YOUNGSTOWN STATE UNIVERSITY

ORAL HISTORY PROGRAM

Erie Railroad Project

The Golden Age Of The Erie Railroad And Its Decline

O.H. 117

LLOYD J. CARTER

Interviewed

by

Julie Di Sibio

on

April 16, 1980

LLOYD JAMES CARTER

Lloyd J. Carter's first job was in 1926 as a railroader and he remained in that vocation until his retirement in 1967. During that time he experienced the golden age of the Erie Railroad during the Second World War and its decline beginning in 1960. Throughout his railroading career, Lloyd performed many functions and jobs and thus has an extensive understanding of the railroading business from the ground up. Mr. Carter enjoyed his experiences working for the Erie Railroad but remains mystified as to why the Erie merged with the decrepit Delaware-Lackawanna & Western. Lloyd remains convinced that this merger led to the Erie's subsequent downfall.

Born in Rice Lake, Wisconsin on May 20th, 1908, the son of James B. and Ross C. Carter, Lloyd married the former Anne Sherred. They subsequently raised three children; Patricia, Gretchen and Robert. Lloyd's interests include golf, baseball and football.

Julie Di Sibio

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INTERVIEWEE: LLOYD J. CARTER

INTERVIEWER: JULIE DI SIBIO

SUBJECT: ERIE RAILROAD

DATE: APRIL 16, 1980

D: This is an interview with Mr. Lloyd Carter by Julie Di Sibio for the Youngstown State University Oral History Program, at 10:45 a.m., April 16, 1980. The subject is the history of the Erie Railroad.

First of all Mr. Carter we would like a bit of background information on you. Would you tell us a little bit about your parents, your family, something about your childhood and your schooling.

C: I was born in Rice Lake, Wisconsin, May 20, 1908. My parents were James B. and Ross C.Carter. My father was a state employee, a conservation warden, in the state of Wisconsin. We resided in the town that I was born. I attended a country school through the sixth grade, at Campia, Wisconsin and then we moved into the city of Rice Lake which was only five or six miles away. I finished up my grade school and two years of high school in the schooling system of Rice Lake. Most of my childhood, up until I was seventeen years of age was spent on a farm, in a farming area where I would work during the summer. After moving to town I had summer jobs, one of them notably being on the Soo Line Railroad, at Duluth, Minnesota, where I worked during the summer vacation as a fireman and brakeman.

D: Okay Mr. Carter, you want to tell us something about your brothers and sisters and what life was like growing up in Wisconsin.

C: I have an older brother, the older member of the family,

Victor, who is now retired from the Northern Pacific Railroad, at Ellensburg, Washington. I have a sister, next in the family, she now lives in Meadville, Pa.

D: And her name?

C: Mrs. Iris Sherred. I have a brother Ethan who is retired and lives in Erie, Pa. My younger brother Cyrus was killed in World War II, at Darwin, Australia. Well I suppose our life as youngsters on a farm was like every other farm kid's. We had our chores to do and in the winter time we had wood to cut, we also participated in winter sports. We did a lot of skiing, skating, which is common in that part of the country. We also had a lot of hunting and in the summer fishing. Which by the way Wisconsin is noted for.

D: What was the elementary school like that you attended? Could you give us a description of that?

C: Well, it was a small school. We probably had thirty-five to forty students. All eight grades were in one room with the same teacher. Ordinarily we would get a different teacher each year, so we had a variety of teachers. And our studies mainly consisted of English, arithmetic, history and spelling and that was it.

D: How long did you go to school? At what time of the day?

C: We would go at eight o'clock in the morning and would get out at four o'clock in the afternoon. And incidentially, I lived a mile and three quarters away from this school and we walked back and forth to school.

D: What about lunches?

C: We carried our lunch and we would get thirty minutes as I recall at lunchtime.

D: After you moved into the city or the town you attended a different school. How did it contrast to the school that you had attended in the country?

