



*Allegheny's Campus Bells Call
"Back to School;" We've Answered
the Call for One Hundred Years.*

**ERIE-LACKAWANNA
MAGAZINE**



**AUGUST
SEPTEMBER
1962**

The President's Page



WHEN our merger became effective, we adopted for ourselves the slogan, "The Friendly Service Route." It was selected because it is not only just plain good business to be friendly, but basically because friendliness is the foundation for all good human relationships--in other words, the art of getting along with people. We would certainly prefer to be known as a corporation made up of warm, friendly people rather than a group of indifferent and inconsiderate grouches.

It naturally has to be everyone's responsibility to earn this reputation for friendliness because one individual's discourtesy or negative attitude can reflect on the entire organization. So, we must be alert to every opportunity for making this not a mere slogan but a policy on which our customers can rely with absolute surety.

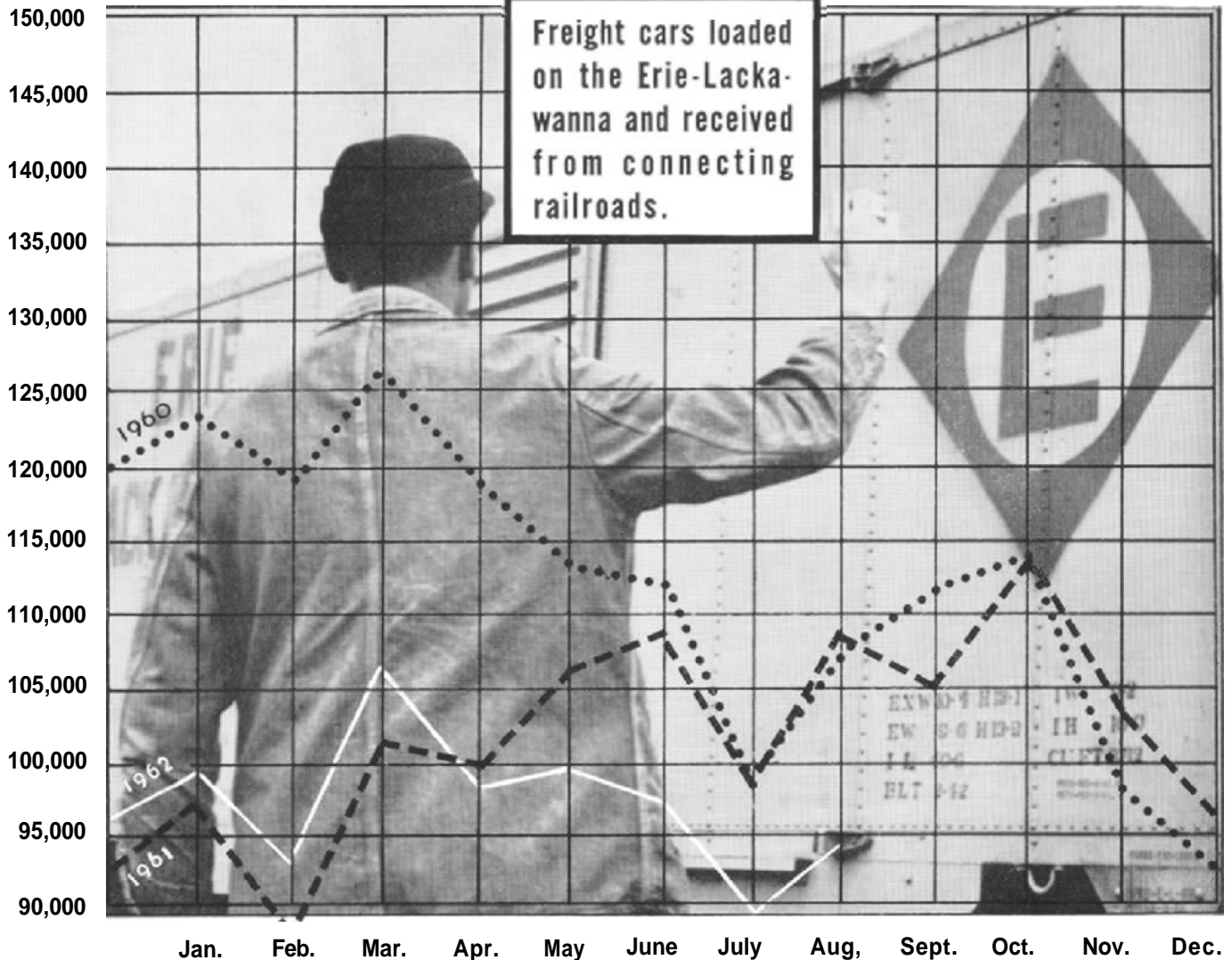
Friendliness, courtesy, a warm smile, an eagerness to help, a respect for the dignity of the individual--these are qualities each of us can use not only in performing our services to the public but in our dealings with each other.

And the nice part is that it won't cost you or the company a single penny to do it. I can't think of a better investment toward a brighter E-L future.

A handwritten signature in cursive script, reading "J. G. McInnes".

BUSINESS INDICATOR

Freight cars loaded
on the Erie-Lacka-
wanna and received
from connecting
railroads.



**Dollar figures
At a glance**



	Amounts Received	Amounts Spent	Net Loss
Six Months Ended:			
June 30, 1962	108,086,231	116,534,730	8,448,499
June 30, 1961	103,894,102	120,892,540	16,998,438

ERIE-LACKAWANNA RAILROAD MAGAZINE

America's First Railroad Magazine—Our 58th Year

August/September, 1962 Vol. 58, No. 6

George C. Frank . . . Asst. to President
Bruce A. Wilson . . . Associate Editor
John F. Long . . . Photographer-Reporter

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August/September, 1962

ON OUR COVER

The leaves above shaded campus walks will soon begin to flame and fall. Brisk Autumn will replace a fat and lazy Summer, and all across the land campus chimes will echo the call of "Back to School."

Meadville's Allegheny College has sounded the call since 1815, and the 147 years have been rich in tradition and historical significance. Our Railroad has been a part of that history, for it was exactly 100 years ago this November that our first train steamed into Meadville from Salamanca. We and the City and the College have been partners in growth ever since. The building on our cover is also a part of that history. Venerable Bentley Hall was designed by Timothy Alden, Allegheny's first president, and a descendent of John and Priscilla Alden, names familiar to every schoolboy who has learned the story of our Nation's Pilgrim birth at Plymouth Bay Colony.

"Ideas must work
through the brains and
arms of good and brave
men, or they are no
better than dreams."

Emerson

TELL-A-GRAM

Things to Talk About...

"And ye shall know the
truth, and the truth
shall make you free."

John/VIII/32

A SUBSIDY OF \$23,869,051 has been requested by Eastern Air Lines from the Federal government to cover "indicated needs for the balance of the fiscal year." Eastern said its calculations showed that amount would be needed to produce "the 9 per cent return allowed by the Civil Aeronautics Board in other subsidy cases." (Erie-Lackawanna needed \$26,488,759 just to break even last year but did not ask the taxpayers for a subsidy to make up its losses. Reason: no such subsidy provisions are made for railroads.)

