



RENEW CAR FLEET

**ERIE-LACKAWANNA
MAGAZINE**



**FEBRUARY
MARCH
1961**

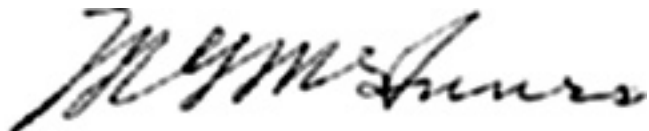
The President's Page

AS reported in this issue of the Magazine, the Teamsters Union under its President James Hoffa, is engaging in a vigorous campaign to halt the movement of highway trailers in railroad piggyback service through legislation and attacks on the I.C.C.

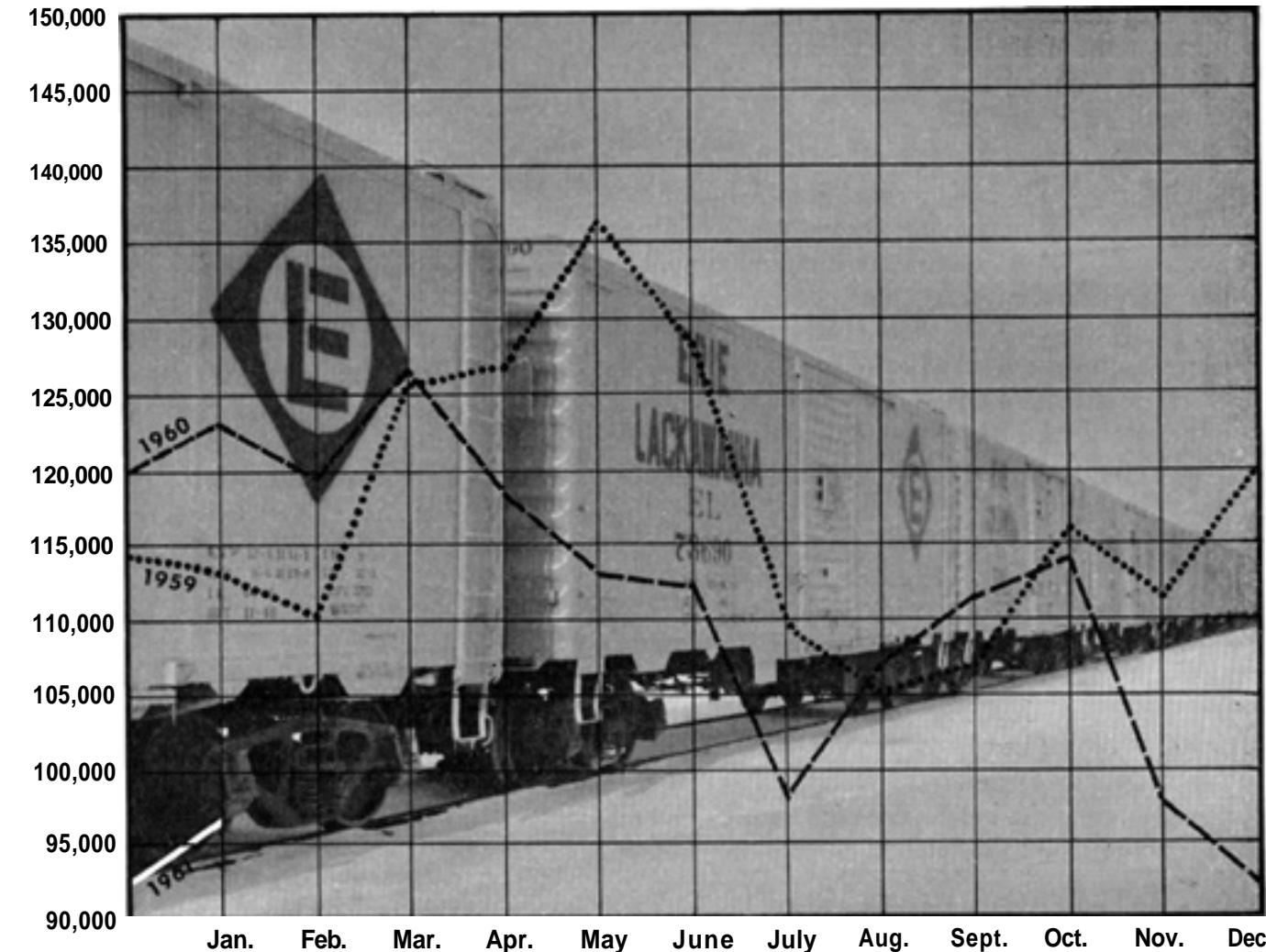
By establishing this revolutionary new service, the railroads are trying to regain traffic that has been lost to them by the trucks. In doing so, the railroads are exercising their "right to compete" by offering attractive rates and dependable all-weather service, with resultant savings to the shipping public.

Last year, the Erie-Lackawanna revenue from this source was over \$10 million. I am sure our employees realize what this new traffic means to their own job security and what it can mean to the future welfare of our company.

To meet the challenge of the Teamsters, we should do everything we properly can to assure that piggyback progress is not reversed or impeded. We can do this most effectively, first, by continuing to do the best job we possibly can in providing dependable service; and, second, by taking advantage of every opportunity to tell the story of piggyback and the importance of the railroads' "right to compete" to public officials, legislative representatives, friends and acquaintances.

