

DEATHS IN THE ERIE FAMILY

Edward R. Outwin

Edward R. Outwin, a veteran of more than 60 years with the Erie, died in November at the home of his daughter, Miss Harriet J. Outwin, 409 Knickerbocker Avenue, Paterson. He was 76. Mr. Out-



William Cook

win was widely known and had many friends. Born in Watertown, Conn., he moved to Port Jervis when a boy and started in the Erie shops. He became a brakeman in 1870 and was promoted to fireman two years later. He was a charter member of Joshua Leach Lodge No. 1, B. of L. F. & E. He became an engineer at 24 and ran a locomotive for 50 years. Mr. Outwin was said to have run the first locomotive through the Bergen County short cut. For many years he ran on through line trains 3, 4, 13 and 14. In 1920 he was honored with the badge of honorary membership in the Grand Lodge of the engineers brotherhood when the accompanying photograph was made. He retired in 1927. Besides his daughter, three sons, John E., Edward L. and Donald M. survive.

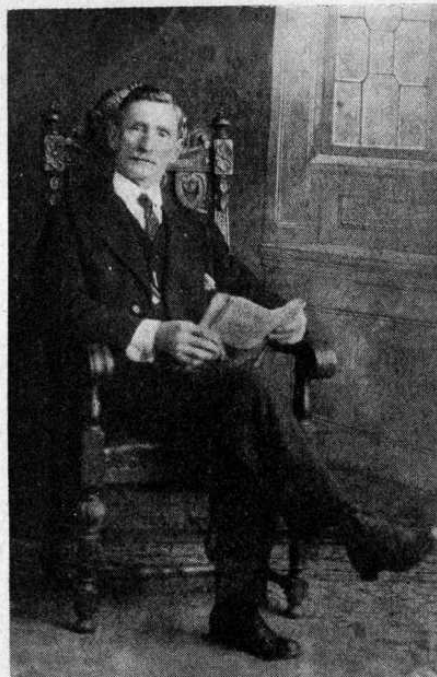
William Cook

William Cook, storekeeper in the marine yard at Weehawken, died from a paralytic stroke last November. He was 61 and had 45 years' service with the Erie, always in the stores branch of the marine service at Jersey City, Newburgh and Weehawken. Mr. Cook was popular with his friends who remember him for his calm and poise, "always on an even keel" as one aptly put it, and never excited even in time of aggravation. Many Erie representatives attended the funeral held from his late residence,

28 Essex street, Paterson. Burial was at Laurel Grove cemetery. His widow, Mrs. Mary Cook, survives.

Lewis Wright Wilson

Captain Lewis Wright Wilson of the Erie ferryboat Tuxedo whose



Edward R. Outwin

photograph appears in the next column, suffered a heart attack in the 23rd street ferry slip October 24th last and expired on the way to the hospital. He entered Erie service on August 1, 1885. "Lew" as he was popularly called was considered as one of the best captains in New York harbor. He was General Chairman of the Masters, Mates and Pilots Association, New York Harbor, a member of the Free and Accepted Masons. Funeral services were held at Crane's Undertaking parlors at Arlington, N. J. and burial was in Nashville, Tenn.

Robert J. Gross

Robert J. Gross, for many years chief dispatcher of the Erie at Dunkirk and superintendent of transportation for the Denver & Rio Grande at Pueblo, died in November at Dunkirk, aged 80. Mr. Gross was formerly president of the United States Radiator Corporation and vice-president of the American Locomotive Company.

He was a former associate of Horatio G. Brooks, founder of the Brooks Locomotive Works, and was widely known in railroad and railway supply circles. Many have reason to feel grateful for his generous gifts to churches, hospitals



Lewis Wright Wilson

and charitable enterprises. He was active in Masonic circles and in politics in Chautauqua County.

G. W. Rosser

G. W. Rosser, father of Forrest W. Rosser, general manager of the Erie at Hornell, died at his home, 144 Central avenue, Greenville, O., last month. He was 79. He is survived by his widow, two sons and three daughters.

