



SEASON'S GREETINGS

**ERIE-LACKAWANNA
MAGAZINE**



**DECEMBER
1960**

•The President's Page

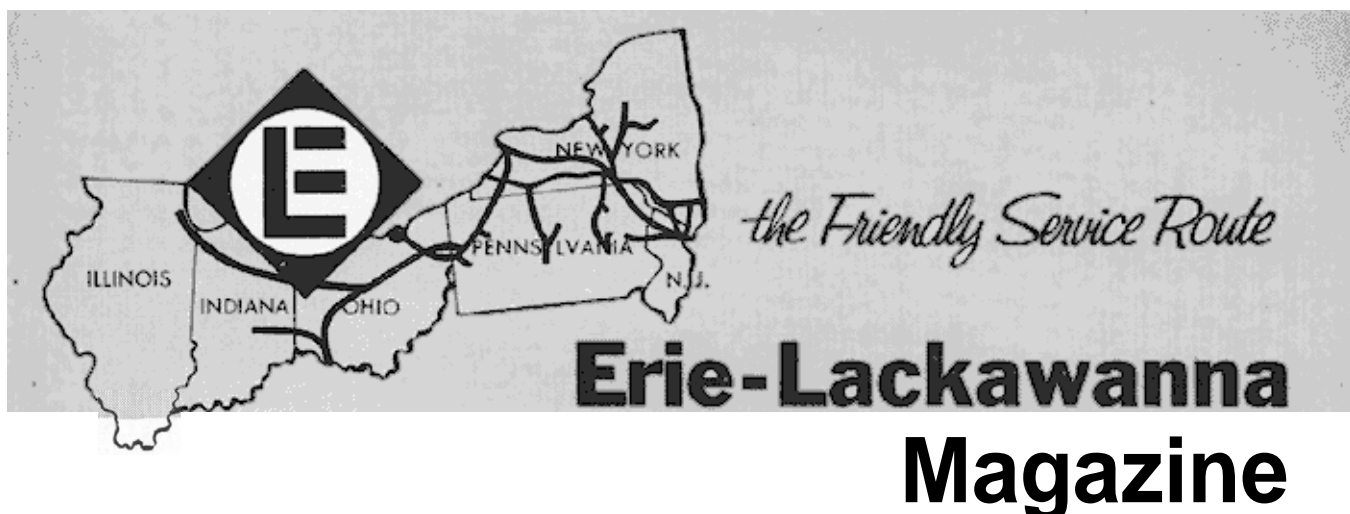
ONE OF THE most gratifying aspects of our recent merger is the expression of good wishes from many of our customers. I know it is pleasing and encouraging to you to know that our friends recognize the merger as a major step in bringing about a stronger company to better provide their transportation needs.

We will merit the good will and support of our customers and attract new ones only so long as our performance is in keeping with our new slogan, "The Friendly Service Route." This is a responsibility and obligation of all of us.

I suggest that all of us enter the New Year determined to bring meaning and substance to our slogan. This can only be accomplished by conscientious performance of our day to day tasks.

Best wishes for a Happy New Year.

A handwritten signature in dark ink, reading "J. G. McInnis". The signature is written in a cursive style with a large, stylized initial "J".



Oldest Employe Magazine in Railroad Industry . . . Our 56th Year of Publication

Ten Named to Presidential Study Commission on Rules

TEN men have been nominated--five by railroad management and five by railroad labor organizations--as members of a special commission created by President Eisenhower on Nov. 1 to study long-standing disputes over work rules in train operations. Five additional members to represent the public at large will be named by the administration.

In signing the executive order President Eisenhower called the establishment of the special 15 member commission, "a land mark in the history of labor-management relations in the United States."

Secretary of Labor James P. Mitchell who had worked to bring the parties together in the precedent-breaking agreement between the two parties, hailed it as "a monumental step forward in one of our basic industries."

Individuals Named

Both railroads and unions have nominated outstanding men. Management has named Daniel P. Loomis, president of the American Association of Railroads; Thomas A. Jerrow, vice president, operations, Great Northern; James E. Wolfe, vice president, personnel,

Burlington Lines; Benjamin B. Bryant, assistant vice president, labor relations, Chesapeake & Ohio; and Guy W. Knight, director, labor relations, Pennsylvania.

Nominees from the labor side are: Alden F. Zimmerman, assistant grand chief engineer, Brotherhood of Locomotive Engineers; Samuel C. Phillips, assistant president, Brotherhood of Locomotive Firemen and Enginemen; Sherman W. Holliday, vice president, Order of Railway Conductors and Brakemen; Harry F. Sites, vice president of the Brotherhood of Railroad Trainmen; and James W. Fallon,

vice president of the Switchmen's Union of North America.

Agreement for the study commission came after one and a half years of effort by the nation's railroads to get a non-partisan commission to study objectively the out-dated work rules structure, a structure that took form in the days of 25-mile-an-hour passenger trains and 12-mile-an-hour freight trains.