A handwritten signature in dark ink, appearing to read "J. M. Luns". The signature is written in a cursive, flowing style with some loops and flourishes.

Business Indicator



Freight Cars Loaded on the Erie-Lackawanna and Received from Connections

Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or Loss)
Month of January:			
1961	\$17,066,241	\$20,314,993	\$(3,248,752)
1960	19,523,361	20,074,484	(551,123)

() Denotes Loss
(Figures and chart show combined figures for Erie and Delaware, Lackawanna & Western before merger, and for Erie-Lackawanna after merger.)

THE COVER:

The Erie-Lackawanna program car shop at Meadville is busy today, upgrading 725 box cars to serve America's industries. The cars arrive at the shop tired, worn, and a dingy brown, and emerge ready to help the railroad earn money, wearing bright new coats of gray with maroon lettering. Here George Palmer, painter, applies lettering on one car while Lawrence Bills, painter leader, works on a car in the background. See Page 6.

Magazine Numbers Combined To Save

Stringent economy in all departments of the railroad is necessary in this period of reduced business. In order to save the most money with the least loss to our readers, the February and March numbers have been combined.

Erie-Lackawanna Railroad Magazine

Feb.-March, 1961 Vol. 56, No. 12

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

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Things to Talk About

Snow storms since Dec. 11 cost the Erie-Lackawanna Railroad approximately \$1,800,000, not counting lost revenue, by mid-February.



The proposal to build a canal from Ashtabula on Lake Erie to the Ohio River via Youngstown has been revived. Railroad management and labor have long opposed the measure as economically unsound and would cause permanent loss of railroad jobs. The Lake Erie-Ohio River Canal was thought dead after studies showed that the rail industry's position was correct, and a geologist testified that it was doubtful that the proposed Grand River Reservoir, principal link in the scheme, would hold water.



From 1953 to 1960 the Federal government spent \$8,324,000,000 (that's right, more than eight billion dollars on promotion of water transportation, highways and aviation). Not one cent of the taxpayers' money was spent in this period to promote rail transport. For the next two years the budget calls for a further expenditure of \$2,755,000,000 (over two and three-quarters billion dollars) on the promotion of these competitors of the railroads. Meanwhile the rails will continue to pay taxes to support the barge lines, truckers and airlines.



In a report to Congress, the Commerce Department said a study by its Bureau of Public Roads showed that heavy trucks and buses pay less than their fair share of the cost of Federal-aid highways. After a 4½-year analysis, the Department said there was a definite indication the heavier vehicles "should be paying considerably more, in relation to the payments by the lighter vehicle groups, than they do now."



William Bush, of Columbus, O., and William Tucker, of Athol, Mass., have been nominated by President Kennedy as members of the Interstate Commerce Commission. Mr. Bush is described by the White House as the cabinet member with the longest service in Ohio's history, and Mr. Tucker as a noted ICC and NLRB practitioner.

Two bills intended to "equalize" the agricultural exemption of the Interstate Commerce Act enjoyed by motor carriers, have been introduced in Congress. One bill would repeal the section of the Act which exempts from economic regulation the trucks transporting certain non-manufactured agricultural commodities; the other would extend to railroads a conditional exemption from such economic regulation comparable to that provided for motor carriers.



March is Railroad Month for Cub Scouts, and the Erie-Lackawanna passenger department has organized at least six special trains to introduce the youngsters to train riding and to let them see what makes the wheels go round in Diesel shops at Youngstown, Meadville, and Scranton.



New Jersey area commuters are cheered by indications that the New York Port Authority is willing to buy and operate the Hudson & Manhattan Railroad. As a taxpaying, privately-owned facility the H&M, which carries commuters between Newark, Jersey City, Hoboken and Manhattan, has been in receivership since 1954. "There is, of course, no possibility whatever that either the Port Authority or anyone else could operate the H&M on a self-supporting basis" an official of the P. A. testified recently.



British Railways have been losing money under nationalization. And now it's time for the British taxpayer, already unhappy with service under nationalization, to pick up the tab.

Nationalized management has asked Parliament to pay off from the general public funds, 1,200,000,000 pounds sterling (\$3,600,000,000) of the debt. Of this the taxpayers would be asked to pay one-third immediately. The balance of 800,000,000 pounds would be held "in suspense", i.e. would be paid off later if the railroads began to make money under government management, and made enough to pay it off. Meanwhile the British railroads, once a prime investment under private management, continue to lose money.

And some people recommend government ownership of America's railroads!

Piggyback Is Hoffa Target; Railroad Men Fight Back

PIGGYBACK FREIGHT service and the rights of railroads to compete for business lost to highway carriers are opposed in an attack on railroads and on the Interstate Commerce Commission by James Hoffa, president of the Teamsters union.

Completely ignoring the 450,000 railroad employees who became unemployed by the growth of government-aided cross-country trucking in the last 30 years, he is charging that the ICC is favoring the railroads and causing unemployment among the members of his union.

Several railroad Brotherhoods and the Association of American Railroads are refuting his charges and his demands for more regulation of railroads to slow down the spectacular growth of piggyback freight service. Pointing to fallacies in the Teamsters' accusations, the AAR claims railroads are following a mandate of Congress to help themselves by adjusting rates as permitted under the Transportation Act of 1958.

The railroads believe American industry has a right to choose the most economical and efficient form of transportation suitable to its needs. Railroads are cooperating with shippers in tailoring service to their requirements.