C: Well, we had additional classes to attend, things that we didn't hear of out in the country, such as typing. We also had shop classes, manual drawing, or manual training, included in that would be our drafting and our shop work. As I recall we would get shop twice a week and drawing three times a week.

D: Did you change classes or did you have one teacher?

C: No, we had a different one for each class, after I went into Rice Lake.

D: What was the reason for you never finishing high school?

C: Well, the biggest reason that I didn't finish high school was the fact that my father died, he was killed in an automobile accident. And I was one of five kids and it was to be able to survive.

D: When your father died did you continue living in Wisconsin? Or what did your family do at this time?

C: Yes, we lived there for a couple of years and then we migrated to Pennsylvania.

D: What was the reason that your family chose Pennsylvania?

C: Well, my mother was originally from Pennsylvania and she had relatives back there, who thought that they could contribute more to us if we were out there instead of in Wisconsin.

D: When your family arrived in Pennsylvania what area did you locate in and what did the kids do at this point and what did your mother do?

C: Mother had a job, mother worked in a laundry, Duncan's Laundry. My two brothers were in school and my sister as I recall stayed home and took care of the household, and I obtained a job on the Erie Railroad.

D: And what year is this?

C: That was in 1926.

D: How about your older brother Victor?

C: My older brother didn't come to Pennsylvania. He was working at that time on the Chicago Northwestern Railroad as a telegraph operator.

D: So he stayed in Wisconsin?

C: Right.

D: What was your first job on the railroad?

C: My first job on the railroad was a laborer in the Mechanical Department. My job in the Mechanical Department paid me thirty seven and one half cents an hour. There was no forty hour week, we just got paid for the hours we worked, whether it was Saturdays or Sundays or whatever day it was. I was there for, oh, in the neighborhood of a year and a half. Then I transferred to a job at clerking.

D: Was this in Meadville also?

C: No, I took a job at Cambridge Springs, Pa. I stayed in Cambridge Springs on this clerk job until 1932, I went there in 1928.

D: And how much did you make at this job?

C: I got $120.00 a month.

D: Was that a guaranteed forty hour a week job?

C: That was a guaranteed seven days a week. We were in the throes of the Depression or coming into it and they were cutting jobs and I got bumped out at Cambridge Springs and I took a job at Corry, Pa., clerking. That was a big increase, I got $140.00 there.

D: Were you married at this point or were you still single?

C: I was married in 1928.

D: What were your first impressions of the railroad? What was a day like when you were a laborer, your first job? What did you do?

C: Well I'll tell you, I sorted out journal bearings, that they brought in for repairs. I sorted them out as whether they were to be rebrassed or rebabbited or going to the junk. That was my job.

D: How about when you were a clerk in Cambridge Springs, what were your responsibilities?

C: I was a freight and baggage clerk at Cambridge Springs and I also transported the U.S. Mail, back and forth between the post office and the station.

D: For those of us who don't understand what a freight and a baggage clerk are, could you fill us in on their responsibilities?

C: Oh sure, I handled the checking and the delivering of baggage. I also sold some tickets, I rated and billed freight and checked yards.

D: A Jack-of-all-trades.

C: That's right.

D: You moved to Corry, Pa. and did you have any children at this time?

C: Well, I had two by that time.

D: Who would they be?

C: Patricia and Gretchen.

D: And your family lived in Corry?

C: Yes, we moved to Corry.

D: Now after Corry where did you locate?

C: I stayed there until 1936. And then I went to work at Jamestown as a yard brakeman at Jamestown.

D: And how much did you make at Jamestown?

C: $6.92 for an eight hour day. And I worked as a yard brakeman, a yard conductor and eventually yard-master.

D: Would this be a forty hour week?

C: Oh no. That was seven days a week.

D: One thing that is of interest to people is were you covered by any type of workman's compensation or any type of insurance policy?

C: Yes.

D: How did the railroad insure its employees?

C: The company carried their own insurance. They took care or absorbed all medical and hospital bills if you were injured on duty. And usually there was a cash settlement made to you for the days that were lost to this injury.