The study will be a co-operative effort by unions, railroads, and the public representatives to find a way out of the morass of rules that have been crippling the entire industry in a day when it is faced by keen competition from many other forms of carriage--private automobile, private track, common carrier truck, air-line and waterway.

The Commission will begin its

(Please turn to page 13)

THE COVER:

Home for the holidays--and on time! When other means of transport fail the railroad can be depended upon to come through. This picture, typical of this month's scenes, was made at Goshen, N. Y., last March, but it is symbolic of the safe, carefree and comfortable service the dependable deliver when other means of transport are weather-bound.

Newburgh-Beacon News Photo

Dec. 1960 Vol. 56, No. 10

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

Distributed free of charge to Erie-Lackawanna 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.

Court Rules Against Unions in Job Protection Dispute

A SPECIAL three-judge Federal court in Detroit has denied the contention of the Brotherhood of Maintenance of Way Employees and the Railway Labor Executives' Association that the Interstate Commerce Commission should have provided a four year "job freeze" as a condition to authorizing the Erie-Lackawanna merger.

In ruling on the case the court said; "A requirement that carriers retain employes following mergers would sterilize provisions of the (Transportation) Act which is designed to promote economy partially through the reduction of personnel. It seems to us that if Congress has intended such a result it could have, and would have, said so in unequivocal language."

The decision was rendered on Dec. 7 and indicated that the temporary restraining order previously in effect would be set aside and the complaint dismissed. (At magazine press time, a formal order of the court had not been signed.)

The case was heard by Circuit Judge Clifford O'Sullivan, Chief Judge Theodore Levin and District Judge Thomas P. Thornton of the United States District Court for the Eastern District of Michigan, Southern Division.

Suit Against U. S., ICC

The suit was filed by the labor unions against the United States of America and the Interstate Commerce Commission, and requested that the merger be postponed until the legal questions dealing with employe protection could be settled.

U. S. District Judge Thomas P. Thornton, who first heard the case on Oct. 12, ruled on Oct. 14 that the court would not delay the effective date of merger planned for Oct. 17, nor would it restrain the Erie-Lackawanna Railroad Company from consolidating any functions of the merged company and transferring such positions as are required for such consolidations.

The court also ordered that no employe represented by a union with RLEA membership, who had an active employment status on Oct. 12, 1960, would have his job abolished or be required to move by reason of merger except by

agreement, pending entry of a further order.

(Please turn to page 15)

Dates, Place Set for 16th Bowling Event

Those who bowl in the 16th annual Erie-Lackawanna Railroad bowling tournament, to be held at the Holiday Bowl Lanes, Youngstown, April 15 and 16 will find a completely new building, complete with regular restaurant, waiting for them, Vernon F. Green, president.

(Please turn to page 15)

Retirements

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Lewis E. Balmer	Engineer	Susquehanna, Pa.	9-23-60	35
Charles R. Bates	Trackman	Meadville, Pa.	10-15-60	33
Carl T. Bohnert	Conductor	Hoboken, N.J.	10-11-60	44
Floyd W. Broas	Carman Helper	Jersey City, N.J.	9-29-60	39
Ralph H. DeMuth	Local and Interline Clerk	Cleveland, Ohio	9-14-60	43
John P. Doyle	Yard Conductor	Cleveland, Ohio	9-29-60	34
Cyril T. Dunn	Engineer	Susquehanna, Pa.	9-30-60	51
James Fisher	Signal Maintainer	Ridgewood Jet., N. J.	9-30-60	36
Reuben H. Gogg	Engineer	Hammond, Ind.	9-30-60	44
Earl C. Klingel	Machinist	Marion, Ohio	10-15-60	28
Willis R. Lawyer	Machinist	Meadville, Pa.	9-30-60	52
Floyd V. Marlatt	Section Foreman	Conewango, N.Y.	10-3-60	31
John Mazzarella	Yard Brakeman	Binghamton, N.Y.	9-19-60	34
Francis R. Murphy	Switchtender	Marion, Ohio	9-27-60	42
Joseph A. Richards	Demurrage Clerk	Buffalo, N.Y.	19-10-60	40
Michael Schossler	Machinist Helper	Akron, Ohio	10-11-60	39
Clinton L. Watson	Locomotive Engineer	Buffalo, N.Y.	10-12-60	47
Leland E. Wilcox	Signal Helper	Corry, Pa.	10- 5-60	36
Margaret J. Wood	Accountant & Timekeeper	Cornell, N. Y.	9-17-60	42
Egnazio Bonsignore	Laborer	Jamestown, N. Y.	10-19-60	45
Oscar W. Brink	Car Inspector	Port Jervis, N. Y.	10-31-60	41
Dayton C. Brown	Trackman	Waverly, N. Y.	10-17-60	21
Edward C. Busch	Conductor	Hoboken, N. J.	10-28-60	48
James Cannon	Foreman	Binghamton, N. Y.	11-23-60	49
Francis P. Cassidy	Timekeeper--Train & Eng.	Hornell, N. Y.	10-31-60	43
Antonio Catalano	Machinist Helper	Meadville, Pa.	10-18-60	42
Joseph Fantasia	Machinist Helper	Meadville, Pa.	11- 2-60	43
Henry W. Funk	Road Hostler	Jersey City, N. J.	10-26-60	47
Frederick C. Geiselhart	Conductor	Buffalo, N. Y.	10-31-60	49
Michael Graszko	Car Repairer	Jersey City, N. J.	10-31-60	38
Patrick L. Harkins	Chief Clerk	Hornell, N. Y.	10-31-60	42
Harry Holdrum	Assistant Chief Rate Clerk	Cleveland, Ohio	11-30-60	45
Alexander Levinsky	Car Inspector	Meadville, Pa.	10-31-60	39
John Magura	Car Inspector	Jersey City, N. J.	10-18-60	53
James A. McGuire	Assistant Chief Train Dispatcher	Hornell, N.Y.	11-30-60	48
Alfred M. Reilly	Engineer	Youngstown, Ohio	10-20-60	47
Paul F. Retterer	Engineer	Marion, Ohio	10-31-60	43
William C. Ryan	Chief Clerk	Jersey City, N.J.	10-28-60	48
Mabel M. Schrubbs	Stenographer-Clerk	Meadville, Pa.	10-31-60	44
Harvey W. Shaffer	Car Inspector	Port Jervis, N.Y.	19-31-60	43
John L. Sontag	Engineer	Marion, Ohio	10-31-60	41
David F. Staub	Machinist Helper	Marion, Ohio	10-28-60	35
Arthur J. Theodore	Road Freight Conductor	Port Jervis, N.Y.	10-31-60	46
Frank Tiedeman	Road Conductor	Hoboken, N.J.	10-28-60	51
Peter L. Tiedeman	Trainman	Hoboken, N.J.	10-28-60	46
Alexander Tyminski	Boilermaker	Jersey City, N.J.	10-29-60	41
William P. Wagner	Gang Foreman	Port Jervis, N.Y.	11-30-60	49
George F. Wendt	Trackman	Lackawaxen, Pa.	10-18-60	45
John I. Williams	Operator	Falconer, N.Y.	10-31-60	54
Stephen Woloszyn	Car Inspector	Jersey City, N.J.	10-31-60	33