NINE ON-LINE CITIES where Erie-Lackawanna pays taxes on its facilities will use part of those taxes to furnish improvements to benefit air transportation. The Federal Aviation Agency recently announced \$74,283,719 has been allocated to 419 airport improvement projects for the year beginning July 1. Generally speaking, the communities are required to match the Federal grants on a 50/50 basis. Helping to provide facilities for railroad competitors in the freight and passenger market will be: Buffalo, \$1,936,750; Elmira, \$16,000; Jamestown, \$10,000; Rochester, \$1,215,500; Syracuse, \$521,755; Chicago---\$4,189,693; Hmttington, Ind., \$80,100; Cleveland, \$954,150, and Dayton, \$37,500. (Editor's note: "Federal grants," mentioned above, are actually "taxpayers money" under a different name.)

THE PRESIDENT OF THE AMERICAN TRUCKING ASSOCIATION says the railroads are dead. But apparently he doesn't believe his own statement because in opposing President Kennedy's proposal to eliminate minimum rate controls for the railroads on bulk and agricultural commodities (an advantage the truckers enjoy), he said, "Our industry has no confidence in the ability of free competition in the market place to produce orderly transportation."

"TWISTING OF FACTS" to try falsely to convince Congress and the public that "railroads are not really ailing at all but are, in fact, highly prosperous," was attacked on the Senate floor by Senator Butler of Maryland. Lashing out at suggestions that railroads bookkeeping methods failed to show their true financial condition, Senator Butler pointed out the industry's accounting methods are prescribed and policed by the I.C.C. He added that "Making things appear to be other than what they really are can be entertaining... but when used to distort and bemuddle our thinking on a subject so vital to the national welfare as transportation, the results can be disastrous."

A RECENT I.C.C. ROAD CHECK in Virginia disclosed that of the first 159 trucks and truck combinations checked in a five-day test, 18.2% had defects serious enough to warrant ordering them out of service. Five or more equipment defects were found on 35.2% of the vehicles stopped. The most prevalent faults were uncovered in brake systems. Others included defective lights, turn signals, steering mechanisms and tires.

THE ERIE-LACKAWANNA JOINED WITH OTHER RAILROADS in offering drought-stricken farmers in Pennsylvania, New York and New Jersey reduced rates for livestock feed and hay until October 23.

THERE ARE SMILES THAT MAKE US HAPPY

(AND
SOME
LETTERS
THAT
MAKE
US
BLUE)

...

SUNUVAGUN! There is just no way you can estimate the power of a smile.

A couple of issues back, you remember, we put little old Smiley back on the active list and used his happy face on the cover of our Magazine. Inside we wrote a little article about the value of smiles. and, by golly, all of a sudden thing:: started happening.

First of all, our readers' response to the return of Smiley made all of us feel great, but more importantly, your favorable reaction gave us a

chance to do something about a problem that has been bugging us for a long time and has become increasingly more important because of the current public emphasis on the future of railroads. We knew we were on the right track when Mr. McInnes submitted his "President's Page" message for this issue and it was on this very subject!

We're talking about our relationships with our customers--our public image.

As the publisher of *Modern Railroads* said in a recent editorial: "Lackadaisical service and lack of courtesy are all too prevalent . . ." and what that means is that we are getting to be known as an industry of snarling, grouchy, old men. It's a fact. But it isn't a pretty fact, and Erie-Lackawanna, "The Friendly Service Route," decided to do something about it.

One of the things we did was to get a supply of the handsome poster you see here:

boss about it. It is a friendly reminder to all of us. It gives you a lift just to look at it.

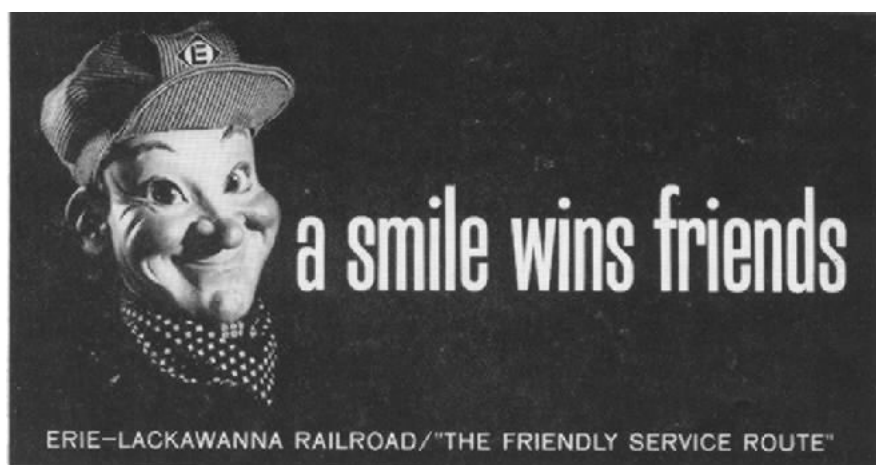
Now, you may ask why we need this reminder as long as we already are "The Friendly Service Route." Well, Sir and Bob, having a slogan is one thing, and living up to it is something else again. The sad truth is we find evidence here and there that shows we aren't airways what we claim to be.

You want some proof? Okay, here are excerpts from a growing file of letters in the General Offices in Cleveland:

This one from a lady in Brooklyn, N. Y.: "... On the evening of May 11th as I arrived on Train #43, I was sworn at and abused by your agent, Mr. _____ He had also abused my elderly father before my arrival."

How's that for courtesy?

Here's one from a lady in Lincoln Park, N. J., who had asked the conductor why he didn't use the step



Printed in black and white on a rich maroon background, the cards have been distributed to offices, shops, stations, locker rooms, and other E-L facilities from one end of the line to the other. If there isn't one where you work, ask the

ping box for the safety and convenience of passengers who were leaving his train: . . . he was really abusive. He wanted to know if I thought the train was a limousine."

(Please turn to page 11)



LET'S TAKE THE "AX" OUT OF TAX

America's railroads, from their very beginnings, have recognized and have lived up to their obligation of sharing the costs of state and local governments, and as a result have earned the label "Good Citizen." In many parts of America, however, the good-citizen railroads have not enjoyed a fair shake when it comes to the matter of taxation--in fact, they have been discriminated against.

Our railroads have long been subjected to inequitable and illegal discrimination in some state and local communities, which has resulted in unfair and confiscatory collection of taxes.

The problem is serious and widespread, *and it is time to call a halt!*

The Transportation Association of America recently published a pamphlet outlining the nature of the problem and its solution. Information based on that article is given here so that Erie-Lackawanna railroaders will know the facts; so that they will be able to answer charges and counter-charges with insight and knowledge; so that they will be able to add their voices to the campaign to ease one more crisis facing our Nation's first line of transportation.

What Is The Nature Of These Taxes, And What is Unfair About Them?