D: As a yard brakeman and conductor and the other things that you did at Jamestown, what was your impression of

of the railroad at this time?

C: This is in 1932 and we're into the Depression then, and business was commencing to fall off and the Depression was taking its toll. They were pulling jobs off and naturally I went from a regular employee back to the extra list, where I would work when there would be a day available. And that continued for a couple of years. And then attrition worked me into a regular job again. So I had a regular job and business picked up too and they added additional jobs. Every job that they would put on took five men.

D: Did you have your pay reduced during this time? You had said that you thought you were,"in the money" because you were making $6.92 a day, when you went to Jamestown. Was your rate affected by all this?

C: Our rate, no, because we were unionized, the brakeman had a pretty strong union, we would get a little increase in wages once and a while. A percentage, five or ten percent, or something like that. But prior to going to Jamestown, I was working as a clerk in Corry, we voluntarily took a ten percent cut in pay rather than to be laid off. The company at that time said that when they got back on their feet, they would make amends for that. I left that department and went into the Transportation Department and I don't know whether the clerical forces ever got this restitution or not.

D: As long as we are on the subject of the Depression, in what ways was the Erie Railroad affected by the Depression? What position were you working in when the Depression first hit?

C: Well, I was working as a clerk in Corry, at the time when the Depression first struck us and it was very noticeable on the railroad because the railroad traffic dropped off and so naturally they were not running as many trains. A lot of jobs that were working six and seven days a week were cut back to five days. They also put, well they dovetailed the jobs, where instead of working one job, you would have worked maybe two or three. That same thing didn't occur after I went into train service because the organizations wouldn't permit a brakeman to go out and do some other job. But however, we didn't have as many jobs and as I earlier stated I went back to the extra list and I would work maybe a couple, three days a week. That's how it affected me.

D: When you speak of being unionized, what was the first union

that you joined? When did you first join a union?

C: The Brotherhood of Railroad Trainmen, 1936.

D: And this would have been in Jamestown?

C: That's right.

D: What were your impressions of the union?

C: Well, I had never worked under a union, prior to that time, and of course if they were occasionally going to get us more money, why naturally I was agreeable to that. I thought they were all right. And I really believe that they were all right. Unions at that time weren't nearly as aggressive as they are now. If we had a grievance of some kind, why it was usually handled locally, and that's as far as it went.

D: After Jamestown, where do you move to next?

C: I was working as yard-master in Jamestown, and our train-master, Mr. Bob Lewis, asked me if I would like to go to Meadville as his chief clerk. After considerable difficulty with the unions, they were going to strip me of my rights if I went into another craft, which was an appointed job.

D: What do you mean by going into another craft?

C: Well, I was going back as a clerk and I wasn't intending on giving up my rights as a yardmaster or a brakeman but this was an advancement and there were some promises made if I would take this job. So after some litigation between the company and the union they agreed to keep me on the roster and I wouldn't have to sacrifice my rights and I could take this job. So I did. And we moved back to Cambridge Springs and I drove back and forth to Meadville to work.

D: At this point was it just your wife and your two daughters?

C: No, I had a son, Robert, who was born in Corry.

D: What did you do as a chief clerk?

C: That was in 1945. I handled the hiring. Business was good now, World War II was on and we were hiring men like nobody's business. I handled payroll, time claims and grievances. I was more or less an administrative

assistant to the trainmaster.

D: How much did this job pay in Meadville?

C: I think that it paid me five hundred dollars a month.

D: And this is in 1945?

C: Yes.

D: How did World War II affect business on the railroad?

C: Well, business boomed. We ran solid oil trains, we ran solid coal trains, solid trains of army equipment. We ran troop train after troop train.

D: American troops?

C: Yes, American troops. We couldn't get enough men to hardly man the trains, we ran that many trains. And of course diesel power came into being about that time and that permitted us to increase the tonnage on these trains so that we could have men enough to operate them.

