



**BOY SCOUT  
TRAIN**

OUR 56TH YEAR OF PUBLICATION

**SEPTEMBER 1960**

## • The President's Page

**A**S SOON as I.C.C. approval of the Erie-Lackawanna merger is received, we are ready to move ahead with the actual consolidation of the two properties. Detailed plans are progressing satisfactorily so that the transition can be made quickly and smoothly.

We will then be able to start realizing some of the savings the merger will produce, which will put us in a better position to cope with constantly rising costs and intensified competition.

In the meantime, while we are waiting for the "all clear" signal, we cannot let down our sights on the need for giving the best possible service and getting all the business we can. This is a fundamental need whether we are a merged company or not.

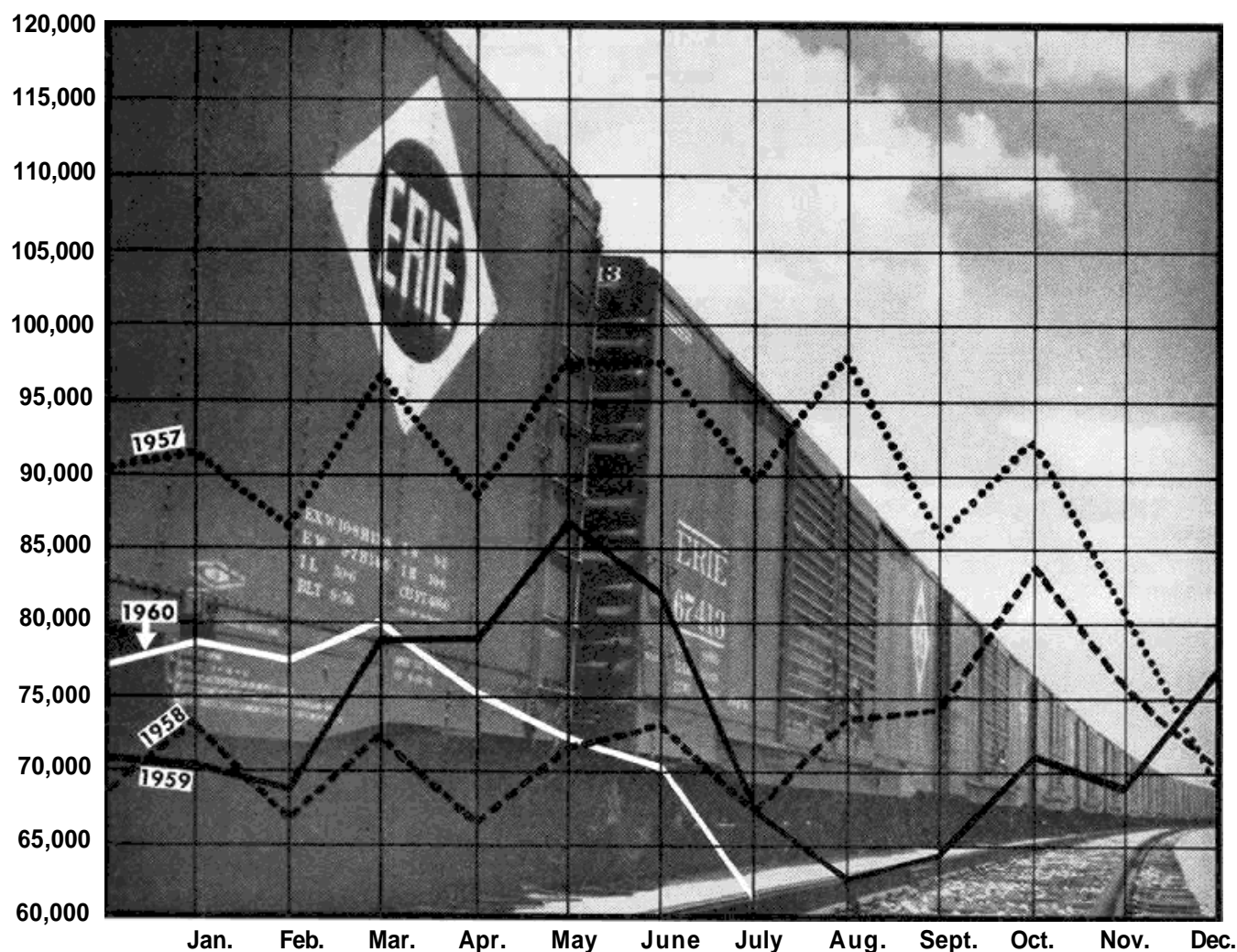
Over the years, we have been building up a greater variety of services to offer to shippers and travelers. We have such things as dependable rail and piggy-back service, quick-action car tracing information and special purpose cars for shippers; family plan fares, special tour rates and credit plans for passengers. These are all valuable selling tools that have an appeal to customers.

As Erie employes, we can help to improve our business picture by doing the work assigned to us in the most pleasant, efficient and cooperative way that we know how and by passing along to the Sales Department any information that may come to our attention about prospective freight or passenger business.

Competition for the nation's-freight and passenger traffic has never been greater. To attract more business, we must be more alert, aggressive and efficient than we have ever been before. Making the best use of the skills and resources we have available to us can mean an expanding future and a more promising outlook for the railroad.

*H. W. Van Weller*

# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

Month of July:	Amounts Received	Amounts Spent	Net Income (or Loss)
1960 .....	\$11,026,321	\$13,580,804	\$(2,554,483)
1959 .....	12,672,325	14,474,492	(1,802,167)
Seven months ended July 31:			
1960 .....	91,067,515	95,655,207	(4,587,692)
1959 .....	94,085,930	96,048,901	(1,962,971)

( ) Denotes Loss

## Erie Railroad Magazine

Sept. 1960 Vol. 56, No. 7

Oldest Railroad Employee Magazine  
Twelve Times a Year Since 1905

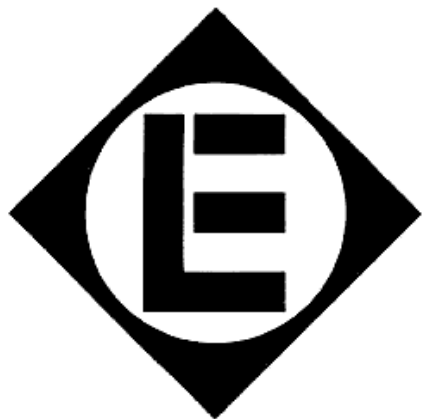
George C. Frank ..... Asst. to President  
Talbot Harding ..... Associate Editor  
Muriel Yeagle ..... Secretary  
John F. Long .... Photographer-Reporter

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 editorial and business offices, 1327 Midland Building, Cleveland 15, Ohio.