The taxes are those which are levied against real property--yours, the railroads', everyone's. In the case of the railroads, however, the assessed valuation of the property is frequently based on a much higher ratio to true market value than is applied to other properties subject to the same tax levy.

As an example, your local tax assessor may put a value on your home of 50% of its market value, and your local tax rate will be applied to that 50%. Then when the assessor gets around to the railroad property, he frequently values it at 100% of value. It is easy to see why railroad taxes go sky-high when that happens.

Why Are These Tax Collections So Large?

The railroads are the largest industrial owners of real estate in the United States, with almost 400,000 miles of track traversing 96% of the 3,067 counties in America. Literally thousands of individual tax jurisdictions--state, county, city, town, village, school district, etc.--collect taxes. There are over 6,000 such jurisdictions in the State of New York alone.

How Extensive Is The Discrimination Being Suffered By The Railroads?

A 1957 study relying on Census Bureau figures and

rail industry records showed that railroads were forced to pay some \$140 million of excessive taxes in that year.

What Discriminatory Practices Are Involved?

That same 1957 study, conducted in 31 states, brought the following facts to light.

- In *all* 31 states, railroads were assessed at *higher* ratios to true market value than other properties subject to the same tax levies;

- Six states assessed rail properties at 100% of value, while other properties got by with ratios ranging from only 11% to 50%;

- In 17 of the states the rate of rail assessments was *more than double* the rate applicable to other properties;

- And, as proof of the pudding, a railroad with extensive terminal facilities in an Eastern seaboard city tried to reduce its tax burden by selling 33 acres of land assessed at \$621,000. The sale price? *Less than \$20,000!*

Has There Been Any Improvement In The Situation?

In some areas, yes. But despite continuing efforts to correct this intolerable situation, the improvements that have occurred have been more than offset by worsening conditions in other areas.

Add the burden of this tax problem to the others which beset our industry, and you have the sum total of the major crisis which saddles our rails today.

What Does TAA Recommend?

"Because of the obvious burden on interstate commerce and the effect on the public interest, effective legislation appears mandatory. The Congress should declare unlawful, as an unreasonable and unjust discrimination against and an undue burden on interstate commerce, the assessment of property of any common carrier at a value which bears a higher ratio to its true market value than the assessed value of other property in the taxing district subject to the same property tax levy."

Is Any Such Legislation Now Pending In Congress?

Yes. H.R. 7421 and an identical bill, H.R. 7497, are now before the House Committee on Interstate and Foreign Commerce, and have the unanimous support of virtually all forms of transport, along with state and municipal associations, chambers of commerce, and state governor's committees.

Such legislation should be supported by all persons who are concerned with the welfare of our national transportation.

NEW MEMBER OF E-L BOARD IS BUFFALO BUSINESSMAN



Whitworth Ferguson

Erie-Lackawanna Railroad Co. has elected Whitworth Ferguson of Buffalo, N. Y., as a member of the board of directors effective Sept. 1, 1962.

Mr. Ferguson is president and treasurer of the Ferguson Electric Construction Co. in Buffalo. He graduated from Iowa State University with a degree in electrical engineering after which he engaged in graduate study and teaching at Massachusetts Institute of Technology.

He will take the position created by the retirement of Lester R. Edwards who has been a director of the merged company and the former Erie Railroad since 1947.

Mr. Ferguson is a director of the Buffalo Branch of the Federal Reserve Bank of New York, and of the Buffalo Insurance Co. He is a past president of the Buffalo Area Chamber of Commerce and holds important positions in various civic and professional groups in Buffalo.

August/September, 1962

WE GREET AN AFRICAN VISITOR



Larry Bartelme (left), manager of our CD teletype office in Cleveland, had an interesting time explaining the report of a train consist to Ananiah Harrison Mwanza, General Secretary of the Railway African Workers Union.

Mr. Mwanza, who lives and works in Bulawayo, Southern Rhodesia, a British protectorate in Africa, was making his first visit to the United States and was participating in the Foreign Specialist Program of the Office of Cultural Exchange, U. S. Department of State.

The primary purpose of his visit was to meet with officials of the major railway unions and rail lines to discuss their organization, administration, and training programs, and in addition to the time he spent with us in Cleveland, Mr. Mwanza was the guest of E-L at Hornell, N. Y.

Two carmen were eating their lunches when one of them opened a package about 18 inches long. "What's that?" asked the other.

"My wife's away, so I decided to bake myself a pie."

"It's a little long, isn't it?"

"Well, sure it's long--it's a rhubarb pie."

Diplomacy is the art of saying "Nice doggy" until you have time to pick up a rock.

• • •

Civilization is great. A man pays a quarter to park his car so he won't get a five-dollar ticket while he spends ten cents for a nickel cup of coffee.

MOVING UP ALONG THE LINE

NAME OF EMPLOYEE	PROMOTED TO
WILBUR J. BETZ	Superintendent, Kent Division, Marion, O.
R. CURTIS CLARK	Treasurer, Cleveland, O.
ALVIN B. COLLINS	District Sales Manager, San Francisco, Cal.
JOHN F. DECKER	General Yardmaster, Scranton, Pa.
OSMOND J. LOWERY	Assistant to the Treasurer, Cleveland, O.
GEORGE R. OLIVIER	Assistant Treasurer, Cleveland, O.
PAUL R. RICE	Chief Trainmaster, Hornell, N. Y.
WILLIAM J. SWEENEY	Trainmaster, Scranton, Pa.
JOHN W. WOLF	Trainmaster, Meadville, Pa.
CHARLES H. ZIMMERMAN	Assistant Superintendent, New York Division, Hoboken, N. J.



Our camera caught Robert Connors climbing down from one of his diesels for the last time. Bob, who was General Foreman of the Locomotive Department at Cleveland, recently retired after 40 years of service.



More than 100 business associates, including officials of steamship lines, freight forwarders, customs house brokers, railroads, and others connected with the export-import industry, gathered recently to honor the retirement of Antoinette Cousins, sales representative of E-L's Foreign Freight Department, New York City.

During her 45 years of service, Miss Cousins became one of the best-known members of the foreign trade industry, and has been credited by all of her associates with having made an outstanding contribution to the advancement of the Port of New York.



IN RETIREMENT:

To recognize the long years of faithful service which lie behind the listing of your name here, the Magazine wishes it had space for an appropriate article honoring each of you individually. Obviously that is not possible.

However, your name on this page is our way of extending to you the Company's gratitude for a job well done, and our own good wishes for a long and happy retirement.