D: What year did the diesel engines replace the steam engine?

C: I was in Meadville in 1945, when we got the diesel engines. Now they had them east of us, prior to that by a few months, but we didn't get them on the very west end of the railroad until 1947. I was in Huntington in 1947.

D: What did diesel engines do for the Erie Railroad?

C: They were able to handle additional tonnage, so we increased the tonnage. We eliminated pusher engines. Do you know what a pusher engine is? Well, in steam engine days, and even in diesel times in the west, they still use pusher engines when they get more tonnage in the mountains that they can handle. Sometimes they put an engine in the middle of the train as well as on the head end and they have one behind also to generate enough power to get them over the hills. Well, we didn't use pushers to that extent here but we did use pushers on the rear end, during steam power which was eliminated. At the time during steam power they used to keep a pusher engine right in Corry, stationed there just to push trains over Bear Lake Hill.

D: What happens to all the steam engines? Were they converted into diesel or were they completely eliminated?

C: No, they were sold to other railroads or junked.

D: This would have been quite an expensive move of the railroad.

C: It was an expensive move, there is no question. A lot of them were sold to other railroads that weren't becoming dieselized but it was expensive.

D: You had mentioned earlier to me about the different types of trains that ran during World War II and I wanted you to mention or talk a little bit about the prisoner of war trains that ran through this country and especially on the Erie lines at this time.

C: Well, we had a, or the government had a prisoner of war camp, at Camp Reynolds, that's at Greenville, Pa., and they ran the prisoner trains in there occasionally, German prisoners.

D: Did these prisoner trains ever stop over or what was the general procedure for bringing them through a town?

C: Oh, they would have to stop at terminals to refuel or they might have to take on water. But they were heavily guarded and the prisoners were never allowed off of the train. The windows were barred. They had quite an extensive camp at Camp Reynolds and the old barracks still remain.

D: Can you think of anything that sticks out in your mind as being particularly outstanding about the years that you spent on the railroad, particularly in the 1930's or the 1940's? Anything that was of major importance to the Erie Railroad?

C: Well, there were a lot of important things. They went through bankruptcy.

D: What year is that?

C: In the early thirties they went into bankruptcy and they were run by trustees for several years then they reorganized again. Then in later years they went bankrupt again. In the early thirties when they went into bankruptcy I would say that was due to the general economic conditions then and the general Depression that we had. However, I would think that the later trouble that they got into financially was due mostly to mismanagement.

D: As long as we are talking about the management of the

railroad, prior to their first bankruptcy, in the early thirties, how was the company set up? Was it run prior to that by trustees or how was it run?

C: Oh no, we had a president. President . . . Denney was the president at the time it went bankrupt, Charles E. Denney. And then they reorganized and Bob Woodruff became president. Denney and Hadden, I believe, were the trustees of the railroad, they run the ship, while in receivership.

D: As far as specific trains that ran during these times, not necessarily Erie trains, but some of the special trains that different railroads put out or had running at this time. Can you give us . . .

C: Passengers?

D: Passenger trains, yes.

C: Well we can go with the Erie, they had the Erie Limited, known as Number 1 and 2. They had the Lake City Express, known as Number 5 and 6.

D: Where did they run from? Where did the Erie Limited run from?

C: They ran between New York and Chicago. And then 5 and 6 separated at Youngstown, and it was known as 15 and 16. They operated from Youngstown to Cleveland and return. Other railroads had the, well the Burlington ran the Empire Builder, the Santa Fe ran the Scout and El Capitan, the New York Central ran the 20th Century Limited, and the Pennsylvania Railroad had the Broadway Limited, the Wabash had the Canonball. There was quite a few of them.

D: What was the purpose of these special trains, any purpose behind them or . . .

C: They were usually a limited train, they made very few stops, over the railroad. They were trains that were given precedence on the railroad and everything else got out of their way. They tried to run them as near on schedule as possible.