John H. Edwards

John H. Edwards, former conductor on the Erie, died at his home, 67 Trask avenue, Bayonne, N. J., last month.

Fred C. Ganson

Fred C. Ganson, 81, retired Erie engineer, died recently at his home, 379 Crescent avenue, Buffalo. He was in service 55 years. He formerly ran trains Numbers 1 and 2 between Hornell and Buffalo.

Albert S. Dore

Albert S. Dore, 66, veteran Erie engineer on the Alleghany division, died last month at Hornell. Besides his widow, he is survived by a son, Rodney, of Verona, Pa., two daughters, Mrs. Bernice L. Deon of Tulsa, Okla., and Mrs. Marian M. Miller, Elmira; two brothers,

(Continued on page 39)

Erie Railroad Magazine

Deaths in the Erie Family

(Continued from page 28)

Carlton Dore of Knoxville, Tenn., and Hyland Dore of Toledo; a sister, Mrs. Agnes Westfield, Buffalo, and two grandchildren, Vincent and Pauline Dore of Toledo.

P. A. Murphy

P. A. Murphy, former yardmaster of the Erie at Avon and Buffalo, and widely known to many old-timers on the railroad, died in November in Minneapolis, aged 87. When he retired a few years ago he



P. A. Murphy

was assistant division superintendent of the Chicago, Rock Island and Pacific, where he had worked with Forrest W. Rosser, now general manager of the Erie at Hornell. Mr. Murphy was the last surviving charter member of Division 10, Order of Railway Conductors at Sayre, Pa. A friend in Rochester to whom Mr. Murphy sent the accompanying photograph a few days before his passing, wrote the following for the Magazine:

P. A. Murphy was born in Batavia, N. Y., where his father helped to build the New York Central through that city. When the Civil War broke out Mr. Murphy, a mere boy, ran away from home and enlisted as a private in the 8th New York Volunteers. After the war he hired out as a track walker on the Batavia and Canandaigua branch of the New York Central (known as the East Peanut) between Caledonia, N. Y., and Rush, under Foreman Martin Cullen who was also a Livingston county soldier and whose two sons are today employes of the Erie on the Rochester division, namely, Vincent Cullen, passenger conductor between Mount Morris and Rochester,

(See next page)

Deaths in the Erie Family

(Continued from page 39)

and Sib Cullen, yardmaster at Rochester and formerly a conductor.

In 1867, Mr. Murphy hired out as a brakeman between Batavia and Canandaigua and sometimes would be run through to Elmira. Afterwards he went to the Northern Central out of Elmira and ran a train between Williamsport and Canandaigua. He then went to the



James Phillips

Erie, working in Elmira yard. At Elmira he was married more than 60 years ago.

In 1870-71, Mr. Murphy was yardmaster for the Erie at Avon, N. Y., home of his former army associate and foreman. From Avon he went to Exchange street, Buffalo, as depot yardmaster. He was also a conductor on the Erie's Bradford division.

In 1882, Mr. Murphy, following Horace Greeley's advice, went west and became a conductor on the C. B. & N., now part of the Chicago, Rock Island and Pacific system, where he became passenger conductor, yardmaster, general yardmaster, trainmaster, and, lastly, assistant division superintendent, which position he held when retired on a pension some few years ago. His widow is in poor health at the Hotel Vendome, Minneapolis.

James Phillips

Back in 1880, when the Chicago and Atlantic, now the Marion division, of the Erie was laying the first rail for its first track into Chicago, James Phillips was a young man having but a short time previously passed his 19th Birthday. One of the necessities of the new Terminal was an enginehouse and in helping to erect this enginehouse Jim made a connection with the railroad that lasted the remainder of his life.