NAME	OCCUPATION	LOCATION	DATE	YEARS SERVICE
Deter Henry Baker	Machinist	Scranton, Pa.	7-16-62	41
John C. Bannatyne	District Sales Manager	San Francisco, Calif	7-31-62	37
John W. Barth	Road Conductor	Port Jervis, N.Y.	5-31-62	39
Wilfred Herbert Bartlett	Machinist Helper	Hoboken, N.J.	7-31-62	32
Glenn Carter Biehl	Boiler Foreman	Hornell, N. Y.	7- 6-62	36
Russell Oren Blackburn	Engineer	Youngstown, O.	7- 6-62	36
Howard Delevan Blakeslee	Machinist	Binghamton, N. Y.	7- 6-62	39
Everett Hjalmar Bloomquist	Laborer	Jamestown, N.Y.	7-16-62	33
John Bockman	Ferry Oilier	Hoboken, N.J.	6-30 62	37
Richard E. Boessneck	District Claim Agent	Hornell, N.Y.	8-31-62	50
Fred Borling	Tug Deckhand	Hoboken, N.J.	6-30 -62	41
Leon Charles Bossard	Conductor	Meadville, Pa.	7-10-62	46
Charles L. Brown	Sales Representative	Toronto, Ont., Can.	7-31-62	20
Bernhard August Buchwald	Trainman	Hoboken, N.J.	7-31-62	42
John George Charles Burgdorfer	Machinist	Jersey City, N.J.	6-30-62	46
Horace Franklin Burgess	Machinist	Scranton Pa.	1-19-61	39
Edna Dorothy Burr	Secretary	Salamanca, N.Y.	5-25-62	42
Ambrose A. Callahan	Conductor	Avoca, Pa.	5-31-62	44
Louis Capiello	Trackman	Hoboken, N.J.	6-18-62	25
John J. Carr	Engineer	Kingston, Pa.	6 9 62	46
Thomas N. Carr	Station Master	Hoboken N.J.	7-31-62	46
William J. Carroll	Switchman	Syracuse, N. Y.	1-23-62	49
Edward Russell Cleary	Pipefitter	Jersey City, N. J.	7- 6 -62	31
Louis C. Coari	Pipefitter	Jersey City, N.J.	6-25-62	35
Joseph A. Conrad	Leading Machinist	Hoboken, N. J.	6-20-62	42
Cod)* Colonel Consider	Engineer	Meadville, Pa.	7-24-62	46
Leslie Edward Cranmer	Carpenter Foreman	Buffalo Division	7-26-62	36
Pietro Cremonese	Machinist	Meadville Pa.	6- 5-62	46
Francis J. Crook	Gang Foreman	Hornell, N. Y.	7-31-62	46
Walter Bagshaw Curtis	Conductor	Buffalo, N. Y.	6-30-62	45
Henry O. Daily, Sr.	Carman	Scranton, Pa.	6-30-62	37
Archie M. Davidson	Laborer	Susquehanna Pa.	5-29-62	20
William Aloysius Devine	Machinist	Scranton, Pa.	5-31-62	44
John W. Dolan	Conductor	Utica, N.Y.	5-31-62	44
James Goodwin Donnelly	Signal Maintainer	Buffalo, N.Y.	7- 6-62	38
Joseph Patrick Duane	General Clerk	Buffalo, N. Y.	7-12-62	45
Eldon R. Dungan	Machinist	Hornell, N. Y.	7 20-62	50
Henry Edward Egan	Carpenter	Elmira, N.Y.	7- 8-62	38
Earl Emler	Leading Signalman	Meadville, Pa.	7-12-62	38
Paul Anthony Fiacco	Section Foreman	Binghamton, N. Y.	8-31-62	33
Harry A. Ford	Trainman	Meadville, Pa.	6-11-62	42
Lawrence Robert Frey	Carpenter	Susquehanna, Pa.	7-24-62	21
Dominick Fritzie	Machinist Helper	Scranton, Pa.	5- 9-62	33
Lloyd Fulcher	Ferry Pilot	Hoboken, N. J.	7-12-62	34
Walter D. Gerlach	Engineer	Port Jervis, N.Y.	7- 3-62	46
Albert R. Goedecker	Conductor	Hoboken, N. J.	7-19-62	50
Albert E. Graf	Car Repairer	Scranton, Pa.	6-19-62	37
Theodore E. Grome	Engineer	Syracuse, N. Y.	6-18-62	42
Stanley K. Hall	Pipefitter	Hornell, N. Y.	7-11-62	49
Cloy D. Hartshorn	Leading Carpenter	Marion, O.	7-31-62	42
Thomas Raymond Hastings	Carman Helper	Meadville, Pa.	6-26-62	43
Clarence A. Haywood	General Yardmaster	Marion, O.	6 30-62	33
Lawrence Heckman	Machinist Helper	Hornell, N.Y.	7-31-62	37
John Edward Hendry	Engineer	Hoboken, N.J.	7-31 -62	50
Walter C. Herzog	Trainman	Hoboken, N.J.	7- 2-62	41
Roland Francis Hess	Sorter-CollatoOperator	Scranton, Pa.	7-31-62	49
Charles Adolph Hoffner	Marine Engineer	Hoboken, N.J.	7-16-62	33
Andre's)* Christian Hohman	Checker	Jamestown, N. Y.	6-26-62	41
Howard H. Hunt	Supply Car Stockkeeper	Hornell N. Y.	6-30-62	37
Harold W. Johns	Terminal Superintendent	Buffalo, N. Y.	7-31-62	51
Clinton Y. Jones	Carman	Keyser ValleyShop	7- 9-62	20
Clarence H. Kelley	Agent-Operator	Tully, N. Y.	5-26-62	45
Charles G. Kennedy	Car Inspector	Johnsonburg, Pa.	5-25-62	43
John Patrick Kenney	Agent	Callicoon, N. Y.	7-10-62	50
Chester A. King	Box Packer	Huntington, Ind.	7-25 62	45
Mary L. Kingsley	Clerk-Stenographer	Cleveland, O.	7-31-62	44
John Kurta	Machinist Helper	Keyser Valley Shop	4- 2-62	39
Edward J. Laesser	Car Foreman	Buffalo, N. Y.	6-19-62	39
Anna Langan	Telephone Operator	Scranton, Pa.	7-10-62	44
Samuel Lappin	Stevodore Clerk	New York, N.Y.	8-23-62	50
Marion F. Lorrow	Engineer	Hornell, N. Y.	7-31-62	36
Marvin R. Loutzenhiser	Engineer	Ferrona, Pa.	6-30-62	20
Carl F. Luecht	Conductor	Buffalo, N.Y.	6 4 62	" 23
Mark Thomas Lycett	Manager-Operator	Salamanca, N.Y.	5- 7-62	50
Frank Madau	Trackman	Hornell, N. Y.	6 25- 62	30
Vincenzo Malandruccho	Shop Hostler	Susquehanna, Pa.	7-22-62	53
Arde Mann	Correspondence File Clerk	Cleveland, O.	7-31-62	45
Frank Joseph Mastrian	Welder-Helper	Jamestown, N.Y.	6-27-62	40
John C. McCauley	Car Distributor	Huntington, Ind.	7-31-62	32
John A. McLean	Leading Carpenter	Elmira, N.Y.	6-22-62	41
Wincenty Mikulka	Car Repairer	Jersey City, N. J.	6-25-62	40
Paul Henry Miller	Trainman	Hoboken, N. J.	7-31-62	37
Bruce B. Mover	Agent	Bloomsburg, Pa.	4-18-62	43
Francis J. Murphy	General Foreman	Buffalo, N.Y.	8-31-62	34
Bernard J. Murray	Engineer	Buffalo, in, Y.	6-30-62	46
Gilbert A. Newton	Leading Signal Maintainer	Lancaster, N. Y.	6-30-62	44
Otto Charles Niclaus	Machinist	Secaucus, N.J.	7-26 -62	50
Leon H. Noll	Expense Clerk	Scranton, Pa.	7-31-62	50
Victor Occhiuzzi	Section Foreman	Garrettsville, O	6-30-62	41
Curtis L. Pace	Machinist	Marion, O.	6- 5-62	40
Charles Henry Page	Lieutenant of Police	Buffalo, N.Y.	8-31-62	42
Lawrence M. Parkes	Machinist Helper	Hornell, N. Y.	6-14-62	34
Leonard Peters	Painter Foreman	Jersey City, N.J.	8-31 -62	23
Clayton H. Ploss	Janitor	Hornell, N. Y.	7-26 -62	20
Ignatz Prokopowicz	Car Repairer	Susquehanna, Pa.	7-17 -62	40
Charles L. Pysher	Engineer	Bangor, Pa.	6-12-62	42
John J. Rake	Conductor	Hoboken, N.J.	4-30-62	51