## THE COVER:

When the Boy Scouts of America held a jamboree in the West, the Erie Railroad was one of those who helped move 50,000 persons to and from Colorado Springs. Here John Fedorka (seated, right) plays chess. See page 12.

# New Herald, Slogan Chosen for Erie-Lackawanna Road



**NEW EMBLEM** for the new Erie-Lackawanna Railroad combines an E and an L on a disc within a diamond.

**T**HE SEARCH for an emblem for the Erie-Lackawanna Railroad is over. The new herald, which will appear on everything the railroad uses from locomotives and railroad stations to calling cards and buttons, is the brain-child of an Erie Railroad locomotive fireman, Truman G. Knight of the Kent division, who thereby is the grand prize winner of the Erie-Lackawanna Emblem Contest.

Knight, 28, lives at 1200 Chestnut Drive, Stow, Ohio. He started his railroad career with the Erie as a relief baggageman and mail handler at Akron, O., in 1956 and was promoted to fireman on May 4, 1960.

His hobbies are art and gardening--and he credits his art interest for much of his success in the contest. He is married, and has one son, Clifton, 2.

As proposer of the design, he will be awarded 20 shares of Erie-Lackawanna Railroad Co. common stock providing the merger be-

comes effective before the end of this year. If the merger does not take place by that time he will receive a \$100 United States Savings Bond. When the merger does go into effect he will be given 10 shares of common stock in the new company in addition to the bond.

Application to register the design as the official trade mark of the merged company has already been filed with the United States Patent Office.

Knight's design, a block letter E and a block L interlaced on a disc with a diamond, was adjudged the best of more than 2,400 entries in the emblem contest. For simplicity in application particularly to the rolling stock and for easier identification it has been slightly redesigned as shown in an adjoining column--a solid monogram combining the letters E and L in a distinctly modern design.

## Lackawanna First Prize

The entry of Leon H. Black, retired DL&W freight agent, of Bangor, Pa., was judged the best emblem submitted by a Lackawanna employe. He will receive ten Shares of stock in the new company or a \$100 U. S. Savings Bond depending on when the merger becomes effective.

The judging committee, consisting of Garret C. White, vice president, operations, Erie; Fred Diegel, assistant vice president, operations, DL&W; David R. Thompson, vice president, traffic, Erie; James L. Barngrove, Jr., general traffic manager, DL&W (representing Harry C. Schmidt, vice president, traffic, DL&W), Martin P. Nelson, assistant to president, DL&W and



**WORD THAT HE WON** the contest was taken to Truman G. Knight at Akron by James D. McFadden, superintendent of the Kent division, who delivered a letter of congratulation from Harry W. Von Willier, president Of the Erie.

George C. Frank, assistant to president, Erie, could find no combination among the entries of both emblem and slogan which could be recommended to the presidents of both railroads for their final approval.

#### Entries Re-examined

Therefore the committee re-examined all the entries, this time looking for a suitable slogan.

Three entered by Erie employees gave promise.

Among them were these from the Erie: "The Special Service Route," offered by Walter W. House, of the Erie freight claim department, Cleveland; "The Dependable Service Route," by Eldon O. Bell, transit man, Huntington, and "Your Friendly Service," by Harold K. Stiles, acting section foreman, North Randall, O.

From these suggestions evolved the slogan that was finally decided upon, namely THE FRIENDLY SERVICE ROUTE as being symbolic of what our customers have a right to expect of the merged company--a satisfactory service performed in a friendly manner.

#### New Motto Hailed

In approving the slogan recommended by the committee, Harry W. Von Willer, president of the Erie, said "This new motto will be an inspiration for everyone connected with the new railroad. It is a philosophy the entire organization can live by and work by in doing the best possible job in servicing the public."

The committee decided to award each of these men second prizes in the Erie employe category, and accordingly they are to receive 5 shares of stock or \$50 Savings Bonds.

Three second prizes were also awarded to members of the Lackawanna family namely, N. Cassarella, of the DL&W's Scranton Diesel shop, I. H. Harris, claims department, Binghamton, and John A. May, son of Edward J. May, car accounting, Scranton. These three, too, will each receive five shares of stock or \$50 Savings Bonds.

In going through the entries the committee found many emblem and slogan suggestions that were worthy of consideration. It was therefore decided to recognize their



**WHEN THE NEW EMBLEM** went on display in the executive offices in Cleveland it attracted considerable attention from this group of employes which includes Milton G. McInnes, executive vice president.

efforts by giving them honorable mention. Among the Erie entries that deserve honorable mention were:

Calvin F. Abel, Lockport, N. Y.; Wayne R. Anderson, Youngstown, O.; Mrs. John E. Angst, Darien, Conn.; Arthur F. Barber, Jersey City, N. J.; Benjamin F. Bayly, Hornell, N. Y.

Jack R. Betz, Marion, O.; E. A. Blair, Marion, O.; Edna Bradehl, Cleveland, O.; Richard M. Brooke, Youngstown, O.; Thomas B. Cagle, Meadville, Pa.

E. D. Carey, Leavittsburg, O.; Patrick J. Carney, Youngstown, O.; R. D. Chenoweth, Cleveland, O.; Ronnie Cohen, Springfield, Mo.; F. K. Corlett, Buffalo, N. Y.

John D. Crowell, Cleveland, O.; Ellen Cunningham, Lakewood, O.; Anieta F. Decker, Hornell, N. Y.; J. C. DeSandis, Jr., Moscow, Pa.; E. DiSpirito, Port Jervis, N. Y.