The following employes of the Lackawanna recently retired:

Marie B. Albrecht, station accountant, Scranton, Pa.; Leo Bufalino, machinist helper, Scranton, Pa.; Carmen Ciampi, Exeter, Pa.; Laura V. Erickson, clerk, Scranton, Pa.; James E. Fallon, switchman, Clifton, N. J.

Cora D. Freeland, matron, Newark, N. J.; William K. French, switchman, Lincoln Park, N. J.; William T. Geulis, engineer, San Diego, Cal.; Ulrich Johnson, foreman, Bloomfield, N. J.; Edward L. Kompf, chief clerk, Syracuse, N.Y.

James J. Laudig, chief chemist,

Scranton, Pa.; Charles Millard fireman, Moscow, Pa.; Emil C. Moench, clerk, Syracuse, N. Y.; William Moffitt, trainman, St. Petersburg, Fla.; Matthew A. Paul, fireman, Buffalo, N. Y.; Leonardo A. Perfetti, laborer, Port Morris, N. J.

Leo C. Raynor, New York, N. Y.; James G. Robinson, traveling auditor, Scranton, Pa.; Robert B. Rorar, claims agent, Dunmore, Pa.; James A. Snyder, conductor, Washington, N. J.; Harold L. Swartz, clerk, Binghamton, N. Y.; Paul G. Tachok, car inspector, Cheektowago, N. Y.

Girl's Dream Comes True; Road's Bench Now Her Own

Letter Brings Joy to Gouldsboro Youngster

WHEN 14-year-old Lillias Gilroy wrote to Perry M. Shoemaker, vice chairman of the board of Erie-Lackawanna Railroad, offering to buy the bench outside the Gouldsboro, Pennsylvania, station, she didn't expect the turn of events that took place.

Miss Gilroy, a freshman at Moscow, Pennsylvania, high school, lives with her parents at Gouldsboro in the Pocono mountains. She had acquired a sentimental attachment for the bench because it is where she waits, with her mother and sister, for her father to return home each Friday evening on a DL&W train.

Her father, an executive with the Worthington Corporation, at Harrison, N. J., travels during the week and returns home every week-end. And Miss Gilroy has more than just a passing interest in things railroading: her maternal grandfather, J. G. Hailstone, retired from the D&H as a locomotive engineer in 1956.

Fund Earmarked

In her letter to Mr. Shoemaker Miss Gilroy said she noticed the station is for sale or lease and since that was the case, she would like to buy the bench to place near the family's new backyard fireplace. "I have saved three dollars toward its purchase," she said.

Replying to the young lady, Mr. Shoemaker told her it is true the station is for sale or lease. "You see, the railroad passenger business—once a hallmark of our industry—is diminishing every year and the facilities we furnished and were so proud of are being used less and less," he said.