(Please turn to page 11)



More than 60 E-L ball bangers had an uphill fight at Hornell's hilly Country Club, July 28th and 29th, when they met for the System's annual golf tourney. As usual, the scores covered a wide range---from Costa's sweet 72, to a couple that could pass for boxcar numbers. But everybody had a blast, and plans are already afoot for next year's do.



From the left, Joe Lucas, Jack McInnerney, Don Miller, and Don Schoonmaker, all came in at 70 to tie up the low net award. There's talk now about a possible playoff to see who carts the cup away.

"Old Faithful," Ralph Costa of Meadville, blazed a low-gross trail of 72 around the Hornell links, and added another cup to what must be the biggest pile of silver outside of Tiffany's.



Don Miller and Jack Owens looked doubtful, but you might as well relax, fellas, 'cause from here it looks like George Monat's putt made it.



Carl Briggs banged a beauty on number 9 and missed a hole-in-one by a scant few inches. Chock Kieras and Earl Corbett seem to be amused, but who can blame Carl for trying to finish the job with a little help from the wind department?



SLAVKO SKARBINA, Carman
Brier Hill, Ohio

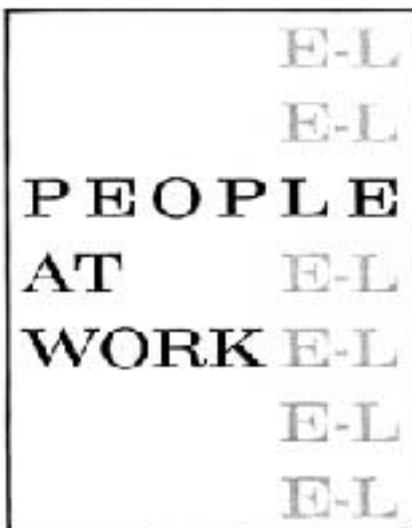
Here's an old friend back again-the picture page of some of your friends and co-workers from around the system. We'll be showing you some shots of our E-L People at Work from time to time, and sooner or later our roving camera may focus on you. Keep smiling.



FOSTER LATIMORE, Mach. Helper
Marion, Ohio



RONALD LONG, Machinist
Marion, Ohio



JAMES FRETLOSE, Carman
Brier Hill, Ohio



JOHN IZZO, Car Inspector
Niles, Ohio



ALFRED DAVIS, Clerk-Cash.
LEO DRISCOLL, Agt.-Yard-
master, Niles, Ohio



RICHARD LATIMORE, Machinist
Marion, Ohio



RICHARD LONG, Machinist
Marion, Ohio

THERE ARE SMILES THAT MAKE US HAPPY

(Story begins on page 5)

Do you suppose that lady thinks we are "The Friendly Service Route," or that she will use our services again?

And a passenger who had to walk through the train to the last car reported this treatment: *"The conductor followed me all the way back and started to fuss when I gave him my fare, because he had to follow me to get it, instead of my staying up front and going to him with my fare. He was insulting and nasty... and saying if I was going to travel on the train again to learn how to do it right."*

Lost: One more friend for "The Friendly Service Route."

Sometimes we don't even get to see the person we've insulted. Maybe that makes it easier to be rude. For example, a man wrote:

"On this date I called your New York office for train information . . . I am very sure that I was boring your agent to death. In my opinion,

that's tough . . . A lot of people are doing what I plan to do from now on--drive!

Goodbye railroad; hello highway!

These little samples will give you an idea of the kind of employee attitude which does no one the least bit of good. It is an expensive attitude, this churlishness, and there isn't a corporation in the world big enough or wealthy enough to be able to afford it.

To be perfectly fair, we want you to know that Erie-Lackawanna gets its share of complimentary letters, too. There are literally volumes of glowing words of praise for employees who have rendered outstanding service, and who have gone beyond the call of duty to perform acts of kindness and generosity. Our purpose now, however, is to get more of you to join the ranks of this "Legion of Courtesy." The initiation fee is modest: One big smile (used frequently!).

And speaking of smiles, one of

the nicest letters we got came from Mrs. Betty Minke, whose husband, Adelbert, is an E-L conductor. Mrs. Minke wanted us to know how glad she and her family were to see Smiley back in the Magazine. The reason: To quote from Mrs. Minke's letter:

"We think Mr. Minke looks like Smiley, and when the children were little they would see Smiley in the Magazine and think it was their daddy."

We wanted to see this fellow who looks like Smiley, so we sent our photographer, Johnny Long, down to E-L's HD Yard in Cleveland. He came back with the most amazing set of photos we've ever seen.

As soon as you finish reading this, turn to page 13 and treat yourself to a good chuckle.

And while you're doing it, stop for a moment to realize how good you feel with a smile on your face.

(The people around you feel the same way about it.)



IN RETIREMENT:

TO recognize the Long years of faithful service which lie behind the listing of your name here, the Magazine wishes it had space to an appropriate article honoring each of you individually. Obviously that is not possible.