In an effort to discourage piggybacking by offsetting economies which might benefit users of piggyback transportation, a new contract offered by the Teamsters to midwest trucking companies provides payment of \$5-per-trailer-moved-by-piggyback into the Teamsters Welfare Fund effective Feb. 1, 1962, unless some other mutually agreed arrangement is worked out.

Hoffa Letter

The ICC, Hoffa declares in a letter addressed to his members, "has openly and completely favored the railroads instead of the trucking field, thereby rendering direct harm to the jobs of Teamster drivers."

"The chief danger of piggyback," Hoffa continues, "is that scores of Teamsters are already losing their jobs," which is, understandably enough, more important to Hoffa than the fact that the people who are paying the freight bills of the country are the ones who are making possible what

he calls "the fantastic and soaring growth of piggyback."

"Piggyback and the question of containerization are not local problems," Hoffa emphasizes. "They are national in scope. Every teamster should make it his duty to contact his Senator, his Congressman, and state or local governmental officials and inform them about the economic dangers of piggyback. We ourselves will do everything possible to get nation-

al action on this problem."

Most railroad workers -- especially those employed in train and engine service have been unhappy witnesses of the growth of freighting on the highways paralleling railroad tracks almost everywhere; they are familiar with the unfortunate fact that the railroads have been falling steadily behind in the portion of the nation's intercity freight they handle; and they have seen the effect of this upon their own job opportunities and job security.

Without the right to compete-- spelled out by Congress in the Transportation Act of 1958--the future of railroad transportation in the United States would be bleak indeed.

Give Rails Equal Chance, Report to Senate Urges

SWEEPING REFORMS that would give railroads an equal chance to compete for business are proposed by a wide-ranging report made to the Senate committee on interstate and foreign commerce. The report, a seven-section, 732-page volume that looked into all aspects of transportation, was compiled by a group of 100 experts headed by John P. Doyle, a transportation specialist and retired Air Force major general.

Among other things the Doyle commission pointed out the need for:

- Applying a system of user charges to air and waterway transportation, and adoption of a means of insuring that large highway vehicles pay for that part of highway costs that are chargeable to them.

- Permitting ownership, on a license basis, of highway, air and water carriers by railroads. Other modes could also diversify, if they wished, but in all cases evidence would have to be periodically supplied that ownership of one mode by another was in the public interest.

- Relief from unfair taxation of railroads by state authorities, and a gradual relief from all state taxes on rights of way.

- Restricting the present broad exemptions granted certain farm

and fishery products. Under the Doyle plan, such products would cease to be exempt as soon as they had passed into the channels of commerce. No new exemptions would be made.

The Doyle group also urged basic changes in the relation of government to transportation. The study report pointed out several fields where change was needed and recommended:

- Unification of the Interstate Commerce Commission, Civil Aviation Board and Federal Maritime Board into a body, a Federal Transportation Commission. The FTC would deal with economic regulation.

- Creation of a Department of Transportation at cabinet level, to

(Please turn to page 12)

Long Gray Line Gets New Meaning at Meadville Shop



FIRST STEP in the rejuvenation process for a box car is the lifting of the car body from the trucks. Then the trucks are moved toward the center of the car, and the body lowered for the trip through the line.



DOOR POSTS ARE REINFORCED. Here Daniel Rinaldi, carman, handles the riveting gun while Arthur A. Catalano, helper, bucks the rivet. Julius Nagy, carman, holds the rivet catcher.

Bright Uniforms Given 725 Box Cars

THE Long Gray Line is usually taken to mean the whole body of alumni of West Point; but the phrase has taken on a new meaning at Meadville car repair shop.

There The Long Gray Line can be seen every day where 725 box cars are going in at one end, battered, weary and dingy freight car brown and coming out at the other refreshed, strong and ready for service--and clad in Erie-Lackawanna gray with maroon lettering.

Every day outside the car shop the line of bright gray cars stands as the quick-setting paint cures. But the line does not get very long at Meadville---for as six cars a day are produced, six are whisked away and into service.

\$1,600,000 Program

For despite the hard times, good cars are always in demand for top-quality loadings. Since the program began on Jan. 9, 182 cars have joined the long gray line, and gone forth to earn money for the road, and to give visual proof of the E-L's vitality.

Thanks to the attractive quality of their novel paint job they are eye-poppers in anybody's freight yard, and, they are carrying the symbol of the nation's newest railroad everywhere in the country.

When a car scheduled to be repaired under this \$1,600,000 program arrives at the stripping yard it is inspected and all items that need renewing or replacing are noted. At this time a crane lifts the body off the trucks. Then the trucks are pushed toward the center of the car, and timbers placed between them and the body bolster, and the body lowered again.

This procedure allows complete inspection of parts of the car ordinarily inaccessible, and permits (Please turn to page 15)

E-L Moves Bulk of N.Y. Mails During Crisis

A STRIKING demonstration of the efficiency and flexibility of rail transport was given by the men of the Erie-Lackawanna Railroad during January, when the United States Post Office called on the road to take over a major portion of the mail to and from New York City usually handled by other lines.

During the period from January 10 to 13 the E-L handled 347 extra cars of mail, and eight solid special trains, not counting a train of empty cars needed in the East because of the disturbance of normal traffic flow.

The call upon the E-L was caused by a strike of marine workers in New York harbor, a strike that eventually all but shut down completely two railroads, one that carries much of the Western, and the other the bulk of the New England mails for New York City.