D: What are your feelings, or what were your feelings about the other big railroads that competed with the Erie? Such as the Penn Central or the New York Central? Was there a good working relationship between them and the Erie lines?

C: Some railroads yes, some railroads the relationship was very good, that is much better than others. I think there was, in my own mind, a certain amount of friction between some railroads because they were all very competitive, they were all vying for the same traffic. And I think that some of these had a little more money and did a little more catering to the shippers, to sway the business that way.

D: When we were at your last job we were talking about your position as Chief Clerk in Meadville. Where did you go from there?

C: In June of 1947, I was transferred to Huntington, Indiana, as general yard-master. I had charge of the yards at Huntington. And that job was more or less supervision, you had to make up and break up trains there and add filler to mainline freight trains. Take care of passenger trains, change engines on most of them and also we served the various industries, we switched the industries.

D: How long did you stay in Huntington?

C: In 1951, I was promoted to trainmaster at Huntington. And my territory extended between Marion and Chicago.

D: And what did you do as a trainmaster?

C: The train crews all come under my direct supervision. The train crews that operated in that area.

D: Okay, now when you refer to a train crew, do you want to explain that a little bit.

C: Well, the engineer, the fireman, the conductors and all the brakemen. The switchmen in the yards came under my supervision. That included Hammond, Huntington and Lima.

D: Did you have an assistant?

C: No, I had road foreman, but I had no assistant. On December 1, 1955, I was transferred back to Meadville as trainmaster, on the second-subdivision. I had from Meadville to Kent and Branch lines including Meadville yard. I had the same duties there that I had in Huntington. You're talking about economics, each one of those jobs there would be an increase in pay. We didn't get them as often as the unions got them, but we got them because they felt they had to do it. If they didn't

the men that were working for us would be making more money than we were. And I stayed there until December 1, 1959, and I was promoted to Hornell, New York, as chief trainmaster. And there I had territories from Hornell to Port Jervis, New York, plus the branch lines there.

D: How does the chief trainmaster differ from the trainmaster?

C: I had trainmasters under me. I had a trainmaster at Elmira, a trainmaster at Binghamton, and a trainmaster at Hornell and a trainmaster at Scranton. Then the railroad merged, October 17, 1960. and we absorbed a lot of D.L.& W.Employees.

D: What railroad did you merge with?

C: The D.L.& W.

D: Which stands for?

C: The Delaware, Lackawanna and Western. That was the railroad that operated the Phoebee Snow. During this merger we absorbed a lot of worn out, old equipment.

D: What was the reason for the merger in the first place? Why would the Erie take on a decrepit railroad?

C: We ran parallel in lots of places. And both railroads were suffering a little bit. But they thought that they could save one another I guess, by merging. And from that day on Erie went downhill.

D: Who was president of the railroad at this time?

C: I don't recall who was president at the time of the merger, whether it was VonWiller or McGinnis, but I'm inclined to think it was M. G. McGinnis. And on this same date, I was transferred to Youngstown, Ohio as assistant superintendent of the Mahoning Division which at that time ran from Meadville to Kent. But shortly after that, they wiped out Salamanca as a division point for the Meadville Division and extended our division to Hornell, and the B.& S.W.from Jamestown to Buffalo, as well as the Bradford Division.

D: One more brief comment about the merger. Did the merger immediately affect any positions of Erie people on the railroad?

C: Definitely it affected them. The D.L.& W. saved all of

their jobs in supervision and they seemed to be given pretty much a preference on the combined railroads.

D: Why would this be if the Erie bought them?

C: Well, it's difficult for me to tell you why but the facts are there that all of their top men retained top jobs in the organization.

D: What happened to the top people in the Erie organization? Did they lose out?

C: Well, they were thinned out and of course, in many cases, they had some duplications. But they created jobs for all the vice-presidents, all the general managers, and what have you, in the upper echelon. They created jobs for them.

D: Okay. Now, getting back to your new job as assistant superintendent in Youngstown, what were your job responsibilities as a superintendent?