However, your name on this page is our way of extending to you the Company's gratitude to a job well done, and our own good wishes for a long and happy retirement,

(continued from page 8)

NAME	OCCUPATION	LOCATION	DATE	YEARS SERVICE
Calup Reid	Janitor	Akron, O.	7- 2-62	29
Frank Ringle	Machinist	Marion, O.	6-22-62	39
Stephen Roberts	Car Inspector	Hoboken, N. J.	6-18-62	35
James Roberson	Car Inspector	Cleveland, O.	6-14-62	35
Karl Rogalski	Machinist	Jersey City, N. J.	0-30-62	24
Neva Josephine Rook	Interchange & Mail Clerk	Cleveland, O.	7-31-62	38
Gennaro Russo	Machinist	Scranton, Pa.	6-12-62	38
Harry L. Schappell	Engineer	Hoboken, N. J.	6-21-62	44
Pietro L. Schirano	Carman	Scranton, Pa.	1-12-61	34
Leo Frank Schroeder	Pipefitter	Port Jervis, N. Y.	6-30-62	46
Edward Charles Sheedy	Conductor	Hornell, N. Y.	7-31-62	42
Charles John Smith	Switchman	Buffalo, N. Y.	6-19-62	42
Edward Joseph Smith	Sealer-Cooper	Akron, O.	7-13-62	23
Raymond C. Smith	Engineer	Hornell, N. Y.	6-30-62	45
Joseph John Smitka	Car Repairer	Hoboken, N. J.	7-31-62	40
Charles H. Stamp	Towerman	Hoboken, N. J.	6-16-62	43
John J. Stoddart	Yardmaster	Binghamton, N. Y.	7-31-62	48
Charles O. Strait	Clerk-Laborer	Boonton, N. J.	6-25-62	42
Lynn P. Stuart	Carpenter	Hornell, N. Y.	6-28-62	41
AugUst J. Thees	Engineer	Scranton, Pa.	5- 9-62	45
William E. Thompson	Machinist Helper	Hornell, N. Y.	7- 6-62	43
Harold H. Thurston	Machinist	Brier Hill, O.	6-27-62	40
Wilbur J. Turner	Engineer	Buffalo, N. Y.	6- 8-62	37
Americo Ubaldi	Trackman	Dover, N. J.	6-25-62	33
Jasper Van Hook	Treasurer	Cleveland, O.	7-31-62	50
William R. Wachter	Checker	Akron, O.	6-26-62	29
Foster L. Waer	Crossing Watchman	Bloomfield, N. Y.	6-29-62	37
Florian R. Widmer	Machinist Helper	Hornell, N. Y.	7-27-62	37
Ernest D. Weibel	Trackman	Susquehanna, Pa.	4-12-61	18
Steve Edgar Yakubisin	Machinist Helper	Scranton, Pa.	7- 5-62	36
Frank Yuskiewicz	Car Repairer Helper	Keyser Valley Shop	7-31-62	38
William Eugene Zimmerman	Captain of Police	Buffalo, N. Y.	8 31-62	44

A sweet young teen-ager dialed the number of the music store, but got another line by mistake.

"Do you have 'Eyes of Blue' and 'Love That's True'?" she asked.

"No Ma'am" the male voice answered, "but I've got a wife and nine children, including four sets of twins."

"Is that a record?" the girl gasped. "We're not sure," he replied, "but we think it is."

"What are you doing for safety first--to be safe from harm?" That's the question you'll hear from Joseph P. Dworshock, an E-L freight handler in Scranton, Pa. But he won't just walk up and ask you. No, sir! Joe sits down at his old piano and *sings* it to you, because the first line of our story is the first line of a song Joe wrote to help spread the safety gospel.

You'll never hear Joe's song on the Hit Parade. and chances are you'll never hear it at all, unless you happen to live near the Dworshock home on North Blakely Street in Dunmore, a suburb of Scranton, but whether you hear it or not, the message is there for you, and it pinpoints the basic responsibility for safe working habits.

All the posters that man can print, and all the slogans he can write are meaningless unless *You* accept the responsibility for getting home from your job each night in one piece.

Joseph P. Dworshock is one man who has accepted the challenge of safe working habits, and he spends a heck of a lot of time and effort to help his co-workers see the light.

Bulletin boards at the freight house frequently are graced by Dworshock-drawn cartoons. Cartoons that show pea-brained idiots ignoring the rules of safety and invariably winding up flat on their sprained backs, bleeding profusely and nursing assorted lumps, and uttering such surprised expressions as "'Yoy!'" "Woof-Woof!" "Wahoo!" and "Yow!"

Joe preaches his gospel with humor, but only because he understands the seriousness of the subject. He's been wrestling freight for 40 years, and he knows what he is talking about. He'll tell you, for example, that "Maybe 30 years ago L.C.L. freight was more cumbersome---large wooden crates, casks, hogsheads, and all types of boilers and steel bars. Today you find that goods are being shipped in specially designed and engineered containers. They're a lot easier on the merchandise, and most of them are easier to handle, but they still aren't accident proof.

"If we compare today with years ago, we'll find we have more safety knowledge and generally safer work-

SING A SONG OF SAFETY



Whether he's plunking the piano, or pointing with pride to his outfit's safety record, Joe Dworshock is one man who puts safety first. And he'll tell you that whether you sing it or talk it, the important thing is to practice it'

ing conditions," Joe muses, "but we'll also find that when something goes wrong, we also have the same oldfashioned carelessness.

"But we have a good record here," Joe says proudly, "and its mostly because our supervision keeps good, tight reins on our safety campaign."

Let's give credit where credit is due, Joe. We're proud of your record, too. but we'll bet it's mostly because of fellows like you, who won't let up on safety. Men who are continually asking: "What are YOU doing for safety-first?"





Adelbert "Smiley" Minke

Here he is, folks, Erie-Lackawanna's own living, breathing "Smiley." He is Adelbert F. Minke, an 18-year employee of our railroad, who works as a yard conductor in Cleveland at the HD Yard. Yardmaster Tom Kilbane, Adelbert's boss, tells us that around the yard our boy is known as "Mink Coat." Personally, we prefer the nickname "Smiley," and we'll be mighty surprised if he isn't greeted by that happy handle from now on.

"WISE WORDS"

"Most people and most communities are not opposed to Federal aid for themselves.

"If every organization or community would go on strike against Federal aid for itself, the nation would soon be out of the worst mess that can be imagined both from an economic standpoint and from the standpoint of safeguarding our liberties and keeping our self-respect

"The very highest penalty we pay for welfarism cannot be computed in dollars. The penalty is in the decay of self-reliance.

"All Americans once knew, but many have now forgotten and must learn again, that it is impossible to be dependent and at the same time independent. This country was not built by security-minded dependents.

"The way to serve enterprise in this country is to practice it.

"The saddest spectacle of our times is that of Americans being bribed with their own money."

*Herbert V. Kohler,
President,
Kohler Company*

...AND REMEMBER THIS:

The next time Uncle Sam offers you something for nothing -- a 'free' handout, remember the cheese in the mousetrap. The cheese is free, but did you ever see a happy mouse in a mousetrap?

SPEAKING OF TAXES

We don't want you to panic, but it's time to start thinking about income tax.

Shortly after the first of the year the Company will begin mailing W2 forms to your homes. The W2 is a report of your earnings for 1962, and it must be mailed with your tax return.

If you've changed your home address since last January, then you must notify the Company so that your W2 form will reach you before the long arm of the law does.

Just clip the coupon on this page, fill it out, and put it in company mail. *And do it now!*

**J. C. Castle
Asst. Compt.-Disbursements
Erie-Lackawanna Railroad Co.
Scranton, Pa.**

VIA COMPANY MAIL

Dear Mr. Castle:

I have moved since January 1, 1962 and am not a general office employee. So that my Form W-2, which I will need to file my income tax return, will reach me promptly, I have filled out the attached coupon.