Demand Varied

One of the factors in the movement that demanded the utmost flexibility was the great variance in demand. At the beginning of the interruption of normal routes only a few cars now and a few cars a few days later were asked for by the post office. But by the end of the period, when both the New York Central and the New Haven were seriously strike-bound the movement was heavy.

"Thanks to the operating department's co-operation we were able to keep the cars and trains moving despite the volume which came at a time when we had one of the season's worst blizzards," said Martin P. Nelson, assistant to the president in charge of mail, express, baggage and milk traffic, Hoboken.

"Because normal routes were not operating, we had to use some that were roundabout," he pointed out. "In fact, the Erie-Lackawanna was the key to the whole eastern mail operation during those days."

Mail and express from New England for the west was moved

(Please turn to page 14)

Retirements

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
William Achong	Car Repairer	Hoboken, N. J.	12- 3-60	38
Marie B. Albrecht	Station Accountant	Scranton, Pa.	10-31-60	43
Clarence D. Allen	Sales Representative	Chicago, Ill.	12-31-60	39
Clarence T. Arend	Chief Clerk	Jamestown, N. Y.	1-31-61	44
John Bills	Car Inspector	Hoboken, N. J.	12-31-60	49
Vandoliah C. Brown	Lighter Foreman	Hoboken, N. J.	12-31-60	43
Raymond H. Buzzard	Locomotive Engineer	Hoboken, N. J.	9-30-60	43
Arthur G. Clemence	Road Foreman of Engines	Salamanca, N. Y.	12-27-60	43
Raymond E. Clement	Trackman	Kenton, Ohio	12-23-60	33
Guy H. Crossett	Yardmaster	Cleveland, Ohio	1-31-61	34
Edward L. Davidson	Engineer	Meadville, Pa.	12-27-60	45
James P. Downey	Airbrake Rackman	Jersey City, N. J.	12-30-60	49
Jed W. Dykins	Locomotive Engineer	East Buffalo, N. Y.	9-17-60	45
Esther C. Ehresman	Stenographer	Binghamton, N. Y.	1-16-61	36
James A. Flynn	General Clerk	Croton, N. J.	12-29-60	31
Etienne J. Girard	Car Inspector	Secaucus, N. J.	9-30-60	37
Anna T. Hadden	Asst. Chief Clerk	Scranton, Pa.	12-31-60	46
Arthur W. Harris	Agent-Operator	Tuxedo, N. Y.	11-30-60	37
John M. Jacewicz	Car Inspector	Salamanca, N. Y.	12-31-60	38
Jens Jorgensen	Carpenter	Hoboken, N. J.	1- 3-61	37
William J. Kingston	Yard Brakeman	Croton, N. J.	1- 7-61	46
Charles H. Knorr	Engineer	Hoboken, N. J.	12- 7-60	42
Karl Lindeman	Machinist	Hornell, N. Y.	12-31-60	46
James J. Lynch	Towerman	Buffalo, N. Y.	12-22-60	38
Lawrence B. McBride	Yard Brakeman	Weehawken, N. J.	12-31-60	32
Loretta T. McGrane	File Clerk	Cleveland, Ohio	12- 2-60	34
William F. Muehlnickel	Conductor	Buffalo, N. Y.	12-18-60	48
John J. Mullane	Engineer	Hoboken, N. J.	1- 4-61	43
John Paszkiel	Sta. Fireman and Laborer	Secaucus, N. J.	12-31-60	42
Helen A. Plarr	Stenographer	Buffalo, N. Y.	12-21-60	43
Charles A. Robinson, Sr.	Lighter Foreman	Hoboken, N. J.	12-31-60	24
James G. Robinson	Traveling Auditor	Scranton, Pa.	10-31-60	41
Ralph A. Salvatore	Engine Wiper	Secaucus, N. J.	12-25-60	31
George M. Saunders	Engineer	Huntington, Ind.	8-11-59	45
Emma R. Sessler	Stenographer-Clerk	Philadelphia, Pa.	12-31-60	30
George r. Singleton	Boiler Foreman	Hornell, N. Y.	1-31-61	50
Helen E. Sweeney	Telephone Operator	Port Jervis, N. Y.	12-14-60	24
Lewis M. Swoop	Engineer M. of W.	Youngstown, Ohio	1-31-61	43
Edward Teske	Assistant Foreman	Dunmore, Pa.	12-31-60	33
Harold Wickizer	Trackman	Hawley, Pa.	11-28-60	36
Andrew Wilczek	Machinist	Secaucus, N. J.	12-31-60	46
John J. Worzel	Garden Foreman	Morristown, N. J.	12-12-60	46