G. R. Ekers, Cleveland, O.; F. E. Fenstermaker, Girard, O.; Mrs. J. J. Fitzgerald, Buffalo, N. Y.; Don Franklin, Seattle, Wash.; Mrs. Elmer A. Graf, Iberia, O.

Peter S. Grillo, Hornell, N. Y.; Edward Halter, Lakewood, O.; R. E. Harty, Indianapolis, Ind.; R. C. Henrich, Meadville, Pa.; B. H. Hensley, Salamanca, N. Y.

D. E. Hoffman, Mansfield, O.; Roger J. Hopper, Cleveland, O.; George Hunt, N. Arlington, N. J.; Louis F. Jacobs, Buffalo, N. Y.; R. M. Johnston, Cleveland, O.

H. C. Kaufmann, Wyckoff, N. J.; Frederick R. Klitz, Ridgewood, N. J.;

H. A. Lang, Buffalo, N. Y.; C. S. Laszewski, Jersey City, N. J.; William T. Leggat, Dunmore, Pa.

F. H. Lewis, Goshen, N. Y.; Elmer D. Lohr, Brookfield, O.; John E. Markley, Marion, O.; Mary Martin, New York, N. Y.; Bessie McCartney, Meadville, Pa.

Richard G. Meek, Calumet City, Ill.; Leon H. Miles, Kenmore, N. Y.; Robert J. Nichols, Ashville, N. Y.; Ralph B. Norton, Susquehanna, Pa.; R. G. Nugent, Dansville, N. Y.

Julie Paoletto, Huntington, Ind.; Richard Parshall, Marion, O.; Thomas Perruzzi, Singac, N. J.; George R. Price, Hornell, N. Y.; C. A. Roberts, Mantua, O.

E. J. Ruefer, Port Jervis, N. Y.; Gail J. Shrenkel, Parma, O.; Jack A. Smith, Huntington, Ind.; John E. Snell, Indianapolis, Ind.; Gregory Spanski, Avon Lake, O.

Mike Stefonsky, Jr., Cleveland, O.; Mrs. Leo C. Stone, Hornell, N. Y.; C. J. R. Taylor, Cleveland, O.; Thomas J. Thomas, Cleveland, O.; H. Louise Walker, Atlantic, Pa.

George T. Wallace, Jersey City, N. J.; Byron Webster, Cleveland, O.; John E. Wendelken, Kent, O.; Frank C. White, Parma, O.

Gerald E. White, Kent, O.; John H. Wilhelm, Parma, O.; Donald H. Wood, Newburgh, N. Y.; H. P. Zydor, Parma, O.

DL&W entires selected for honorable mention were:

W. J. Baczynski, Plainfield, N. J.; Ruth R. Beck, Clarks Summit, Pa.;

(Please turn to page 14)



# Trainman, Clerk Share Golf Honors at Fifth Erie Tourney

**Yard Conductor Joe Lucas Shoots 67;  
Philip Walsh Wins Low Net**



**JOSEPH LUCAS** found the trophies and his clubs a handful.



**COMPLEXITIES** of the Calloway handicap system puzzle Philip Walsh, winner of the low net prize.

**J**OSEPH LUCAS, yard conductor at Ferrona Yard near Sharon, Pa., won the William A. Carlson Memorial Trophy for low gross score and Philip Walsh, general clerk, auditor of revenues, Cleveland, the Robert E. Woodruff Trophy for low net score at the fifth annual Erie System Golf Tournament.

Held beside the Erie tracks on the Hubbard Golf Course, Hubbard, O., on July 30 and 31, the tournament was played under weather conditions that one golfer called "surprising." The first day, Saturday, began as a fair day, but in the afternoon a sudden down-pour flooded fairways and drenched those on the course; but the shower was soon over, and the second day of the tournament was bright and sunny.

Of the 116 golfers who took part, however, only two confessed to ending their play because of rain. Previous high number of golfers was that of last year's tournament at Meadville, when 101 played the 18 holes.

## **From Spring Valley**

Walsh's score, 135 for the 18 holes was reduced by the Calloway system of handicapping to a net of 68. Twenty-four years old, he is single and lives with his father, David Walsh, an accountant in the Cleveland office of the auditor of revenues, at 1296 Brockley Avenue, Lakewood, O.

Lucas shot a 67 for the 18 holes, which placed him comfortably ahead of last year's winner of the Carlson Trophy, Ralph Costa of Meadville. This year Costa shot 71. Lucas, who is 42, lives at 1124 Hall Avenue, Sharon, and has two daughters, Darlene, 10 and Shauna, 6.

James Remo of Spring Valley, N. Y., traveled the longest distance to the tournament. He was accompanied by his son, Wayne, 8; E. E. Bonecutter, retired locomotive engineer of Marion, O., was the oldest player at 65.

## **Marion Next Year**

Jack McInerney of Hornell was second in net standings, shooting a 75 which a handicap of six reduced to 69. There was a four-way tie for third place, Edward Schoonmaker, Marion, 80-10-70; James Remo, 76-6-70; Jack Owens, Marion, 76-6-70 and Carl Briggs, Youngstown, 80-10-70. Fourth place went to Elston A. Blair, Marion.

In the low gross standings William G. Carlson, Cleveland; Guy Costa, Meadville, and Don Miller, Marion, all shot 73; Dan Berry, Hornell, and Paul Crowley, Youngstown, 74, and Jim Mahoney, Youngstown, 77.

Two eagles were scored, by Don Miller and Jack McInerney, Hornell. Both were made on the course's second hole, a 258-yard par four.

The committee in charge of the tournament has announced that next year's event will be held at the Marion, O., Country Club on days to be announced later.



**RALPH COSTA**, leading storekeeper, Meadville, and two-time winner of the Carlson trophy, rode around the course with William G. Carlson, assistant superintendent of motive power, Cleveland (driving).



## Erie Magazine Shrunk to Save

Your Erie Railroad Magazine comes to you in reduced size this month. Familiar as you are with the affairs of the railroad, you do not have to be told of the state of business or the need for economies wherever savings can be made. The Erie Magazine is pitching in to do its share toward making ends meet.

