The airlines and water carriers pay nothing at all toward the con-

struction and maintenance of their rights of way and signaling systems.

The trucking industry does pay taxes in the form of registration and mileage fees, and in fuel and equipment levies. But these are merely user charges, intended to do no more than contribute toward highway construction, maintenance and administration costs. (In fact, the truckers insist that all federal automotive excise taxes be earmarked exclusively for highway purposes.)

The railroads, on the other hand, without a cent of government subsidy, pay the *full* costs of building, maintaining and administering their rights of way, and it is the railroads, and the railroads alone, that must pay *additional* hundreds of millions of dollars toward the administrative costs of general government of the communities through which they run.

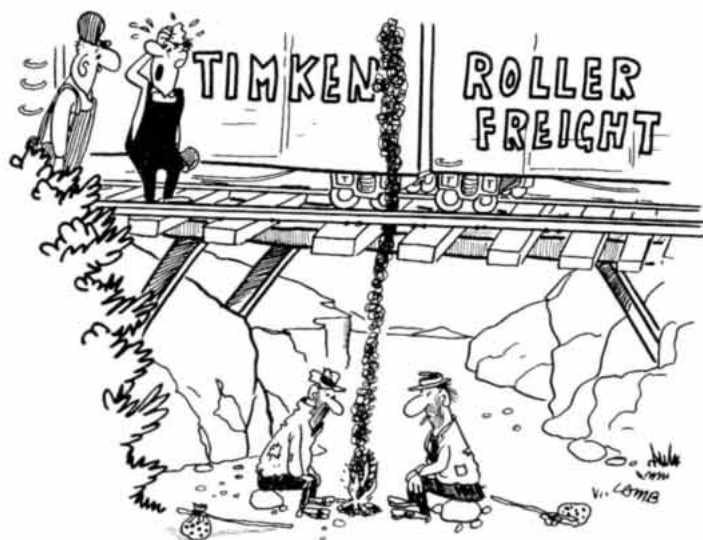
In New York City the railroads pay about nine million dollars in taxes on their passenger facilities. How much of this goes to support the city's two giant airports, La Guardia and Idlewild, it is impossible to estimate. Certainly some does, since these two fields pay no taxes.

Boston's 2000-acre Logan International Airport, which cost 74 million dollars of city, state and federal funds, is not taxed at all. But the New Haven Railroad's 31-acre South Station in downtown Boston pays the city over a million dollars every year in taxes—about the same as the user fees paid by all the airlines using Logan.

In Illinois the railroads paid 32 million dollars in property taxes in 1955. The 244 truck lines doing business in the state, the 17 certificated airlines and the 65 barge and towing companies paid \$800,000.

The one encouraging glimmer of light for the railroads is the fact that more and more people are beginning to worry about this situation.

Early this year a report to the governor of New York by his special assistant on transportation admitted that the state's treatment of the railroads was grossly unfair, and went on to say that this was



"WHY—FOR A MOMENT THERE, I THOUGHT THE UNBELIEVABLE HAD HAPPENED—A HOT BOX ON A TIMKEN ROLLER FREIGHT!!!"

actually costing the state money in the form of lost business and employment.

As a result, the legislature has already enacted measures to alleviate the situation to some degree. In West Virginia railroad tax reform is likewise before the lawmakers.

At the federal level, Senator George A. Smathers of Florida has conducted long and deep-probing hearings into the rail situation. The report of his subcommittee recommends that state and local governments re-examine railroad taxes to correct the "inequitable tax situation."

The problem is such a pressing one that the air is suddenly full of suggested solutions. Some observers suggest that railroad property used in connection with *passenger* service should be exempted from taxation, since it is easily demonstrable that the railroads lose money on passengers.

Others favor some kind of government subsidy for the railroads, to offset the subsidies their competitors get. There are even some who think that the solution lies in slapping heavier taxes on the railroads' competitors.

All these suggestions ignore one basic fact. It is our national policy to treat our so-called "highways of commerce"—roads, airways, canals—as precious national assets and to keep them free of taxation.

Why, then, should this policy not apply to the railroads? Certainly, in terms of the tonnage they carry, these are the most important transportation arteries of all. Why must they pay *any* property taxes?

Despite the apparent logic of such reasoning, nobody has yet dared to voice this suggestion. Property taxes are traditionally the province of the states, and who wants to stand up in public and ask the states to cut down the tree that rains 400 million dollars into their treasuries every year?