Hezekiah A. Swingie	Locomotive Engineer	Avoca, Pa.	1- 2-61	50
Michael F. Arbutowich	Road Conductor	Port Jervis, N. Y.	10-18-60	30
Milton C. Bertram	File Clerk	Hoboken, N. J.	1-25-61	41
Edward Bielinski	Carman	E. Buffalo, N. Y.	12-21-60	37
William N. Bloomer	Machinist	Port Jervis, N. Y.	12-31-60	44
Robert L. Brandner	Electrician	So. Orange, N. J.	2- 6-61	43
Patrick F. Burns	Checker	Chicago, Ill.	1-30-61	29
Raymond L. Carlisle	Engineer	Youngstown, Ohio	1-16-61	38
Alfred Colopietro	Car Repairer	Brier Hill, Ohio	1- 7-61	41
John F. Costigan	Yard Brakeman & Extra	Jersey City, N. J.	i- 3-58	33
John D. Crowell	Yard Conductor	Cleveland, Ohio	12-30-60	32
Charles Dalzell	Senior Draftsman	Passaic, N. J.	1-31-61	44
Ray C. Damon	Rate Clerk	Meadville, Pa.	1-13-61	44
Earl J. Estes	Road Conductor	Meadville, Pa.	1-31-61	45
Howard R. Felger	General Foreman	E. Buffalo, N. Y.	11-17-60	36
Michael J. Flannery	Switchman	Scranton, Pa.	1-11-61	45
David Fleming	Trainmaster-Rd. Foreman	New York, N. Y.	1-25-61	23
Elias Flemlister	Trucker	Jamestown, N. Y.	6-21-60	33
Walter A. Ford	Baggage Helper	Newark, N. J.	1-15-61	43
Carl D. Gardner	Towerman	Hornell, N. Y.	2- 3-61	34
Fred L. Garvin	Laborer	Marion, Ohio	1-15-61	44
William J. Giddings	Switchtender	Hoboken, N. J.	12- 9-60	38
Jay L. Gould	Switchman	Cleveland, Ohio	1-31-61	49
Peter Grudzinski	Chief Clerk	Buffalo, N. Y.	1-31-61	20
Jacob C. Heyberger	Crossing Watchman	Hornell, N. Y.	12-31-60	44
James H. Hilton	Chief Timekeeper	Hornell, N. Y.	12-31-60	48
Arthur T. Hopwood	Material & Supply Clerk	Youngstown, Ohio	1-31-61	47
Robert L. Hulit	Chief Clerk	Hoboken, N. J.	12- 5-60	41
Harold Kerr	Baggage Porter	Jersey City, N. J.	1-11-61	37
Frank J. Komoseske	Yard Conductor	Cleveland, Ohio	1- 9-61	31
William J. Lamb	Yard Brakeman	Susquehanna, Pa.	1-11-61	45
Alexander Leggat	Car Inspector	Scranton, Pa.	11-30-60	48
Roswell C. McNett	Locomotive Engineer	Elmira, N. Y.	2-28-61	33
Allen W. McDonald	Foreman	Port Jervis, N. Y.	1-11-61	38
Otis Mead	Road Conductor	Port Jervis, N. Y.	1-30-61	23
Lawrence L. Miles	Laborer	Phillipsburg, N. J.	12-31-60	43
Frank Micglire	Clerk	Hornell, N. Y.	1-11-61	26
John H. Michel	Laborer	Cleveland, Ohio	1-14-61	43
Marion D. Montgomery	Clerk	Creston, Ohio	1-11-61	37
Dominick Mottillo	Operator	Meadville, Pa.	1- 9-61	32
Samuel M. Nardo	Laborer	Suffern, N. Y.	2-28-61	43
Anthony T. Natiello	Track Foreman	Hoboken, N. J.	1-31-61	20
Glenn P. O'Brien	Mail Handler	Kent, Ohio	2-26-61	45
Joseph A. Orlowski	Night Gen. Yardmaster	Buffalo N. Y.	1-23-61	38
Camillo E. Pacioni	Car Repairer	Endicott, N. Y.	2-28-61	32
Leo C. Raynor	Section Foreman	Hoboken, N. J.	10-19-60	23
Clarence E. Ripley	Telegrapher	New York, N. Y.	1-10-61	93
Dorothea D. Rixford	Patrolman	Hornell, N. Y.	12-16-60	24
Raymond W. Rooney	Accountant & Timekeeper-Transportation	Cleveland, Ohio	1-15-61	48
James A. Santorelli	Sales Representative	Hoboken, N. J.	12-31-60	39
Nelson G. R. Scarfass	Clerk	Bangor, Pa.	12-31-60	39
Howard S. Secor	Locomotive Engineer	Hoboken, N. J.	12-10-60	32
Clarence A. Spicer	Trainman	Buffalo, N. Y.	1- 4-61	44
John A. Stouse	Engineer	Hoboken, N. J.	12-28-60	45
Monte W. Swindler	Conductor	Marion, Ohio	1-23-61	44
Paul Tachok	Conductor	E. Buffalo, N. Y.	11- 4-60	36
Frank A. Van Duyn	Car Repairer	Hoboken, N. J.	11-26-60	43
Clifford V. Willaman	Engineer	Leavittsburg, O.	1-17-61	24
Elmer H. Winfield	Telegraph Operator	Susquehanna, Pa.	1-11-61	43
Isaac M. Wymer	Loading Car Inspector	Mansfield, Ohio	4-30-61	45
	Freight House Foreman			