The reduction in the number of pages of the magazine has forced the condensation of many articles, and the elimination of some features. One of the changes, made with the greatest reluctance, has been the temporary suspension of personal items about the Erie family.

We look forward to the day when we may restore the magazine to its former size. Meanwhile, we will do our best to keep it interesting and informative so that employes and others can be kept up to date about activities on the railroad.

## Prepare Now to Vote

Now, not next month, or election day, is the time to be sure that you have met the qualifications to vote in your area, especially if you are a new voter, have moved since the last election, or did not vote at the last election.

State laws on registration vary so widely that the magazine cannot give definite advice. For example, in Ohio Cuyahoga County residents must be registered by Sept. 28 in order to vote; but there

## Retirements

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Anthony Marino	Laborer	Hornell, N. Y.	6-2-60	36
Daniel H. McKendry	Barge Captain	Jersey City, N.J.	5-31-60	31
William E. Nestor	Machinist	Hornell, N.Y.	6-3-60	34
Earl B. Peake	Agent	Creston, O.	7-31-60	39
James Peppas	Trackman	Mansfield, O.	6-27-60	33
John Pesano	Trackman	Newburgh, N.Y.	6-10-60	25
William R. Phillips	Yard Conductor	Youngstown, O.	6-30-60	37
Harry G. Prey	Engineer	Hoboken, N.J.	6-24-60	38
William R. Reardon	Yard Conductor	Ferrona, Pa.	6-16-60	44
John J. Reh	Engineer	Hoboken, N.J.	6-24-60	39
David Roaling	Road Conductor	Port Jervis, N.Y.	6-27-60	42
Frank W. Rombousek	Painter	Port Jervis, N.Y.	6-24-60	41
Cornelius Siems	Yard Brakeman	Jersey City, N.J.	6-10-60	38
Charles D. Smith	Locomotive Engineer	Buffalo, N.Y.	5-24-60	34
George R. Smith	Engineer	Hornell, N.Y.	6-6-60	42
William Smith	Laborer	Buffalo, N.Y.	6-26-60	33
Frank J. Spenner	Asst. Section Foreman	No. Judson, Ind.	7-6-60	35
James F. Splan	Road Conductor	Hornell, N.Y.	6-13-60	38
Alexander Sturtz	Yard Conductor	Hoboken, N.J.	6-20-60	37
Joseph L. Sullivan	Material & Reports Clerk	Hornell, N.Y.	5-27-60	40
Daniel D. Sweeney	Signalman	Meadville, Pa.	6-14-60	45
Lester W. Thomas	Car Inspector	Hornell, N.Y.	5-31-60	33
James E. Turnbull	Passenger Conductor	Cleveland, O.	6-22-60	d5
Harold F. Vineyard	Trucker	Akron, O.	6-20-60	27
Edward D. Whittaker	Locomotive Engineer	Buffalo, N.Y.	6-2-60	44
Karzimierz J. Widejko	Cooper	Jersey City, N.J.	5-31-60	33
Edward C. Williams	Passenger Conductor	Hornell, N.Y.	6-16-60	45
Walter G. Winterberg	Lumber & Tie Inspector	Buffalo, N.Y.	7-31-60	48
Joseph F. Youngman	Locomotive Engineer	Cleveland, O.	6-20-60	42
Alexander Angyal	Agent-Operator	Spring Valley, N.Y.	7-7-60	48
Walter V. Biddeman	Locomotive Engineer	Buffalo, N.Y.	7-19-60	50
Frank H. Boyce	Engineer	Susquehanna, Pa.	7-12-60	47
Louise M. Butler	Bill Clerk	Chicago, Ill.	7-26-60	36
Theodore F. Christman	Road Conductor	Hoboken, N.J.	7-21-60	43
Robert E. Colbetzor	Freight House Foreman	Wadsworth, O.	7-13-60	24
Floyd J. Conklin	Asst. Chief Dispatcher	Hoboken, N.J.	8-31-60	46
Stanislaw Czarnecki	car Repairer	Hammond, Ind.	7-15-60	38
Nicholas Daniels	Trackman	Hornell, N.Y.	6-20-60	39
John F. Duffy	Manager Purch. & Stores	Cleveland, Ohio	8-31-60	46
George K. Eastman	Checker	Hornell, N.Y.	8-3-60	48
William F. Eller	Machinist	Hornell, N.Y.	7-29-60	35
Henry A. Everett	Yard Brakeman	Buffalo, N.Y.	7-22-60	40
Henry W. Fahrenholz	Machinist	Secaucus, N.J.	4-19-60	46
Regina F. Frey	Chief Lighterage Clerk	New York, N.Y.	8-31-60	43
Earl A. Griffith	Wreck Crane Engineer	Marion, O.	8-31-60	43
Charles W. Grunden	Operator	Kenton, O.	7-30-60	47
Edward P. Guild	Leading Carpenter	Hornell, N.Y.	6-15-60	40
Roman A. Halbig	Locomotive Engineer	Buffalo, N.Y.	7-15-60	43
Lawrence R. Hale	Crossing Watchman	Corry, Pa.	6-27-60	35
Victor W. Hann	Passenger Conductor	Hornell, N.Y.	6-27-60	47
Albert C. Heffelfinger	Car Inspector	Ashland, Ohio	7-31-60	37
Harrison J. Hill	Yard Conductor	E. Buffalo, N.Y.	7-26-60	38
Earl S. Hurd	Machinist	Hornell, N.Y.	7-30-60	44
Joseph Janusonis	Car Inspector	Hammond, Ind.	7-31-60	42
Justin Lomash	Machinist Helper	Jersey City, N.J.	7-11-60	34
Michael Markiewicz	Millman	Hammond, Ind.	7-15-60	34
Marie E. McGurk	Rate & Division Clerk	Cleveland, Ohio	7-29-60	42
Leo J. McLaughlin	Engineer	Hoboken, N.J.	7-19-60	42
John F. McMullen	Supt. Car Department	Cleveland, O.	8-31-60	41
John M. Mudrick	Delivery Clerk	Chicago, Ill.	6-30-60	29
George H. Nickels	Road Conductor	Cleveland, O.	6-23-60	43
Edgar Nulf	Section Foreman	Brockway, Pa.	6-17-60	49
Jacob Olsen	Car Repairer	Jersey City, N.J.	7-16-60	41
Stephen P. Raynak	Yard Conductor	Cleveland, O.	6-23-60	43
Caesar L. Seville	Clerk Westbound Dept.	New York, N.Y.	7-13-60	36
Henry H. Sexton	Car Repairer	Hornell, N.Y.	7-6-60	46
William Taylor	Leading Carpenter	Paterson, N.J.	7-27-60	36
Roy Wiley	Section Foreman	Hubbard, Ohio	7-12-60	34
Theodore J. Wyant	Laborer	Hornell, N.Y.	7-29-60	32
Fred Young	Passenger Conductor	Port Jervis, N.Y.	7-20-60	46

is no registration in Portage County, just next door to Cuyahoga on the Erie.