C: Well, it didn't vary too much more than when I was chief trainmaster in Hornell, really. The territories were a little different and, oh there were some added duties taken on, yes. I was responsible for train movements, which ordinarily the superintendent handled, but in this case the assistant superintendent handled it, as well as grievances.

D: And what year did you finish this job?

C: I retired on that job, June 1, 1967. I retired, I might add, that I had early retirement on account of I had eye trouble.

D: Okay. Now getting back to just some impressions of different things that have happened to you while you worked for the railroad, there is a certain stigma attached to railroaders. People have a certain impression of them. What were your impressions of the various individuals that you worked with during your lifetime on the railroad? Just an overall impression.

C: Well, it's generally known that road men are loose-livers. And it was brought on by the characteristics of the job mostly. They're called upon to be away from home at long intervals. Lots of times they would take runs like, oh into Chicago or Hammond and maybe they'd lay in Chicago for twenty or twenty-four hours before they'd get called

to get the run back to Huntington. So consequently there's lots of temptations that some didn't resist.

D: Mr. Carter, on a whole, would you say that the men that you were in contact with during these years, were they a fairly hard-working bunch of men?

C: Some of them. Some of them were, but actually, the hard-working men were in the minority.

D: And were these men usually in supervision or were they unionized?

C: Both.

D: Now, getting back to the question of unions. Why was it that supervision never unionized on the Erie Railroad?

C: Well, the officials of the railroad, the top echelon, always discouraged that, they were always afraid that they might unionize at some time or other. So there was a few fringe benefits that were made available to officials so that they wouldn't unionize--such as retirement benefits that was gratis. And at one time we had life insurance and health insurance that was free of charge, but since then the organizations have gotten the same thing for their membership as far as hospitalization is concerned and I believe life insurance. But they have never been able to get a supplementary pension.

D: Now would you explain this supplementary pension briefly?

C: Well, it's a supplemental pension that's over and above any other remuneration that you might get from retirement, and it's based strictly on your term of service and the amount of your earnings at the time that you retire.

D: Another question that I wanted to ask you was, how did you view federal regulations of railroads, during the period that you worked for the Erie? Did it hinder them or did it help them?

C: Oh, it hindered them. There's no question about it. There were many instances that it helped them, too. But I can think of one place where it was a hindrance for the railroad and this wasn't federal law though, this was a state regulation. And that's where they were called upon to have a full crew man on certain trains in the state of Indiana particularly. They carried an additional man along in the cab and the engine for no good reason at all. It wasn't necessary to have him. But they couldn't get rid of it. They fought it and fought

it and fought it . I guess maybe they have gotten rid of it now. Of course they don't run any trains out there anyway.

D: So you would be more of the opinion that federal regulations crippled railroads in this country?

C: I would say so. Yes.

D: Okay. What is your outlook on railroading for future generations in this country? Is it a dismal picture?

C: No, I think there's a potential for them. I really do. And I'm almost certain that with the investment the federal government has in the railroad right now, they can't afford to see them die. And I think there's a potential in passenger service revitalizing.

D: Were you working for the railroad when passenger service started to decline?

C: Yes.

D: What was the reason for the demise of passenger service on the Erie in particular?

C: Well, I think it was the railroad company's fault more than anything else.. They didn't go after passenger traffic. Of course, I realize they had a lot of competition form busses and airlines and what have you, but the Erie Railroad, it was my experience, didn't cater to the passenger service. It was the freight that they were after. They let the equipment go down to nothing. In fact, the passenger equipment, the coaches and what have you was in poor shape.

D: One more question: What is your opinion of the Western railroads, prior to your retirement and now as you look at what the Western railroads have been able to accomplish?

C: I'm not familiar with what their financial standings are, but I always thought that the Western railroads were far superior to the Eastern railroads.

D: And why is this?

C: I'm speaking now of their equipment and of their services. They ran their passenger trains pretty much on time. Well, I don't know, they always appeared to me as though they were just a little bit above the Eastern railroads.