Obsolete Rules Cost Roads \$600,000,000 Every Year

THE PRESIDENTIAL COMMISSION on Work Rules heard at its first session that survival of the nation's railroads depends upon the elimination of pay for work not needed or not performed, which is costing the railroads \$600,000,000 a year.

Opening the carriers' case before the recently organized Commission, Howard Neitzert, of Chicago, special counsel for the railroads, pointed to the industry's sharp setbacks in freight and passenger competition and declared that "complete insolvency can be avoided only by eliminating unwarranted and unjustifiable operating costs."

The devastating effect of this burden is pointed up by the fact that it equals the current annual net income of all Class I railroads, he added.

Mr. Neitzert praised "the spirit of cooperation and goodwill" which the five operating unions have displayed in seeking the help of a special public group in revising old work rules.

"I believe that a majority of the employes now feel that many of the carriers' proposals, if made effective, will benefit them personally--as well as the industry and the nation," he stated.

Ike Named Fifteen

Appointment of the special Presidential Commission was requested by representatives of railroad management and the Engineers, Conductors, Firemen, Trainmen and Switchmen unions on October 17, 1960. These labor organizations represent some 200,000 railroaders in train and engine service--about one-fourth the total railroad work force.

President Eisenhower on December 22 formally appointed 15 men to the commission and named former Secretary of Labor James P. Mitchell as its chairman. Of the 15, five represent labor; five, management and five, the general public.

Mitchell has since resigned because of the pressure of personal affairs and President Kennedy is expected to appoint his successor soon.

The commission, hailed as a historic landmark in labor-management relations because of the public's representation in a major negotiating effort, is due to report on its investigation of railroad

work rules by December 1, 1961. The issues before it include seven carrier proposals and a number of labor counter-demands.

Neitzert summarized the carrier proposals as follows:

(1) Allow management to determine when firemen should be

used on diesel locomotives in freight and yard service. The fireman position on passenger diesels would not be affected.

(2) Revise the 42-year-old dual basis of pay for engine and train crews to reflect greatly increased train speeds and allow longer runs for a day's pay.

(3) End union spread-the-work rules which limit miles covered each month by operating employes. The effect would be to increase an individual's earnings opportunities.

(4) Eliminate rules banning
(Please turn to page 15)

Supreme Court Sets Date for Argument on Order

THE UNITED STATES SUPREME COURT has fixed March 27 as the date for arguments on the unions' appeal from the decision of the Interstate Commerce Commission establishing the New Orleans conditions for the protection of labor in the Erie-Lackawanna merger.

Pending decision of the case, the Supreme Court ruled that the terms of a temporary stay imposed by a statutory court at Detroit will continue in effect. (See Erie-Lackawanna Magazine for December.)

Before the merger was approved by the ICC, exhaustive hearings were held by the commission.

Two weeks before the date (Oct. 15, 1960) the commission's order became effective, the Brotherhood of Maintenance of Way Employees and the Rail Labor Executives Association filed suit in a Federal court in Detroit against the United States and the ICC challenging the order and asking that the effective date of the merger be postponed until questions dealing with employee protection were settled.

The case was heard on Oct. 12, and on Oct. 14 the court ruled that it would not delay the effective date of the merger, but or-

dered that no jobs be abolished or transferred until entry of a further order except under certain conditions. On Nov. 15 arguments were heard by a three-judge statutory court. In December it rejected the unions' stand in the matter.

In discussing the union contention that all jobs should be preserved where and as they were for four years, the court said: "It seems to 'us that if the Congress had intended such a result, it could have, and would have, said so in unequivocal language."

Early in January the unions filed notice of appeal of the case to the U. S. Supreme Court. On Jan. 23 the court agreed to hear the case, but by a 6 to 3 decision refused to restrain the company from putting its merger plan into operation. However, the refusal was modified by the phrase "without prejudice as to renewal."

The unions did renew their request for a stay, and the Supreme court granted it on Feb. 20.

400 E-L Veterans Hear MGM Outline Challenges Ahead

Group Installs Officers for Year 1961

FOUR HUNDRED MEMBERS of the Erie-Lackawanna Railroad Veterans Association, meeting for their annual installation dinner held at Cleveland's Hotel Hollenden, heard Milton G. McInnes, president of the road, outline the challenges that lie ahead to achieve profitable operations for the merged railroad.

"Profits are needed for growth and progress," he said. "The job isn't going to be easy. We are going to have to rely on the seasoned and experienced railroaders, as represented by you veterans here tonight, to provide the intelligent guidance and know-how for the younger employes of the railroad.

"Our theme song should be 'Let's Get Back in the Black,'" he added.

High Quality Service

In his preview of the year to come Mr. McInnes stressed the need for leadership, imagination and aggressiveness to reach the desired goal.

"Doing things in the same old way and hoping for the best isn't going to do the job," he told the group. "We are going to have to look for ways and means to bring in more revenue and reduce our operating costs, while still maintaining a high quality of service."

"I am confident we have a great railroad," he said. "It is up to us to take advantage of the privilege we have of helping ourselves and working out our own problems."

Encouraging Signs

"I believe there are encouraging signs that government officials and the public are beginning to understand the seriousness of the unequal competitive situation under which the railroads are required to operate. It was heartening to see that the new adminis-



AFTER HE HAD SPOKEN, Mr. McInnes (center) was presented with a pen set by Charles J. R. Taylor, new president of the veterans, while Frank P. Belling, social director, looked on.

tration intends to review the status of the government's regulatory powers in the transportation field. If this study results in supporting legislation that will place regulation on a realistic basis the year 1961 could mark a real milestone in railroad progress."

Among the bright spots in the Erie-Lackawanna picture, he men-

tioned the rapidly growing piggy-back traffic, now more than a \$10,000,000 a year business for the combined railroad, and the new mail handling facility to be built at Kearney, N. J., which will be the largest mail distribution center in the country.

David R. Thompson, vice president (Please turn to page 11)



LAST MINUTE DETAILS are checked over by officers of the association just before dinner. Left to right: Frank P. Belling, social director; Leslie H. Arold, financial secretary; Harry C. Travis, outgoing president; Rex P. Reebe, recording secretary; Charles J. R. Taylor, incoming president; Leonard P. Johnson, treasurer, and Jack F. Hazzard, first vice president.