The only possible advice is: Make sure from local officials that you will have satisfied the requirements to vote, and that you have satisfied them in time.

## Veterans News

Fellow Veterans,

We have increased our membership 17% in just six months, a splendid job and one that is going to be difficult to beat.

There will be a lot more Erie men and women who will join our association if we just ask them to join. I want to thank all of you

for your wonderful cooperation in this year's drive for members.

Fraternally yours,  
Harry C. Travis  
President

## Buffalo-Rochester

By Jan Bender

The Mike Reddings and Hank Schultzes teamed up in their meanderings at the Conneaut Lake picnic.

A cordial welcome to the following new members:

Ivan M. Yarns, Jack W. Field, Henry E. Graczyk, Norman C. Schiller, George Vail, Ray C. Bernas, Howard J. Koch, R. L. Williams and Daniel Francescone.

(Please turn to page 14)

# PEOPLE YOU KNOW



**RICHARD PATTERSON**  
Trackman



## All Working for the Erie in M. of W., Kent Division



**BEACHER R. HOOSER**  
Trackman

**ALLEN B. COOPER**  
Crane Operator



**WALTER CYRUS**  
Trackman



**JOHN PERONIS**  
Section Foreman

**WILBORN STAMPER**  
Trackman



**CLYDE C. STAHL**  
Trackman





JULIO PACH ECO  
Trackman



ELDEN H. NORRIS  
Trackman



PERCY S. FRARY  
Section Foreman



JACK R. WEAHRY  
Trackman



RAYMOND J. MOYER  
Trackman



WILLIAM W. HOFFMAN  
Section Foreman



ROBERT H. BAUGH  
Trackman



ROBERT McCORK  
Machine Operator

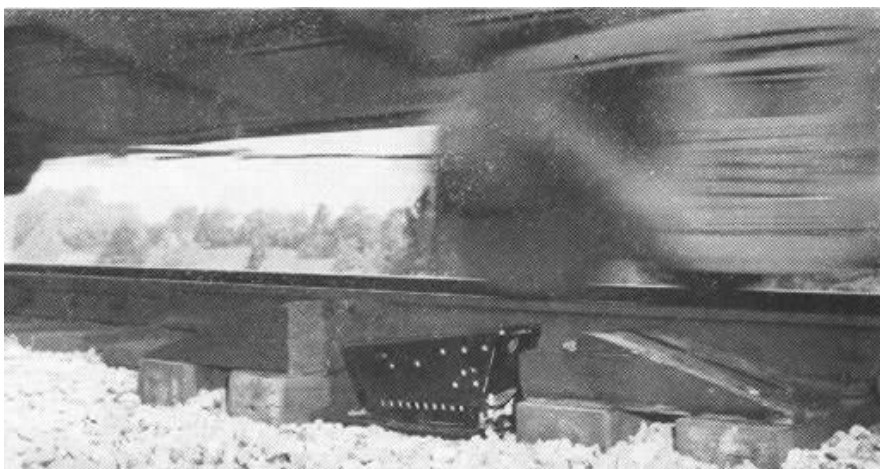


MELVILLE TAYLOR  
Trackman

# Hot Box Detector Keeps Watch Over Erie Railroad Trains



**TRAIN NO. 74** approaches the detector's viewing units, which are protected by heavy pieces of timber bolted to the ties.

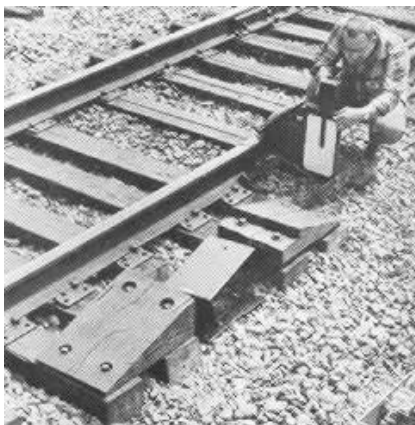


**CARS FLICK OVER** the detector so fast that they are a blur to the camera. But the viewer needs only one ten-thousandth of a second to look at each journal.



**LAWRENCE H. DYKE**, superintendent of communications, reads a report from the detector in the relay shed beside the line.

**FINAL ADJUSTMENT** of viewing device of detector was done by David C. Gregory, leading communications construction man.



**A** NEW HOT BOX detector, first of its specific kind to be fully transistorized, has gone to work for the Erie at River Junction on the Buffalo Division. Although the machine cost nearly \$50,000 installed, it will be well worth the investment, for the costs of one burned-off journal have often been higher than that in shippers' claims, damage to cars, and torn-up track.

Built by General Electric, the device does many things. It can detect hot boxes on trains moving past it at speeds from six to 60 miles an hour, set signals against the train, and report the presence of a hot box to the dispatcher's office at Buffalo, 65 miles away.

But that is only part of its duties. It also tells the dispatcher whether the hot journal is on the north or south side of the train, and just which axle it is, so that the dispatcher can tell the train crew just where to find the trouble. And it makes two permanent taped copies of all its findings, one at River Junction and the other at Buffalo.

## "Tilt" Light

It can detect up to four hot journals a train, and if it finds more, flashes a special light at Buffalo. This light, known by the machine's closer friends as the "tilt" light, isn't expected ever to light--except as an indication that the machine is adjusted to too great a sensitivity.