"Since this is true at Gouldsboro I would like you to have the bench



BILL OF SALE for the bench of which she had grown fond while waiting for her father was delivered to Lillias Gilroy by James W. Conway, superintendent of the Scranton division. Watching the transaction were Lillias' mother, Mrs. Leo V. Gilroy and her younger sister, Kathleen.

as a gift, from one railroader to the granddaughter of another railroader, I hope you will enjoy it and it will be as useful to you as it once was to us," he concluded.

Firefighters Carried It

On Wednesday, November 23, the bench was presented to Lillias by James W. Conway, superintendent at Scranton, before a crowd of many of the townspeople of Gouldsboro, the television cameras of two stations at Scranton and the cameras of Scranton newspapers.

On hand also was the Gouldsboro Volunteer Fire Department who tied the bench to the back of their truck to haul it to the Gilroy home.

All in all, including a half-day holiday from school, it turned out to be a bigger day for Lillias than she had expected when she sat down to write to Mr. Shoemaker.

Suspend New E-L College Scholarships

Reduced earnings and heavy expenses of the Erie-Lackawanna Railroad Co. have made it necessary to temporarily suspend the scholarship, program established in 1952 for sons and daughters of employees.

In making the announcement, Paul J. Kindler, secretary of the scholarship committee, emphasized the regret of the company officials and the board of directors at the necessity of suspending the plan, and expressed hope that it might soon be in force again. He explained that the move was not an isolated one; other educational and charitable contributions of the company have been suspended until earnings conditions improve.

The 20 students who are pres-

(Please turn to page 13)

Poconos Offer Year-Round Attractions for Everyone

Four Seasons Hold Variety of Sports; All Ages, Tastes, Catered For

S AID to outrank Niagara Falls as a spot to spend honeymoons, the Pocono Mountain resort region on the Erie-Lackawanna Railroad is busy the year round, not only with honeymooners, but with anyone who likes outdoor sports.

For, winter and summer, there is something doing every minute for everyone. The mountains themselves attract those who like to hike, or like to ride through them either on horseback or in carriages, in the summer or on sleighs in the winter.

Streams rushing down from the mountains afford plenty of sporty trout fishing; and there are bass and pickerel in the lakes with

which the area is studded.

Summer sports in the area offer something for nearly everyone. Bowls, not ten-pins, but the open-air sort that Drake and Raleigh used to play on the green, are among them, perhaps because among the early "discoverers" of the Pocono area were people from Philadelphia, where the game has been popular since the colonial days.

Golfers can find courses of all sorts, often right on the grounds of their hotels--one hotel offers a 27-hole course, 18 of which are of championship quality--and if not part of the hotel plant, there are courses nearby demanding differing levels of skill to please both the dub and the expert at reasonable greens fees.

Swim and Skate

The vacationer who wants to swim will find lakes and pools--some of them glass enclosed and open the year round--the skater will find open air ice rinks, both natural and artificial. There is boating on the mountain lakes, and canoes and boats are available for rental.

Those who like to ride will find plenty of horses at their disposal, and for those who prefer horse-drawn carriages, there are brakes, victorias, sleighs, bobs and other transport for rent, complete with driver and horses.

In winter there is skiing along trails that in the summer are walking trails or bridle paths--and everywhere, the year round, the advantages of altitude, scenery and fresh air.

Nor is it necessary to become a sports enthusiast to enjoy the area--many persons go to the Poconos for the type of relaxation that may mean sitting on a front porch enjoying the view in summer, or curling up with a book



CANOEING, ROWING AND SWIMMING add to the summer's fun, and in winter there are enclosed swimming pools at hotels in the Pocono area.



THIS TERRACE-TYPE pool allows swimming with a view the year round, and is typical of the highly developed resort industry in the Poconos.



GOLF COURSES in the Poconos range from championship courses to those designed to serve as

courses for those who like their golf a little less than strenuous.

before an open fire in the hotel library in the winter.

Of course, there is dancing the year round. However, many hotels may limit the dancing, but so rich is the variety of hotels in the area, that nearly any taste can be catered for.

Some hotels, founded by church groups, but open to the public, do not serve liquor; others have elaborate bars. Some cater to families and have cottages for family life, cottages where the family dog will be welcomed. It may even have a separate section for children, where they can spend the day in graded classes.

Please All Tastes

Others are simple indeed, and the guest will be expected to furnish his own amusement.

All this area, with its widely differing hotel and cottage arrangements, is readily reached by the Erie-Lackawanna, and special arrangements can be made at many hotels for sales meetings, conventions and other gatherings, and those participating can travel by train and meet at the station.

Full details about the Poconos may be obtained from any Erie-Lackawanna Railroad Sales Representative, from the hotels direct, or from the Pocono Mountain Vacation Bureau, Stroudsburg 11, Pa. The pictures on these pages were furnished by Pocono Manor at Pocono Manor, Pa., and by The Inn, Buck Hills Falls, Pa.



SKATING IS MORE FUN when you know you can duck into a clubhouse for a hot cup of chocolate before you get really cold.



SKIING SLOPES IN THE POCONOS vary from easy school slopes like this one to real slalom runs down the mountains. Even skiers can find anything they may want in the mountain resort area.