Have Fun and Save Money: Lay Retirement Plans Now

Individual Must Base His Choice upon His Own Personality

REALISTIC PLANNING for retirement can be enjoyable, as enjoyable as planning for a vacation. It can also be informative, and can even be profitable in the monetary sense, well before retirement begins.

Genuine planning has to take in a lot of factors sometimes overlooked, with consequent loss of money, comfort and time by those who delay that planning too long.

Now that retirement has become a standard phase of life for nearly everyone, the man who looks ahead to retirement, and plans for it, is to be commended, not condemned.

Planning, however, is far from day-dreaming. And planning isn't, by any means, deciding to do what the man at the next desk did, or what your predecessor in the job you now hold did.

Retirement plans must be fitted to the individual, and to his circumstances. Under circumstances many things enter besides the mere question of what his income will be.

Individual Needs

What are his hobbies? Does he like to fish, read, hunt, play, golf, sail, ride, stay in one place or travel? What is his health likely to be at retirement? And what are his wife's tastes, and what of her desires and health?

Too, plans must be kept flexible. The world is changing fast, and we all change too. One way to go about planning for retirement is to make up a list beginning with basic questions about the individual concerned, following a general outline of Who? How much? Where? How long?

Under *who* belong all those items that only the individual can answer honestly for himself. Perhaps you would be happiest in a shantyboat on a Mississippi bayou. Perhaps you are one of those who would be happy in one of the Florida settlements with many other retired persons.

However, neither of these solu-

tions may be the one for you--shantyboat life as lived may be a lot different from your picture of it. Some find other places, ranging from Minnesota to Virginia, fit them better. And one recent retiree has taken up residence in Ireland.

If you do know the place you want, now may be the time to buy it. Over the long haul, prices go up, and if your retirement home is paid for by the time you retire, you have one less expense to meet at a time when every penny will be welcome.

Sometimes such early purchases pay off handsomely, as do lottery tickets, but just about as often. A case in point is the man who felt, when he was still relatively young, that he knew just the place--a spot on a quiet riverbank, not far from a good-sized town, and only two hours' train ride from a large city.

Shack Turns to Gold

The riverbank site he found came cheaply. It was too scenic to farm profitably but the fishing was good. He put up a small cottage, and spent his vacations there. This was going to be his retirement home. Then, after he had held it a few years, a utility company found the river water just off the site was especially cool.

It was this coolness that had made the fishing good--but it made his cottage site all ten acres of it--immensely valuable as a place to locate a generating plant. The far-sighted one's plans did not turn out as he expected

them to, but he has more than 25 times as much money now to shop for an alternate retirement home as he spent for his choice.

Perhaps your roots are so deep in your present community that you feel no desire to look around for a different place to live. If you will be able to afford to live where you are, that may be the best for you.

Local Taxes, Trends

But communities do change.

If you do feel that you want to go somewhere else when you retire, here are some tips before you make up your mind, spend some vacations there. Be sure to attend church and visit the library. You'll find both church and reading mean more to you after retirement.

And, by all means, if you think you have settled on a place to live, take out subscriptions to as many papers as the town may have, plus one or two from nearby towns. Mail subscriptions are cheaper than home delivery, and study of these papers--news columns and advertisements--may reveal things ranging from taxes to police news that may either confirm your decision or lead you to change it.

The papers will also give you a good idea of what year-round life in the town is like. Are there recurrent floods in some parts of town? Does some kind of agricultural or fishery activity make the otherwise pleasant place a miserable place at certain seasons?

Water Supply, Hospitals

Are public services, efficient the year round, or only at certain times? (Many towns experience seasonal water shortages, and some, even hundreds of miles from the sea, are finding the fresh water in their wells replaced by salt.)

What seem to the natives to be fair prices for real estate? For rentals? Is the long term expectancy up or down? What are the stores like, and do they offer the things you are used to?

And above all--for we all get sick sometimes--take a look at the medical services. Are there enough doctors for the population? Is there a hospital, and what is its standing?

(This is the first of a series on looking forward to retirement. Others in the series will discuss financial and health aspects of retirement.)

Veterans

(Story begins on page 9)

dent, marketing, was toastmaster; Anthony J. Celebrezze, mayor of Cleveland, brought the city's greetings and recalled his own adventures as a railroad man.

New Offices Installed

J. Philip Allison, general manager, Western District, substituted for Garret C. White, operating vice president, who had been called out of town by the tugmen's strike. Mr. Allison welcomed the veterans, who had come from the entire system.

The new officers were installed by Michael A. Redding of the Buffalo chapter.

Those installed were: Charles J. R. Taylor, general office chapter, president; Jack F. Hazzard, Jersey City, first vice president; Leo P. Driscoll, Youngstown, second vice president; Leonard P. Johnson, Salamanca, treasurer; Leslie H. Arold, general office, financial secretary; Rex P. Reebel, Youngstown, recording secretary.

Harry C. Travis, outgoing president, turned the gavel over to Taylor, who spoke briefly of his plans for the coming year; he presented Mr. McInnes, a fellow veteran with a desk set to mark the beginning of his presidency of the railroad. With a broad grin, Taylor couldn't resist saying "The pens contain only black ink."

Outing Date Set

Frank P. Belling, Jersey City, the director of social activities, announced that the annual outing would be held at Conneaut Lake on July 15.