After the enginehouse was com-

pleted Jim's enthusiasm for railroad work won for him the position of engine hostler. Looking to the future he immediately started to qualify for locomotive service, being accepted as locomotive fireman on July 1, 1882. During this period things moved fast and when on December 6, 1887, his opportunity to become engineer came, he was ready for it, serving actively in that capacity up until a few weeks before his death on October 28, 1930.

Jim outlived the round house that he helped to build, it having been dismantled many years ago and replaced with one capable of housing and caring for the present-day locomotives. It was Jim's rare experience to operate and learn the intricacies of not only the earliest locomotives with which the Chicago Terminal was equipped but also those of the present day.

Jim was one of the steadfast workers comprising that band of Chicago and Atlantic veterans and his absence is going to be keenly felt, not only by the employes with whom he worked but by the officers who found in Jim qualities of earnestness and loyalty in abundance.

William F. Wilson

William F. Wilson, city passenger and ticket agent for the Erie at Newburgh, N. Y., died at his home November 8, aged 75. He had been in the employ of the Erie 44 years. He first entered railroad service on the Lackawanna in May, 1877, as night operator at Paterson. He was appointed ticket agent at West Paterson in 1879 and agent at Barclay street station, Paterson, in 1881. He resigned October 1, 1886, and the next day became agent for the Erie at Main street, Paterson. He was transferred to ticket

agent at 23rd street, New York, August 1, 1901, and two years later was transferred to Newburgh.

W. D. Dyer

W. D. Dyer, veteran passenger conductor, has died. He was employed as a brakeman on the Marion division November 29, 1888, was promoted to freight conductor January 21, 1890, and to passenger conductor November 23, 1906. "Bill," as he was familiarly known, was well liked and known by every one in the service on the division. He was retired on special allowance August 6, 1928, after having spent nearly 40 years in the service. His passing is mourned by a host of friends.

George S. McCullough

George S. McCullough, 77, of Lanesboro, Pa., retired Erie railroad employe who had been in the service for 37 years, died recently. He was born at Niagara Falls and came to Lanesboro as a little boy. He is survived by his widow and a daughter, Mrs. Earl Hendrickson, Lanesboro; two sons, George, Jr., at home and Frank of Port Jervis; two sisters, Mrs. William Meade of Greene, N. Y., Mrs. Henry Race, Johnson City, six grandchildren and two great-grandchildren.

Michael C. Meehan

Michael C. Meehan, 65, superintendent of the repair department in the Erie yards at Niagara Falls, died at his home there recently. He began his railroad career in the Erie's repair shops at Jersey City and Rutherford and later was given charge of the East Buffalo shops. In 1912 he was transferred to Niagara Falls. He is survived

by his widow and daughters, Miss Gertrude A. Meehan and Mrs. A. Attridge; brothers Thomas and John, sisters, Mrs. John Ennis, Adrian, Mrs. Patrick McMahon, Buffalo, and Mrs. Anna Kavanaugh. Burial was in Holy Cross cemetery, Lackawanna, N. Y.

James W. Gross

James W. Gross of Rutherford, locomotive engineer on the New York division of the Erie for 47 years, died December 15 after a brief illness in hospital at Passaic. He was 70. He is survived by his widow, two daughters, Mrs. Robert Hamilton, and Miss Iona of Rutherford; a brother, Oscar Gross of Nanuet, and a sister, Mrs. Janet Banker of New York.

John B. Harrison

John B. Harrison, 76, retired employe of the Erie on which he worked 53 years, died at Owego. He had been crossing and signal inspector.

Edwin W. Peck

Edwin W. Peck, 74, pensioned Erie railroad conductor of 40 years service, died last month in Meadville City hospital from injuries received when he was struck by an automobile.

Henry C. Meyer

Henry C. Meyer, 51, employe of the motive power plant of the Erie at Port Jervis, died last month at his home in Matamoras. He began with the Erie 27 years ago.

Leon Washburn

Leon Washburn, for 20 years foreman of boilermakers at the Erie's Susquehanna shops, died last month. He was 54.