In addition to all these things the machine turns itself off between trains, shuts its "eyes" to keep out dust and dirt, avoids reading the heat of wheels and brake shoes, distinguishes between roller and friction bearings, and writes lines that look like black ink without using ink.

Moreover, it reports its findings to Buffalo over an existing telephone line without disturbing the calls on that line, thereby saving the railroad the expense of stringing additional wire between the

junction and the Buffalo dispatcher's office.

And it does all this without being affected by any weather temperature changes at River Junction, so long as they stay between 40 below and 125 above zero.

First planning on this unit began last December, when studies showed that the most advantageous place for detecting hot boxes, was at River Junction.

Actual construction began in May, and by the end of July final adjustments were being made to the apparatus--it is important that so sensitive an instrument not be disturbed by outside influences, such as the vibration of a passing train, into giving false indications --and the equipment went into full use August 2.

### Eye-Opener

Now when eastbound trains approach NT tower they activate a circuit that informs the transistorized "brain" of the detector that a train is coming.

As soon as that news is received, the two boxes, one on each side of the track, open their eyes. This is a literal eye-opening, for, when no train is on the circuit, the lenses are protected by small steel shutters. As it opens its eyes the detector also starts its recording mechanism.

As the journals pass the eyes, which are directed upward and forward in the direction of train travel, they are scanned individually by the eyes.

### 1/10,000th of a Second

Or perhaps it would be more accurate to say that the eyes glance at each box, because they "look" at each box for only 1/10,000th of a second, no matter what the speed of the train.

As the eyes look at the boxes the brain in the relay shed beside the track compares their temperatures. For three types of bearings pass over the detector's eyes--locomotive bearings, roller bearings and friction bearings. And locomotive bearings run hotter than the other two, and roller hotter than friction bearings in normal service.

Therefore the brain compares the relative temperatures of the

journals on each end of every axle, and reports as faulty only those that are markedly hotter than their mates.

As soon as such a journal is discovered, the machine takes prompt action. It immediately rings a bell and lights lights in Buffalo; it starts counting the axles remaining in the train, and registers that count in Buffalo.

At the same time it sets a signal two and one-half miles farther east at "approach" and a second signal five miles from NT at "stop." On both these signals special lights show the reason for the stop--a suspected hot box.

Once the crew stops the train at the second signal, the dispatcher at Buffalo can be reached by a phone beside the signal. By this time he will have noted the light, and read off the number of axles between the end of the train and the hot journal.

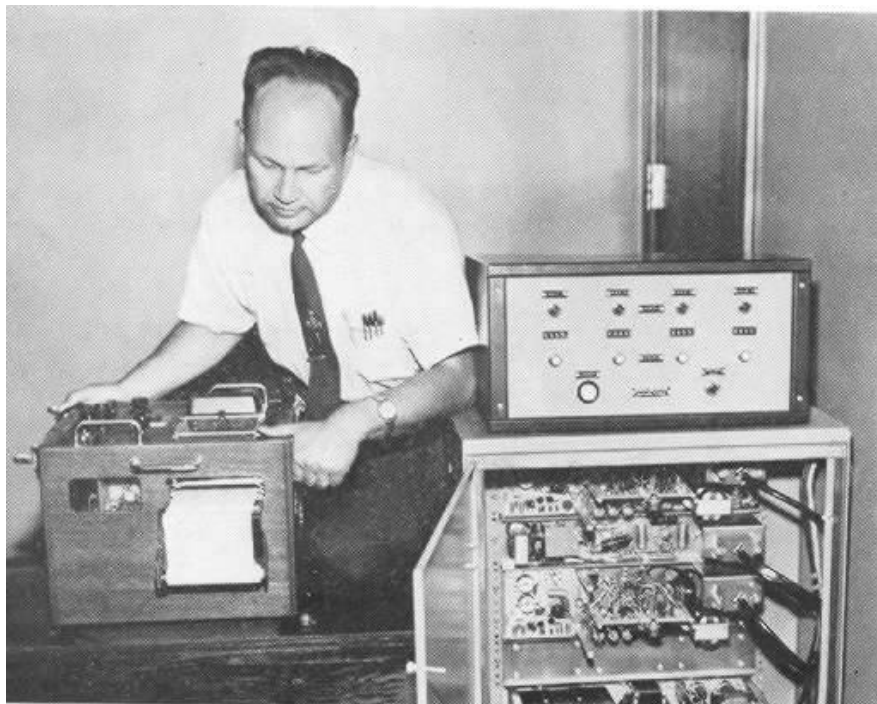
So he can tell the train crew, for example: "Look at the 96th journal forward from the caboose on the north side of the train. The detector shows it hot."

This saves everyone time and effort--especially in bad weather--and ends dependence upon odor and visual indications, both easily



**NO DOUBT** is left of what the detector found by this signal. Note the telephone box beside the line, from which the crew may call the dispatcher.

missed or upset. There will, of course, never be any substitute for skilled men, but the machine helps the men to use those skills more effectively to make the Erie a more dependable railroad in delivering the shippers' freight.



**AT BUFFALO**, more than 60 miles from the viewer, Robert Havens, communications supervisor, studies a written report from the detector. At the right is the panel which shows which side of the train, and how many axles from the caboose, any trouble lies.

# Erie Carries 1,406 Scouts Bound to Jamboree in West



**W**HEN the Boy Scouts celebrate the 50th year of scouting in America with a jamboree in Colorado that attracts 55,000 persons, something of a transportation problem is involved.

Among the railroads helping to solve that problem was the Erie. Some 1,406 Scouts and Scouters, as the adult members of the movement are called, rode the Erie both ways.

Two special trains were operated in each direction, and special equipment was added to other trains; flexibility of rail transport was attractive, too, for one of the specials followed an unusual route home.

One of the two specials operated from Hoboken to Chicago on July 19. It carried some 590 New Jersey and Middletown, N. Y. scouts, who

**DOORWAY to adventure. John Fedorka, Second Class Scout, climbs aboard the Erie.**

changed there to a western road.