But somebody will have to start talking in these stark terms soon. For this tax shakedown is inflicting such deep financial wounds that the railroads' very existence is threatened.

## Commends Roads

(Story begins on page 5)

stimulate capital improvements to the railroad property, provide more stabilized employment opportunities and to strengthen the competitive position of the combined railroad.

Should current efforts to reduce tax burdens of railroads produce satisfactory results, the merger will bring forth an even stronger railroad serving our area.

The railroads (throughout the nation) are seeking to clear up a strange tax situation whereby part of the money collected from rail carriers goes into government subsidies for their chief competitors—airlines, highways, canals.

If all carriers were taxed for their "rights-of-way," the railroads contend, the tax burden would be shared fairly and the railroads would be given a new lease on life.

The Erie and the Lackawanna are to be commended on a "go it alone" effort to solve their growing problems. As the recently-issued brochure on the merger says:

"Obviously one strong railroad system can do a much better job than two weaker ones."

## Defense

(Story begins on page 11)

but railroads are hard-pressed to meet peacetime demands," Mr. Loomis continued. "Any deterioration of the freight car supply, whether as a result of enemy action or inability of the railroads to purchase enough new cars, would be disastrous."

The A.A.R. president reported that the intensive dieselization program of the postwar years has improved the motive power situation. However, he pointed out that with many diesels nearing the age for retirement or rebuilding, any sudden increase of traffic load imposed by wartime conditions would have to be accompanied by a substantial locomotive building program.

Mr. Loomis urged that the industry be encouraged to build up capacity now while manpower and materials are available—"not when an emergency is upon us and our resources are critically needed in other vital areas of war work."

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TOLEDO 4, OHIO**



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FLEISHEL  
LUMBER  
COMPANY**

**SAINT LOUIS,  
MISSOURI**



## Jersey

(Story begins on page 10)

1000 pounds. Two years later it was sold to William Penn and several associates.

In 1702 Queen Anne became queen of England, and in April of that year she obtained a full surrender of the rights of government from the proprietors of East and West Jersey and New Jersey became a Royal Province. It remained as such until it became a state in 1776.

In 1812 Colonel John Stevens of Hoboken published his first articles advocating railroads. They were issued in a pamphlet entitled "Documents Tending to Prove the Superior Advantages of Railways and Steam Carriages Over Canal Navigation."

### First Rail Survey

In January, 1814, Colonel Stevens made the first railway survey in America, between Trenton and Raritan, and in February, 1815, he obtained the first railway charter in the United States. It authorized the construction of a railroad from the Delaware River, near Trenton, to the Raritan River, near New Brunswick, a road that was not opened until 1839.

It was in 1825, however, that John Stevens gave New Jersey its most important "first" in railroad-ing. In February of that year, with a small experimental engine, Stevens operated the first locomotive to run on rails in America, on a circular track built on his Hoboken estate.

Railroading began in earnest in New Jersey in 1831. In that year the Paterson & Hudson River Railroad, now part of the Erie, was incorporated, and it is over that line that the Erie operates from the river to Paterson today.

### Rapid Growth

By 1840 there were 186 miles of railroad in operation; by 1860, the mileage was up to 560. The total stood at 1,684 in 1880 and 2,257 in 1900. The peak was reached in 1920 when 2,352 miles of railroad were in operation throughout the state of New Jersey. Today, with 13 Class I and nine Class II railroads, and two switching and terminal companies, the total railroad mileage in the

## Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Bulmer, John William	Electrician	Jersey City Pass. Car Dept.	6-21-59
*Crabtree, Robert Earl	Asst. Foreman	M/W Dept., Allegany Div.	4-24-59
*Darrow, Fulton Willard	Conductor	Rochester Div.	6-7-59
*Dziadul, Anthony John	Fire Cleaner	Secaucus Loco. Dept.	6-29-59
*Fairchild, Fred William	Machinist	Marion Loco. Dept.	3-9-59
Felts, Alvah Joe	Conductor	Marion Div.	7-1-59
*Fields, Charles Henry	Trucker	Chicago, Marion Div.	7-3-59
*Folkner, John Joseph	Conductor	Mahoning Div.	6-16-59
Goszka, Stanley Robert	Laborer	Buffalo, Buffalo Div.	6-30-59
*Higley, Thomas William	Engineer	Mahoning Div.	6-21-59
*Hogan, David John	Engineer	Kent Div.	7-8-59
Jackson, William Theodo	Laborer	Marion Locomotive Dept.	7-12-59
*Jefferts, Wynne Ivan	Resident Engineer	Cleveland	7-6-59
*Kay, Joseph	Boilermaker Welder	Hornell Back Shop	7-18-59
*Kimmons, Jessie	Boilermaker Helper	Meadville Shop	7-14-59
*King, Charles Walton	Chief Boat Dispatcher	Lighterage Dept., N. Y. City	7-23-59
*Kocot, Paul	Painter	Jersey City Shop	7-7-59
*Komaris, Athanasios	Trackman	Kent Div.	7-9-59
*Krakora, Frank Michael	Engineer	Mahoning Div.	7-9-59
Kropp, John	Carpenter	Marine Yard	7-3-59
*Litts, Edward Henry	Painter	Susquehanna Coach Shop	7-23-59
Matyas, Michael Nicholas	Car Inspector	Cleveland	7-2-59
*McCracken, William	Trackman	Wyoming Div.	5-3-59
*Meehan, Patrick Francis	Electrician	Jersey City Shop	6-21-59
*Middaugh, William Heath	General Foreman	Jamestown Car Dept.	7-13-59
*Mile, Ralph	Laborer	Jersey City Shop	7-6-59
Minnear, Guy Ernest	Passenger Conductor	Marion Div.	7-9-59
*Moonshower, Ralph Leroy	Conductor	Marion Div.	6-23-59
*Newcomb, Dean Berry	Signalman	Marion Div.	5-1-59
*Post, Roy Thomas	Asst. Frt. Claim Agent	Cleveland	7-7-59
*Quilter, William Aloysius	Roundhouse Foreman	Jersey City	7-7-59
Rardin, William Benson	Yardman	Chicago, Marion Div.	6-11-59
*Roach, Edward James	Supervisor—L&D	Frt. Claim Dept., Cleveland	6-30-59
*Schreiber, Louis	Engineer	Mahoning Div.	7-9-59
*Smith, James Ralph	Yard Brakeman	Salamanca	6-26-59
*Sodder, Lula May Trumbull	Stenographer	Allegany Div.	7-5-59
*Spoon, James	Trackman	B&SW Div.	3-11-59
*Stinedurf, Brant LeRoy	General Yardmaster	Ferrona, Pa.	7-2-59
*Strahle, Charles Edward	Pipefitter	Secaucus Shop	7-3-59
Timko, Joseph Andy, Jr.	Yard Brakeman	Youngstown	6-23-59
*Van Antwerp, Frank Leslie	Blacksmith	Susquehanna Coach Shop	7-22-59
*Wendzicki, Joseph	Laborer	Cleveland Car Shop	4-2-59
*Wood, Harry Raymond	Passenger Conductor	Mahoning Div.	5-14-59

\*Retired Employees

state stands at 2,160.

These 24 railroads serve the many heavy and light industries, the agriculture, mining and forestry production of New Jersey, as well as the recreational facilities of its parks, forests and sea-shore resorts.

It is interesting to note that the biggest resort city in the state—Atlantic City—was founded in 1854 by a railroad civil engineer, Robert S. Osborne. He gave the city its name, laid out its streets, named them and planned the city's development.

### Boardman's Boardwalks

A railroad conductor, Alex Boardman, supplied the inspiration for the city's first boardwalk through a desire to do away with the sand carried in passenger's shoes to his train.

Railroad men also had much to do with raising the capital which helped to change one of the loneliest stretches of sand along the Atlantic Coast to the famous resort center it is today.

The railroads in the state employ about 28,000 men and women.

Together with their families, they comprise around 84,000 of the state's population. Every large community and many smaller ones share in the railroad payroll of approximately \$164,000,000 a year.

### \$20,000,000 in Taxes

The railroads are also important purchasers of New Jersey products. It is estimated that they spend \$45,000,000 in the state each year for materials, equipment, fuel, water, electricity and other requirements.

Moreover, the railroads rank among the largest taxpayers in New Jersey. Their state and local taxes amount to approximately \$20,000,000 annually, taxes which help to maintain state and local institutions and highways, public schools and police and fire protection.

Altogether, the railroads spend approximately \$229,000,000 a year for wages, materials and supplies, services and taxes—expenditures which contribute to the prosperity and well-being of every community in "The Garden State."

• • •

# Salesman who “never uses” the railroads



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The car he drives . . .

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

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

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

---

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

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

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