Name

Address or RFD

City

Payroll No.

Zone

State

Shop or
Division

Social Security No.

R. CURTIS CLARK IS E-L TREASURER



R. Curtis Clark

R. CURTIS CLARK was named treasurer of Erie-Lackawanna on August 1, to succeed Jasper Van Hook, retired.

Mr. Clark began his railroad career on the former Erie as a messenger in the engineering department in 1936. Moving up through various clerical positions, he was named claim agent at Marion, O., in 1939, and was returned to Cleveland the following year as secretary to the superintendent of transportation.

Mr. Clark's career has been interrupted twice for military service: For 3½ years during World War II, and again in 1950 during the Korean action.

Returning to our service in 1951, Mr. Clark was assistant to the secretary and treasurer, and a few months later was promoted to assistant treasurer. Later, when electronic accounting was introduced on the Erie, he was named chief of methods and procedures in 1957, and then assistant auditor of machine accounting that same year.

In 1961 Mr. Clark was reappointed assistant treasurer, the position he held at the time of his promotion to treasurer.

FIFTY PIGGYBACK FLATS TO BE LENGTHENED 10 FEET



George R. Groom, draftsman in the mechanical engineering department, is checking the working drawings of what will be an interesting car-rebuilding project when work gets under way in the near future.

Meadville car shop will have the task of adding ten feet to the length of fifty of our present 75-foot flat cars used in piggyback service. They will be made into 85-foot flats by adding five feet to each end of the cars. The trucks underneath the cars will not be changed.

When piggybacking gained its impetus on our line, most of the over-the-road highway trailers were 35-feet long and two of them could be loaded on one of our 75-foot cars. However, the majority of trailers in use today are 40 feet long, and this means that our cars are too big for one and too small for two.

Adding ten feet to each flat car will give the space needed to keep our piggyback service flexible, efficient, and profitable.



WHAT'S WRONG!

IS there something wrong about reducing prices?

Incredible as it seems, the answer, in at least one sad case, appears to be "yes." Let your grocery or department store or local factory announce deep price reductions, and the whole community cheers. But let the railroads try to lower prices, and it becomes practically a crime.

Everyone certainly wants more of the good things of life. One way to get them is to get more money. The other way is to get more for your money. Price reductions directly benefit everybody; they're the same as money in your pocket.

No one understands these elemental facts better than President Kennedy. On April 5, 1962, he sent a Special Transportation Message to Congress calling for urgent action on a bold program to lift the nation out of its deepening transportation rut. The President pointed out that pressing problems in transportation are "jeopardizing the progress and security all which we depend." He asked for prompt overhaul of the "chaotic patchwork of inconsistent and often obsolete regulation" in the transportation field.

What's wrong with doing that? The truth is, nothing is wrong. To the detriment of all the people, however, a few powerful special-interest groups--principally the favored forms of transportation by road and water have managed for years to block such urgent revisions of Federal law.

The President's Message outlined a number of steps to do just this.

As remedies, the President prescribes "greater reliance on the forces of competition and less reliance on the restraints of regulation." He would specifically withdraw the authority of the Interstate Commerce Commission to regulate minimum freight rates on agricultural and bulk commodities and passenger fares.

What is the minimum rate regulation? It is government control over how low a charge a carrier may make. Maximum rate regulation, on the other hand, refers to controls over how high a charge a carrier may make. This second type of regulation would not be disturbed by the President's proposals, though with the enormous recent growth of motor, water, and air transportation, (Next page, please)

WHAT'S WRONG!

(Story begins on page 14)

which have buried forever the land transport monopoly of old, many wonder if either type of regulation is really necessary today.

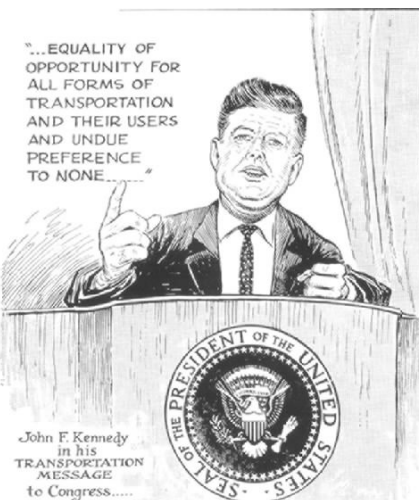
Truck traffic which is exempt from regulation by this provision, together with trucks operated by shippers hauling their own products, now account for about two-thirds of all freight traffic moving over highways. In other words, while all the railroads' commercial freight traffic is rigidly controlled as to pricing, only one-third of that moving by truck encounters such restraints.

In seeking partial correction of this lopsided situation, the President urges that railroads at least be allowed to reduce freight rates on agricultural and bulk shipments, without governmental interference. Not only would I.C.C. authority over maximum rail charges remain, but also other safeguards against discrimination and unfair pricing. Moreover, as the nation's work-horse common carrier, the railroads would continue to haul anything offered by anyone anywhere.

Actually, the Presidential recommendations would do no more than go a small step toward putting railroads on the same footing as trucks and barge lines in competing for the movement of agricultural products and bulk shipments. These recommendations are embodied in Senate bill S.3243 and House bill H.R. 11583.

The railroads for one aren't afraid to compete. Why not others, too?

A CALL FOR ACTION



"To the families of those whose names appear here, we extend deepest sympathies and acknowledge with sincere gratitude the years of faithful service rendered to the company."