D: Looking back, what changes would you have liked to have seen, if you could do anything about it now, on the Erie Railroad. Something that they didn't do that maybe they should have done that could have saved them from what has happened to them now?

C: Personally, I think that as far as the Erie Railroad is concerned, their merger of October 17 with the D. L. & W. was their downfall.

D: Would that be their primary downfall?

C: I would certainly think so. That and the fact that we didn't have the leadership in the last two or three or four years that I worked. They didn't have the leadership that was necessary to make the railroad function.

D: Mr. Carter, since your retirement, what have you been doing with your time and your energy?

C: Well, I've enjoyed this last thirteen years, Ill tell you, very much. We've travelled some, and I have worked. I worked for the the state of Ohio for three years, from 1968 through 1971, in the Bureau of Motor Vehicles, the Safety Division. And since that time I have worked part time in a local home improvement center; plus the fact that I have a little garden, play a little golf, mow a little lawn.

D: All right, Mr. Carter, one final question: Looking back over all the years you've spent with the railroad, if you had it to do all over again and perhaps were given different choices than the times gave you, would you choose railroading as a vocation again or would you perhaps pursue some other vocation?

C: I probably would railroad again, yes. I think I would, I believe that times have changed enough that even the conditions would be different to work under. But I would like to say one parting shot. It gives me a feeling of nostalgia to go down around the railroads and see what used to be good equipment, deteriorated to the point that they're now tearing up the tracks.

D: One last item of interest. In 1951, the Erie Railroad celebrated its 100th anniversary and I wanted to know if you had any opinions or any nostalgic reminders about what occurred during that year for the centennial.

C: Yes, 1951 was the 100th anniversary of the Erie Railroad And over the entire railroad, Erie operated a centennial

train. It consisted of some of the newer equipment, like a refrigerator car, for instance, with all the latest equipment. They carried a Pullman car, they carried a coach; they had a caboose, they had a diesel engine, and some extra equipment--new cars like the flat car and what have you.

They made stops at various stations on the Marion Division, for instance. They started out of Hammond, then stopped at Rochester. They stopped at Huntington, they laid over in Huntington; they stopped in Lima, then they stopped in Kenton and went on to Marion. They had it set up so that people could come down and go through all this equipment and look it over. And I think it was quite a thing. And I think now about it in as much as they don't even operate any trains out there. But it was a very interesting and an educational tour. As I say, they covered the entire railroad with that. At that time Mr. P W. Johnston was president.

D: Did the railroad issue any memorabilia at this time?

C: Oh, sure. They had plates out, and I think we have some of them someplace, and they put out playing cards. And anyone that worked on the trains or made the trip with them on the division was presented a Zippo lighter with all the engravings on it, the dates and what have you. It was very nice. I guess you can call it a memorial now.

D: Okay, but the centennial itself, or the celebration of it was mostly just an exhibition train.

C: That's right.

D: Okay.

C: With a big banner on the side, it said, "A Hundred Years of Railroading."

D: Are there any other things that we have overlooked or important things that you might want to add at this time that I may have forgotten to ask you?

C: Yes, I neglected to mention the annual Erie picnic held at Conneaut Lake Park, usually in the month of July. Special trains were provided for all Erie Railroad veterans who wished to attend. One was considered a veteran if he had twenty or more years of service. These trains ran out of Jersey City, Chicago, Cleveland and Buffalo, leaving these terminals at night, arriving at

Conneaut Lake in the A.M.

The Erie Railroad Band from Huntington, Indiana, under the direction of Elmer Rahn, provided music for the day. This forty piece uniformed band was sponsored in part by the Erie.

These trains departed Conneaut Lake approximately five P.M., returning to their destinations early A.M.

At this time I might add, my forty-one years of service with the Erie were not easy, but I believe I enjoyed them all.

D: Okay. Thank you very much for the interview.

END OF INTERVIEW