WARREN H. WHITEHEAD
Telegraph Operator

PEOPLE YOU KNOW



All Working for the E-L in East Buffalo Yard



ARTHUR H. SCHINDELBECK
Car Distributor

EARL DeGABRIELLE
Patrolman



VINCENT S. MEEGAN
Car Distributor



WILLIAM A. GORMAN
Office Manager

FRANCIS R. CAPARULO
Conductor



EDWARD G. STRIBICK
Bill Clerk



DARWIN A. EARDMAN
Accountant

HAROLD W. JOHNS
Terminal Superintendent



JOHN S. McFARLAND
General Car Foreman



JAMES R. O'NEILL
Assistant Eastbound Clerk

MISS MAY REDMOND
Train Desk Clerk



ANTHONY R. VITO
General Yardmaster



WILLIAM J. PLATT
Engineer

THOMAS J. CRANE
Switchman



JOSEPH P. ENGLISH
Chief Yard and Crew Clerk

Devoted E-L Men Spend Free Time Preaching Rail Gospel

Midnight Finds Them on Job Telling Industry's Story

RAILROADING is no eight-to-five job for the men of the Erie-Lackawanna who are devoting their off-duty time to telling the industry story to the public.

For these dedicated employees, the hours sometimes stretch out until midnight--and there is no pay for overtime--as they forfeit evenings to fulfill speaking engagements before service clubs, churches and civic groups, or on any platform that is available. They do this because they believe in the soundness of the railroad story and the importance of bringing it to the attention of as many people as possible.

Who are these Erie-Lackawanna speakers? They're accountants, operating personnel, freight and passenger traffic officials and aides, public relations men, mechanical officers, engineers and personnel department employees.

They come from virtually every department of the railroad, and they serve in speakers' bureaux of the Railroad Community Service Committees engaged in a grass roots program conducted by the Eastern Railroad Presidents Con-

terence. They are a part of one of the busiest, best organized booking agencies for speakers to be found between New York and Chicago.

Five years ago, many of them never had faced an audience. Today, after training by speech departments of leading universities and colleges, they are capably relating the railroads to the public interest. They contribute hundreds of hours of their own time, drive hundreds of miles and talk

to hundreds of people in the course of a year.

Over the length of the 3,031-mile Erie-Lackawanna system, 40 men are engaged in the vast speakers program. They account for approximately one-tenth of the total speakers corps of 400 men and women representing 36 eastern railroads in 25 major metropolitan areas.

One of the veteran "pros" of the Eastern Railroad Presidents' Conference speaking program is Conrad G. Schroeder, traveling freight agent at Binghamton, who served two terms as chairman of the Railroad Community Service Committee of the Southern Tier in Binghamton.

"Connie" Schroeder was the first chairman of the committee and completed the speaking course conducted by the Broome County Technical Community College. Since that time, he has made 56 speeches in just about every city, village and hamlet in the committee area. He is an accommodating pinch hitter who will accept a speaking assignment when no one else is available.

"Operating Every Day"

Favorite of the American Legion circuit is W. E. (Ted) Downs, division passenger sales manager at Binghamton, who has been chairman of the speakers' bureau for two years and finds time to field some of the assignments. A veteran railroader, Ted has made more



HOLDING THE ATTENTION of luncheon and after-dinner audiences is an art Fay G. Hill, supervisor of stations and car service, Youngstown, has exercised during his activity as a member of the speakers' bureau of the Railroad Community Service Committee of the Mahoning and Shenango Valleys.

than 40 speeches under the Binghamton committee program.

Running close to him, with a total of 38 speeches to his credit, is James A. Simrell, freight agent at Binghamton, who was a graduate of the course conducted by Broome County Technical Community College. He is an anchorman on the Binghamton committee roundtable team, and has appeared before most civic and industrial groups in the community.

It was Simrell who, when the passenger station was jammed with storm-grounded airline passengers, grabbed the public address microphone and reported: "Announcing the arrival of the DL&W's crack all-weather train, the Phoebe Snow, operating every day, despite the weather and without government subsidy."

Roundtable Experts

Also in the speakers' program of the Railroad Community Service Committee of the Southern Tier at Elmira are Albert L. Merriam, district land and tax agent; Edward F. Kelley, chief clerk; Francis T. Garvey, freight agent, and Harold ft. Spindler, division sales manager. All were trained at Broome County Technical Community College.

Merriam has made more than 30 speeches for the committee and has served actively on the Elmira roundtable team. Kelley directs the activities of the Elmira Speakers' Bureau, has made more than two dozen speeches and is a veteran of roundtable meetings. Spindler was the first chairman of the community service committee in Elmira, and Garvey currently is secretary of the group.

In Cleveland, Harry J. Felber, trainmaster and road foreman of engines; James A. McCall, division sales representative, and James J. Scullion, inspector of operations, have piled up an impressive stack of certificates of appreciation presented by Lions and Kiwanis clubs to speakers who have appeared before their groups. All three received their training from the speech department of John Carroll University.