Milton G. McInnes, President

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Nicholas Victor Amadeo	Engineer	New York Division	5-13-62
Charles J. Anderson	Deckhand	Marine Department	3-30-62
Edwin Norbert Andrzejewski	Fireman	Buffalo, N.Y.	7- 2-62
Oren Chilson Benedict	Laborer	Buffalo, N.Y.	5- 7-62
Burdock Blanding	Stower	New York, N.Y.	8-13-61
Nell Joseph Burnside	Asst. Repairman	Hoboken, N.J.	3-19-62
Arvil Lee Buxton	Bulldozer Operator	Kent Division	5-31-62
Joseph Cicero	Crossing Watchman	Suspension Bridge, N.Y.	6- 8-61
Edward Patrick Coddington	Upholsterer	Susquehanna, Pa.	5- 3-62
Eugene Crane	Engineer	Buffalo Division	4- 2-62
Walter Edward Crouch	Engineer	Kent Division	5-21-62
Frederick Guy Davidson	Patrolman	Scranton, Pa.	6- 9-62
Stephen Joseph Davis	Engineer	Syracuse, N.Y.	2-11-62
John Derzanovich	Coach Cleaner	Binghamton, N.Y.	8-28-61
Earnest J. Donovan	Lt. of Police	Binghamton, N.Y.	12-27-61
Francis Timothy Dow	Car Inspector	Binghamton, N.Y.	8- 1-61
Richard Stanley Edmunds	Fireman	Buffalo Division	5-28-62
George Alfred Evans	Trackman	Allegany Division	6- 8-62
Frank Everick	Car Oiler	E. Buffalo Car Shop	5-27-62
John Wyman Fogarty	Warehouse Foreman	Cleveland, O.	5-4-62
John Gallucci	Laborer	Scranton, Pa.	4- 1-62
John R. Garrabrant	Trainman	Hoboken, N.J.	5-13-62
Mary E. Geary	Clerk	Scranton, Pa.	9-14-61
Charles J. Ghigna	Laborer	Hoboken, N.J.	2-18-62
John Gilboy	Trackman	Scranton Division	4-10-62
Theodore G. Gillmann	Iron Worker	Hoboken, N.J.	5- 2-62
Oscar Allen Godwin	Car Inspector	Akron, O.	5-29-62
Arthur Vincent Hall	Engineer	Mahoning Division	6-18-62
Thomas James Hanigan	Engineer	Elmira, N.Y.	4-23-62
Edward F. Hayes	Engineer	New York Division	4-27-62
Niles Arthur Henry	Yard Conductor	Mahoning Division	6- 5-62
Charles W. F. Herzog	Switchman	Hoboken, N.J.	4-19-62
Louis Alexander Hillman	Freight Agent	Scranton, Pa.	5-16-62
Sebastiano Imbesi	Trackman	Syracuse, N.Y.	12-21-61
Stephen Jacoby	Trackman	Bath, N.Y.	4-11-62
John Joseph Jademec	Machinist	Marine Department	7-16-62
Albert Tony Jakubic	Checker	Chicago, Ill.	6- 2-62
Arwell Emmet Kennedy	Engine Preparer	Huntington, Ind.	10- 6-61
Charles Henry Kern	Conductor	New York Division	5-17-62
Edward Krasiewski	Car Rider	New York Division	5-21-62
Stephen Lazorik	Blacksmith	Scranton, Pa.	5-21-62
Julien LeFauvre	Trainman	Buffalo, N.Y.	3-24-62
Bernard Joseph Lynch	Assistant General Foreman	Hornell, N.Y.	6- 7-62
Daniel Joseph Mahoney	Division Clerk	New York Division	6-30-62
Frank Maneri	Trackman	Syracuse, N.Y.	4- 1-62
Carmine Mastrobuono	Coach Cleaner	Hoboken, N.J.	5-10-62
Martin Joseph McGuane	Mail Foreman	Binghamton, N.Y.	4-26-62
Ignacy S. Mieczewski	Laborer	Hoboken, N.J.	3-30-62
Douglas Moore	Assistant Valuation Engr.	Hoboken, N.J.	6-13-62
Richard Nape	Conductor	Scranton, Pa.	8-24-61
Phillip Meyers Oakley	Engineer	Buffalo, N.Y.	3-26-62
William Leo O'Brien	Stationary Engineer	Buffalo, N.Y.	3-30-62
Frank J. Olivo	Laborer	Port Morris, N.J.	4-25-62
Jeremiah Francis O'Shea	Baggage Agent	New York, N.Y.	4-10-62
Ralph F. Palmer	Fireman	Scranton, Pa.	9- 6-61
Daniel J. Parks	Ticket Collector	New York Division	2- 3-62
Rollin H. Pattison	Accountant	Hoboken, N.J.	12-16-61
John J. Perry	Brakeman	Hoboken, N.J.	4- 7-62
Carl George Pesotine	Carman	Avoca Car Department	7-10-61
George William Pownner	Carpenter	Hoboken, N.J.	3-13-62
Thomas James Quinn	Clerk	New York Division	3- 9-62
Antonio Razzano	Watchman-Fire Cleaner	Hoboken, N.J.	4-23-62
John Joseph Rugar	Engineer	New York Division	5-19-62
Lillian A. Schaefer	Stenographer	New York, N.Y.	6- 1-62
John Anthony Schilling	Engineer	New York Division	3- 9-62
Charles John Schultz	Switchtender	Buffalo, N.Y.	4-1-62
Thomas Sciolino	Car Inspector	Buffalo, N.Y.	6-18-62
Ardell L. Shaw	Trainman	Buffalo Division	5- 5-62
George Edward Sisco	Crossing Watchman	New York Division	7- 9-62
Benjamin Skelding	Car Inspector	Avoca Car Department	9- 3-61
Harold Joseph Slocum	Chief Clerk	Binghamton, N.Y.	7-13-62
Tofie Stanwich	Engineer	New York Division	8- 2-61
Earl Edward Stewart	Car Oiler	Hornell, N.Y.	6-6-63
Howard Ray Stickney	Agent-Operator	Waverly, N.Y.	2-20-62
Antoine Stone	Section Foreman	Syracuse, N.Y.	4- 1-62
Michael Sydorky	Crossing Watchman	New York Division	5-20-62
Ewald C. Teubner	Boilermaker	Hoboken, N.J.	3-20-62
John Wesley Transue	Machinist	Bangor, Pa.	3-17-62
Bengt Gustav Waldenstrom	Carpenter	Marine Department	6-29-62
Carroll Richard Walsh	Traffic Solicitor	New York, N.Y.	2- 2-62
Edward Joseph Walsh	Trainman	Buffalo Division	5-26-62
Robert Morriss Waters	Switchtender	Scranton, Pa.	4-10-62
Edward Anthony Wegiikowski	Car Inspector	Buffalo, N.Y.	3- 9-62
Mathew Washington Williams	Pier Laborer	Hoboken, N.J.	10-22-61
George W. Wiltshire	Electrician	Scranton, Pa.	6-15-62
Konstanty Wojewucki	Hostler-Fire Cleaner	Hoboken, N.J.	4-26-62
Elizabeth L. Yeager	Stenographer	Engineering Department	12-26-61
Harold Eugene Zuver	Engineer	Mahoning Division	6- 9-62

ERIE-LACKAWANNA RAILROAD

MAGAZINE

Midland Building
Cleveland 15, Ohio

BULK RATE
U. S. POSTAGE
PAID
Cleveland, Ohio
Permit No. 1605

IF YOU CHANGE YOUR ADDRESS, CUT AT DOTTED LINE AND SEND THIS PORTION WITH NEW ADDRESS TO MAGAZINE OFFICE.

CARL MEYER *says:*

**"DAMAGE-FREE
HANDLING
IS A MUST-FOR ALL
OF US."**



C. J. Meyer is E-L's agent at Atlas, Ohio. Meyer, who lives at 1307 S. Water St., Kent, O., coined the top slogan on our Mahoning Division.

and LARRY ARMSTRONG *says:*

**"ONE JOLT MAY SHAKE
THE CONFIDENCE OF
MANY SHIPPERS."**



L. A. Armstrong, R. D. #2, Arkport, N. Y., works out of Hornell as an E-L fireman. His 9 words of wisdom were tops on the Allegany-Meadville Division.

(What do YOU say?)

Erie-Lackawanna *Railroad Company*
The Friendly Service Route