These boys and their leaders returned from Chicago to Hoboken on August 1.

The other movement was special in more ways than one. The special carried 524 scouts from Nassau County, New York to Chicago on July 19, but the return trip did not take place immediately after the jamboree. These scouts made a side trip after the jamboree to New Mexico, and when they returned to Chicago on August 5, their Erie special took them over Erie tracks usually used for freight only to Buffalo.

## Son of Erie Man

There the boys detrained and visited Niagara Falls, then returned to the train, and were taken to Hoboken.

In addition to the special trains, equipment was added to Train No. 1 on July 19 and to Train 2 on July 31 to accommodate 292 scouts and scouters from points along the Erie from Olean to Sharon.

But Erie participation was not limited to furnishing coaches, diners and baggage cars--one member of an Erie family, John Fedorka, son of Mr. and Mrs. Michael J. Fedorka of Port Jervis attended the jamboree.

## His Birthday, Too

Second Class Scout John Fedorka whose father is division car foreman at Jersey City, was 14 the day before the train left Middletown for Chicago and points west, so the trip came as a sort of birthday present.

John's experiences were typical. He helped prepare his troop's baggage for loading in advance---John belongs to Troop 80, Hudson-Delaware Council, Middletown-- and load it on the baggage car that preceded the train and was han-



**RAIL TRAVEL IS WONDERFUL!** On this all the Scouts and Scouters who rode the Erie agreed. They enjoyed the coaches, and made full use of the diners.



dled through Chicago to Colorado Springs.

Then on the Great Day, he said goodbye to his parents, and dressed in full uniform, reported to Middletown, where he marched through the streets to the station and boarded the train.

#### **Elected Cook**

On the way to Chicago he ate in the diner, chatted with friends in his own troop, watched the scenery roll by, and made friends with boys from Bayonne, Union City, Paterson, and Hackensack, N. J., and New City, N. Y., who were aboard the train.

Somewhere along the line he became indiscreet enough to admit that he was a pretty good cook, and when his troop arrived in Colorado Springs, he found that he had been picked to cook breakfast the first day.

Those who ate that breakfast found it so good that, by acclamation, he was elected cook for the rest of the period of the encampment. His cooking was so good that Troop 80 continued in good health, and their spirits were kept so high that, although high winds blew away their tents on two occasions, morale remained high.

#### **Money Flew**

In one of the high winds literally everything that John had with him was blown away, including his travelers' checks. He recovered all but one of them in the grand sorting out and paper chase that followed--after all when the personal effects of some 55,000 people are being blown all over a 2,000-acre camp site and beyond it something is sure to get lost--and considered himself lucky to have his money in a form in which he can recover it, even though lost.

Despite his duties as cook, and the high winds, John found plenty of time to meet boys from the 49 other states, and trade with them for souvenirs; to attend and participate in the many ceremonies surrounding the affair.

But, as it did for so many other boys, the enjoyment of his rail trip from Hoboken to Chicago, and from Chicago to Colorado Springs and back home again will remain one of the outstanding memories of the affair, if not the most memorable.



**OLD FRIENDS RETIRE.** John F. Dully, manager of purchases and stores (left) and John F. McMullen, superintendent car department, say goodbye to one another at a party given them in Cleveland prior to their Aug. 31 retirement. McMullen entered Erie service in the car department in 1911; Dully the stores department in 1914.



**FIFTY YEARS OF SERVICE** to the Erie by Oscar A. Frauson, superintendent of lightering and stations, were marked at a luncheon in the Railroad Machinery Club in New York. Here Frauson (seated) receives his 50-year pin from George C. Kalle, secretary of the Jersey City chapter of the Veterans; Thomas E. McGinnis, assistant general manager, eastern district (left) presented gold passes to Mr. and Mrs. Frauson. Frank M. Sportelly, assistant superintendent of lightering and stations (background) was among the many who attended.



(Story begins oil page 7)

There was more pinochle than horseshoe pitching at the weiner

roast which took place at the summer home of Ernest Jimenez in Evans.

## 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.



**RAILROAD  
ACCESSORIES  
CORPORATION**  
**SIGNAL AND TRACK DEVICES**  
Chrysler Building  
NEW YORK 17, N. Y.



## Let practical railroad men move you up!

Got your sights on the management end of railroading--where the big money is? Then take the I.C.S. home study course in Railroad Management--it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 42636J, SCRANTON 15, PENNA.

Explain fully about your course marked X:

- |   |  |
|---|--|
| <input type="checkbox"/> Railroad Administration                          | <input type="checkbox"/> Machinist and Toolmaker                   |
| <input type="checkbox"/> Accounting <input type="checkbox"/> Air Brake    | <input type="checkbox"/> Mechanical Engineering                    |
| <input type="checkbox"/> Boilermaking                                     | <input type="checkbox"/> Radio <input type="checkbox"/> Television |
| <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"/> Diesel Loco. | <input type="checkbox"/> R. R. Engineering                         |
| <input type="checkbox"/> Diesel Electrician                               | <input type="checkbox"/> R. R. Rate Clerk                          |
| <input type="checkbox"/> Diesel Mechanic                                  | <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"/> Waiting--Gas & Electric                   |

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

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

Occupation \_\_\_\_\_  
Erie employees will receive a Special Discount

**Grade "A" Crushed  
Stone, properly pre-  
pared and screened  
clean for all purposes.**

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

**Ask Us For Prices**

**THE ERIE STONE COMPANY**  
**TOLEDO 4, OHIO**

## SPECIAL OFFERING OF FLORIDA LAND 5 Full Acres \$695

COLLIER COUNTY north of Tamiami Trail--adjoining Dade County, 44 to 66 miles West of Miami. If you ever expect to own a piece of Tropical South Florida--do it now. Terms only \$10 month for each 5 acre tract. No interest--no other charges. Send \$10 for complete information, maps and contract. If not 100% satisfied, your deposit returned on request. At present these areas are undeveloped and recommended for long range appreciation.