Talbot Harding, associate editor of the Erie-Lackawanna magazine, also back stops frequently for the



TELLING THE RAILROAD story comes easily to speakers like Theodore Wall, division passenger sales manager for the Erie-Lackawanna at Newark. Ted began telling clubs about the railroad situation when he was still a Lackawanna employee.

speakers' bureau of the Railroad Community Service Committee of Cleveland.

The Railroad Community Service Committee of Northern New Jersey, established in Newark, has 14 Erie-Lackawanna speakers in its bureau--the railroad's largest representation on any single committee. These active speakers include:

John P. Ahren, perishable sales representative, Robert L. Downing, passenger road trainmaster; Benjamin F. Leah, supervisor of stations and car service and also current speakers' bureau chairman; Frank F. Dayton, terminal trainmaster; John G. Drake, assistant passenger trainmaster and George W. Eastland, public relations representative ;

John Brain, Jr., sales representative; Nicholas J. DeVito, ticket agent and George W. Sheridan, sales representative, all of Paterson; Arthur L. Allen, export and import agent, New York and William B. Wagner, freight agent and yardmaster, Mahwah ;

Charles B. Larcom, supervisor, motor service, (LCL), Jersey City, and Theodore V. Wall, division passenger sales manager, Newark, who has been chairman of both the Community Service Committee and its speakers' bureau in Newark.

Youngstown Men

Edwin J. Robisch, superintendent, Youngstown, and Ward F. Wilson (now superintendent at Salamanca) are among the more active Erie-Lackawanna speakers in the Railroad Community Service Committee of Mahoning and Shenango Valleys. Rex P. Reebel, freight agent at Warren, is chairman of the speakers' bureau for the Youngstown group.

Others active in this bureau are: Vernon H. Green, central passenger sales manager; Fay G. Hill, supervisor of stations and car service, and Claude F. Lauer, division sales manager, all of Youngstown. Most of these men were trained by the speech department of Youngstown University.

(Please turn to page 13)



JUST OUT OF THE BEAUTY PARLOR at Hornell, Erie-Lackawanna locomotive No. 823 poses for a portrait beside the shops, gleaming in stainless steel maroon with yellow trim

and bright new paint. The emblem on the nose is maroon and white; the nose below the jumper box, yellow, and the balance of the paint is gray and maroon lettering.

Erie Veterans News

FELLOW VETERANS:
In this, my final letter to you, I want to urge you to be pres-

ent at the installation of my successor, Charles J. R. Taylor of the general office chapter. He will be installed at a dinner dance at Hotel Hollenden, Cleveland, at 7 p.m. on Jan. 14.

Now that we are all one family, and are looking forward to union of some kind between the Erie and the Lackawanna veterans' groups,

please urge your friends from the Lackawanna to attend. Tickets are \$5.00 apiece, and can be had by writing the ticket chairman, A. J. Farina, Erie-Lackawanna Railroad Co., Columbia Building, Cleveland 15, Ohio.

Fraternally,
H.. C. Travis
President



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

STILL GREATER PROTECTION--For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical and lateral forces

Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.

**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**

Speakers

(Story begins on page 10)

In other cities where Community Service Committees have been established, these Erie-Lackawanna men have been active:

Syracuse Robert S. Fordham, sales representative; Arthur H. Quinn, sales representative, and H. Russell O'Hara, division sales manager, who was committee chairman in 1958.

Rochester--Louis C. Williams, division sales manager and 1960 vice-chairman of the committee, and James E. Griffin, freight agent.

Buffalo--Frank K. Corlett, assistant general freight agent and committee chairman in 1958; since transferred to Cleveland as assistant freight traffic manager; Thomas Redding, sales representative, and Earl P. Schmidt, assistant chief clerk to division sales manager.

Scholarships

(Story begins on page 5)

ently attending college under the program will continue to receive their \$1,000 a year scholarships but no new scholars will be added in 1961.

The first group of winners under the plan was selected in 1953. That year five scholars were granted awards and five were added every year thereafter. To date a total of 40 children of Erie employes have been able to continue their education with the help of the scholarship funds provided by the company.

Rules Study

(Story begins on page 3)

work between Jan. 1 and Jan. 15, 1961. Ample time has been provided to study all the complex problems involved in the specific proposals presented by both sides. The commission's report is not due until next Dec. 1, and a further 90

days may be granted if needed.

It is expected that the commission will not be a static one, but will hold meetings in various parts of the country to hear witnesses, examine actual working conditions and observe operations.

At issue before the commission will be the controversy between the railroads and the unions that began when the carrier served the unions with so-called "featherbedding" rules changes on Nov. 2, 1959.

THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,
MISSOURI

THERE'S MONEY FOR YOU IN NORTH JERSEY...

Come to the outstanding bank in the Erie area of New Jersey when you need extra cash. You get fast service and low monthly payments.



PATTERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,
PRAIRIE, RINGWOOD, BOROUGH OF TOTOWA,
WANAUKE, BOROUGH OF WEST MILFORD
New Jersey
Member Federal Reserve System

THE ERIE DOCK COMPANY

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel

For a Christmas to remember- give a Hamilton



Jubilee "EE" \$89.50. 2 diamonds (top)
Sea Ranger \$95. Weatherproof*

Your gift of a Hamilton watch will be "remembered for years to come. Whatever style or model you may choose-a Hamilton is worthy of one you love. Your Hamilton Jeweler or time inspector will gladly help you make your choice. Hamilton Watch Company, Lancaster, Pa.

* Waterproof, dustproof, provided original seal is restored if opened for servicing.

HAMILTON

Long famous as the watch of railroad accuracy



1961

**Merger goal—get
more business in '61**



**Erie-Lackawanna
Railroad Company**

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31					

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28		

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31					

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
						1
	2	3	4	5	6	7
	8	9	10	11	12	13
	14	15	16	17	18	19
	20	21	22	23	24	25
	26	27	28	29	30	

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31					

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
	3	4	5	6	7	8
	9	10	11	12	13	14
	15	16	17	18	19	20
	21	22	23	24	25	26
	27	28	29	30		

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
						1
	2	3	4	5	6	7
	8	9	10	11	12	13
	14	15	16	17	18	19
	20	21	22	23	24	25
	26	27	28	29	30	31

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
	6	7	8	9	10	11
	12	13	14	15	16	17
	18	19	20	21	22	23
	24	25	26	27	28	29
	30	31				

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
	3	4	5	6	7	8
	9	10	11	12	13	14
	15	16	17	18	19	20
	21	22	23	24	25	26
	27	28	29	30		

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31					

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
	6	7	8	9	10	11
	12	13	14	15	16	17
	18	19	20	21	22	23
	24	25	26	27	28	29
	30					

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
	3	4	5	6	7	8
	9	10	11	12	13	14
	15	16	17	18	19	20
	21	22	23	24	25	26
	27	28	29	30		

Bowling Event

(Story begins on page 4)

ident and treasurer of the tournament, says.

Open to all men of the Erie-Lackawanna, wherever they may be, or whatever their jobs might be, the event has attracted more and more competitors every year, partly because of the liberal prize money policy. Last year's cash prizes amounted to \$1,695 for 280 men, and this year's list is expected to be higher, thanks to the number of former Lackawanna men who are expected to compete.

Fees this year will be \$4.75 an event. Of that money, \$1.50 will go to bowling; \$1.15 to expenses and \$2.10 to the prize money fund. Three events are scheduled, singles, doubles and team; should a bowler who enters all three enter the all-events as well, his total entry fee will be \$15.25, \$14.25 for the regular events, plus \$1 all-events fee.

The tournament, as it always has been, will be operated under American Bowling Congress rules, and is sponsored by the Congress.

Entry blanks may be obtained at any superintendent's office, from any Erie-Lackawanna ticket office, or by writing to Vernon F. Green, central passenger sales manager, 603 Terminal Building, Youngstown, O.

Decision

(Story begins on page 4)

Judge Thornton did not rule on the merits of the union's case against the ICC, but set Nov. 15 as the day for a three-judge statutory court to hear arguments from all parties involved.

The legal questions involved were argued by Robert W. Ginnane, general counsel for the ICC and Richard H. Stern, attorney for the Department of Justice, as defendants in the case, and by Richard D. Rohr of the Detroit law firm engaged to represent the Erie-Lackawanna Railroad as the intervenor defendant.

The suit challenged that part of the ICC order which specified the usual employe protection provisions known as the "New Orleans Passenger Terminal" conditions similar to the Commission's