**WEBB REALTY CORP.**

639 N. W. 102nd St., Dept. KG9  
Miami 50, Florida  
Ref.: Miami-Dade Chamber of Commerce

## Akron

By Besse Westbrook

Our regular meeting was preceded with a covered dish dinner, and after adjournment a social hour of swimming, playing pool, etc. was enjoyed.

Special thanks are extended to Mr. and Mrs. Earl Miller, who were host and hostess for the meeting which was held in their home.

We welcome new members, Mr. and Mrs. Howard Hills of Kent, Ohio.

The mother of past president, Al Coffman, observed her 90th birthday.

## Susquehanna

By H. Harold Perry

Wonderful time was had by all at Soops Grove at our local annual picnic.

John Perry, brother of your scribe and patrolman on the police force in Binghamton, along with other policemen has returned from a successful fishing trip in Canada.

## Emblem

(Story begins on page 4)

B. L. Beier, New Providence, N. J.; Virginia Byrnes, Union City, N. J.; Joseph C. Cilibertia, Jersey City, N. J.

Joseph P. Dworshock, Dunmore, Pa.; D. A. Eardman, Buffalo, N. Y.; Frank Ehrenhofler, Jr., The Bronx, N. Y.; L. F. Hart, Landing, N. J.; G. W. Herkner, Jr., Short Hills, N. J.

G. S. Hill, Apulia, N. Y.; Emil Kozy, Scranton, Pa.; R. K. Lovitt, Chicago, Ill.; Robert S. McAlevy, Cheektowaga, N. Y.; J. McConnell, Hoboken, N. J.

J. F. McNamara, East Orange, N. J.; Isabel Middleton, Dunmore, Pa.; Harold W. Miller, Scranton, Pa.; J. S. Nichols, Dunmore, Pa.; Hugh Renzo, New York, N. Y.

J. B. Roberts, Bangor, Pa.; Edward L. Rossenbach, Buffalo, N. Y.; Joan Rugo, Butler, N. J.; Paul Rushin, Dunmore, Pa.; J. H. Schoonover, Scranton, Pa.

James J. Scott, Scranton, Pa.; H. E. Simpson, Chicago, Ill.; Laura W. Stevens, Scranton, Pa.; C. Leon Thomas, East Orange, N. J.; Harold A. Walters, Scranton, Pa.

Charles Waskuvich, Conklin, N. Y.; Charles D. Whitehead, Paterson, N. J.; William R. Williams, Scranton, Pa.; Bill Woehrl, Scranton, Pa.; Edward Yasinkas, Clark Summit, Pa.

# Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Collins, Simon Christopher	Blacksmith Foreman	Meadville Shop	7-16-60
Conklin, John Leonard	Engineer	Susquehanna Division	5-20-60
Courtney, Oscar	Caller	14th St., Chicago	7- 3-60
*Donohue, Joseph Thomas	Yard Brakeman	N.Y. Division	7- 4-60
*Elliott, Ernest Bartram	Machinist	Marion Shop	5-19-60
*Fletcher, James Elwood	Transitman	Kent Division	7-19-60
*Flick, Anthony Andrew	Section Foreman	Buffalo Division	5-5-60
Foley, Robert Eugene	Engineer	N.Y. Division	7-11-60
*Frazer, Robert David	Road Brakeman	Rochester Division	4-26-60
*Jenner, Wallace Elmer	Engineer	N.Y. Division	6-13-60
*Karst, Martin John	Car Inspector	Croton, N. J.	6-29-60
*Laughney, Francis Aloysius	Conductor	Wyoming Division	3-28-60
*Lombardo, Joseph	Boilermaker Helper	Port Jervis Roundhouse	6-25-60
McHale, Willis	Trackman	Wyoming Division	6- 5-60
Miller, Kenneth Ward	Machinist	Hornell Diesel Shop	7-9-60
*Mohlman, Bernard	Machinist	Meadville Shop	7-15-60
Rayfield, John Thomas	Trackman	Mahoning Division	6-23-60
Rera, John Anthony	Engineer	N.Y. Division	7-11-60
*Rowley, John Lee	Machinist	Hornell Back Shop	7-17-60
*Saunders, James Joseph	Car Repairer	Cleveland, O.	6-2S-60
*Schulze, Frederick Otto	Export Clerk	New York City	7- ?-60
*Simmons, Charles J.	Asst. Struct. Steel Foreman	Dept. of Structures, System	6-18-60
*Smith, John	Road Conductor	N.Y. Division	5-19-60
*Sorgino, Nicholas	Trackman	Buffalo Division	5-23-60
*Staub, Elmer John	Crossing Watchman	Kent Division	5-11-60
*Van Dyke, William David	Track Foreman	Allegany Division	6-20-60
*Will, Carl Edward	Yard Conductor	Mahoning Division	6- 7-60
*Wohnus, Charles Weston	R&D Clerk	28th St. Station, N. Y. City	6-22-60
*Retired Employees			

## 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,  
WANAUKEBOROUGH and WESTMILFORD  
New Jersey  
Member Federal Deposit Insurance Corporation

## THE FLEISHEL LUMBER COMPANY SAINT LOUIS, MISSOURI

AT ALL FINE SHOE REPAIRERS



## THE ERIE DOCK COMPANY

CLEVELAND, OHIO

## IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Ton per Hour from Vessel

## OUR COMPLIMENTSTO 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 partici-  
pated in this performance.

## The New York Air Brake Company

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

Plant: Watertown, H. Y.

# Ever listen to a talking train?



**"Signal Crew to Train Seventy-Six..., checking microwave antenna ... can you read me?"**

**"Seventy-Six to Signal... we read you loud and clear. Over."**

Crisp talk like this is crackling over the air these days--for the railroads are using microwave radio in a big way. Microwave keeps operating headquarters instantly in touch with every train, thus expediting service for passengers and shippers.

This is one more way in which railroads are exploring and applying exciting new developments. Such progressive thinking is important to all of us--for we're going to need dynamic railroads more than ever in the growth years ahead.

Clearly, it's in the national interest to give railroads equal opportunity and treatment with other forms of transportation. America's railroads - the lifeline of the nation -- are the main line to *your* future.

ASSOCIATION OF  
**AMERICAN RAILROADS**  
WASHINGTON 6, D. C.