Losses in the Erie Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Adams, Frank Hawthorne	Trackman	Mahoning Division	8-19-60
*Alexander, John	Machinist	Port Jervis Shop	10-1-60
*Allen, Robert Joseph	Yardmaster	Ferrona, Pa.	10-18-60
*Barhite, Martin Fletcher	Trackman	Delaware Division	9-25-60
*Bogart, Fred William	Assistant Roundhouse Foreman	Avoca	10-19-60
*Boyle, Alton Daniel	Roundhouse Foreman	Kent	10-21-60
*Campbell, John	Sergeant of Police	Eastern District	10-5-60
*Crizer, Wallace Wesley	Machinist	Marion Shop	10-8-60
*Darling, Dixie Howard	Engineer	Meadville Division	6-24-60
*Dash, Egbert St. Clair	Stower	28th St., New York City	9-18-60
*Dewey, Matthew Nevil	Machinist	Kent Shop	9-27-60
*Dillon, Joseph Henry	Yard Conductor	E. Buffalo	10-12-60
*Donofrio, Michael	"Wiper	Jersey City Shop	9-28-60
*Ehrgott, William John	Special Inspector	Meadville Shop	10-3-60
*Ewing, Frank Elton	Engineer	Mahoning Division	8-6-60
*Flanagan, Bernard John	Carman	Avoca Car Shop	
*Gillespie, Royal Kenneth	Assistant Master Carpenter	Allegany Division	10-3-60
*Holmberg, Oscar Leonard	Machinist	Susquehanna Coach Shop	10-2-60
*Kauffman, Isaac Allen	Layer-Out	Dunmore Car Shop	8-28-60
*Kay, Thomas Julian	Conductor	N.Y. Division	8-26-60
*Kost, Theodore Anthony	Pipefitter	Jersey City Shop	10-20-60
*Kubiak, Stanley Joseph	Car Repairer	Hornell Car Shop	9-22-69
*Kuhn, Joseph Christ	Conductor	Mahoning Division	8-14-60
*Lods, Charles Louis	Chief Waybill Clerk	Akron, O.	9-9-60
*McIntire, Austin Nelson	Section Foreman	Marion Division	8-18-60
*Mercure, John	Trackman	Mahoning Division	8-2-60
*Mulusky, Charles	Yard Conductor	Port Jervis	6-18-60
*Muter, Richard John	Yard Conductor	Youngstown	9-27-60
*Murray, Harry	Car Repairer	Port Jervis	10-12-60
*Naftzger, Roger Neal	Yard Clerk	Kent	9-26-60
*Nolan, William Edward	Clerk-Telegraph Operator	N.Y. Division	10-15-60
*Pinney, Alfred Dero	Locomotive Engineer	Delaware Division	10-19-60
*Rausch, Peter	Locomotive Inspector	Kent Roundhouse	10-1-60
*Ross, Bastiano D'Aloisio	Engineer	Bradford Division	9-20-60
*Sackett, Charles Edward	Yard Brakeman	Susquehanna Division	9-3-60
*Shook, Lewis Augusto	Trackman	Wyoming Division	8-10-60
*Shuster, Robert Harland	Retarder Operator	Marion	9-21-60
*Staskiewicz, Roman Anthony	Car Repairer	Jersey City Car Dept.	10-9-60
*Terhune, Russell Maurice	Chief of Divisions Bureau	Frt. Trf. Dept., N. Y. City	9-12-60
*Thomas, William Wilford	Machinist	Meadville Shop	10-21-60
*Vaughn, Ruben	Janitor	Akron	8-29-60
*Welch, James Edward	Crossing Watchman	Susquehanna Division	6-29-60
*Werley, Albert Jacob	Conductor	Mahoning Division	10-4-60
*Whitney, Leonard	R.H. Foreman	Susquehanna	10-7-60

Deaths of the following employes and retired employes of the Lackawanna have been reported:

James J. Allen, Scranton, Pc.; Oliver T. Blaine, Washington, N. J.; Louis H. Blatt, Marcus Carpenter, Jersey City, N. J.; Edward Chryst, Kennil, N. J.

Michael Cisternino, Syracuse, N. Y.; Thomas DeCastro, Oswego, N. Y.; Charles E. Decker, Shaftsbury, Vt.; Walter D'Mochowski, Buffalo, N. Y.; Francis J. Gallagher.

Ranse T. Griffin, New York, N. Y.; Michael Hetherson, Scranton, Pa.; Philip Hilger, Fred Himsel, North Bergen, N. J.; David L. Hinman, Buffalo, N. Y.; Clar-

ence Housel, Stanhope, N. J.

George S. Keller, Scranton, Pc.; Isadore Kelminski, James J. McCormack, Scranton, Pc.; Alexander J. McPherson, Binghamton, N. Y.; Frank W. Pierson, Landing, N. J.; Zura C. Randall, Hop Bottom, Pa.; George A. Richard, Alden, N. Y.

Fred Rock, Syracuse, N. Y.; Andrew J. Scotty, George Sheehe, Elmira, N. Y.; Walter Spychaj, Buffalo, N. Y.; Joseph F. Verier, Elmira, N. Y.

Elmer Whited, Hallstead, Pa.; John D. Williams, Scranton, Pc.; Walter Wick, Scranton, Pa.; Stanley Yanoski, George N. Zang, Binghamton, N. Y.

rulings in previous merger cases. In its report the ICC stated, "Since 1941 we have uniformly interpreted section 5 (2) (f) to permit either employment or compensation of employes displaced in consolidations of carriers."

Under the New Orleans conditions, employes whose jobs are abolished by reason of the merger could, in some cases, receive monthly payments equal to their past year's earnings for as long

as four years, depending on length of service; in other cases, separation allowances could be paid; or if employes are required to take lower paying jobs either with the railroad or some other employer, they would receive the difference between their earnings in those positions and what their former jobs paid. Those required to change their place of residence would have their moving expenses paid.

ERIE-LACKAWANNA RAILROAD MAGAZINE

Midland Building
Cleveland 15, Ohio

RETURN POSTAGE GUARANTEED

BULK RATE

U. S. POSTAGE

PAID

CLEVELAND Ohio

Permit No. 1605



**in the next fifteen years, we'll need to build 15 new Chicagos
for 60 million more people--and we'll need low-cost railroad
transportation to do the job.**

In everyone's interest, public policy should give the railroads the opportunity
to compete with other forms of transportation on a fair and equal basis.
ASSOCIATION OF AMERICAN RAILROADS, WASHINGTON, D. O