Then the group adjourned to dance and visit and to listen to music--which included a few songs written by Mrs. Paul W. Johnston, wife of the chairman of the Erie-Lackawanna's executive commit-

tee.

Those attending came from every part of the railroad. Two veterans--Robert F. Denton and Lewis E. Drew--came up from Florida for the affair.



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Quarry at Huntington,
Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

AT ALL FINE SHOE REPAIRERS



Doyle

(Story begins on page 5)

include many existing agencies dealing with highway, water and air transport not currently part of ICC, CAB or FMB. This department would also take over some of the functions of those three groups, especially the safety inspections.

Creation, from the existing panel of Federal judges, of a Transportation Circuit Court of Appeals having authority to review transportation matters, to assure speedy decisions in such matters.

Inconsistent Enforcement

As it now stands, transportation law and its enforcement are inconsistent. Why, asks the commission, should there be so many differences in law or regulation between different modes of transport, when there is competition between modes?

One section of the report is devoted to a study of the economic position in which common carriers find themselves.

Here the study reports that the government's investment in transportation facilities has far outrun the demand, and that most of this investment has come from tax dollars.

Too Much Investment

"Since 1916," the report says, "the Federal Government has embarked on ever-expanding programs of improvements in the highway, waterway and airway transportation facilities. The cumulative total of Federal expenditures in highways, airways and waterways has come to approximately \$23,000,000,000, or two-thirds of the huge private investment in the railroad system of the nation and, when the highway program is completed, will equal or exceed that amount. If state expenditures were included the total public investment in intercity way facilities would substantially exceed the private investment in rail and pipeline ways and structures."

This public investment has encouraged expansion of the publicly aided transport industries with

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THE ERIE DOCK COMPANY

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the result that carrier capacity as a whole has far outrun the demand.

Overcapacity, it is pointed out, has led to a less favorable relation of income to expenses. Since 1955, the trend of net income on Class I railroads has been definitely downward, falling over 40% between 1955 and 1959, and operating ratios have risen since 1950, and risen very rapidly since 1955.

Other effects of this general overcapacity have been reductions in service, higher financing costs, and finally, higher transportation costs to the public.

Eastern Region Income

The danger of government ownership if this trend continues was emphasized.

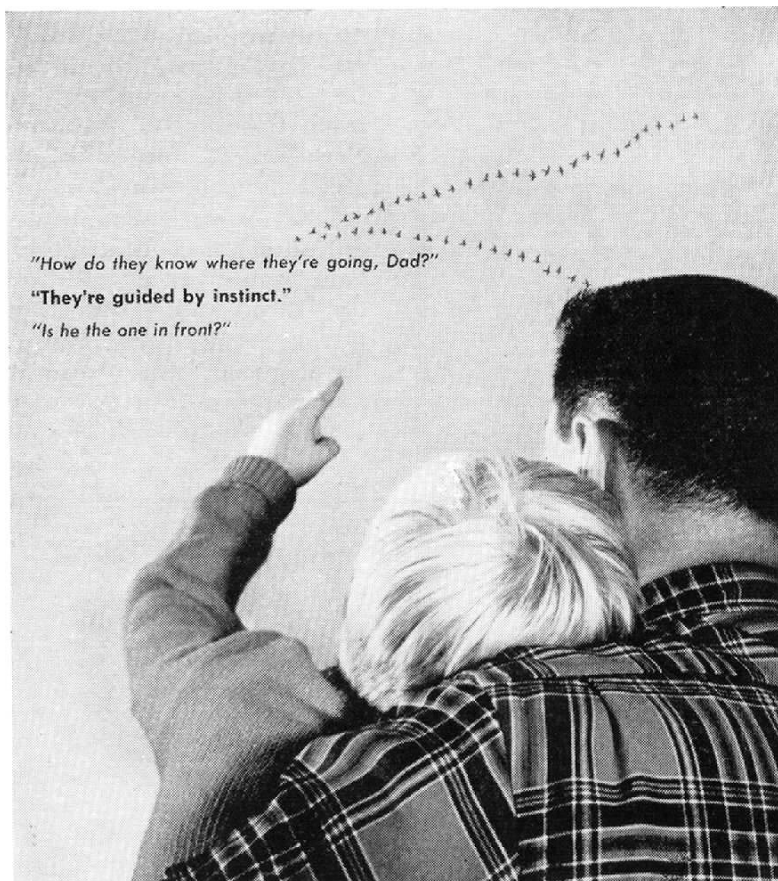
Of special interest to all railroad men in the area of operation of the Erie-Lackawanna are the findings of net income decline in the Eastern region. The report says:

"While there has been a decline in net revenue in each major region since 1955 the amount of decline varies widely among them. For the Pocahontas region it was very slight, from \$110 million to \$109 million. For the Southern region the drop was from \$154 million to \$102 million. For the Western region it was from \$424 million to \$334 million. But for the Eastern region the drop was from \$239 million to \$33 million. This reveals the truly critical condition that exists in the Eastern region."

Bright Spot--TOFC

On the brighter side the report mentions the rapid development of piggyback service, which it hails as mutually beneficial to different modes of transport, to shippers and to the public.

Early standardization of piggyback should not be delayed, the commission points out, particularly since piggyback in its present form will probably give way to standardized containers. It is recommended that the problems involved in standardization be studied by the National Bureau of Standards, the National Academy of Science or some other authorized agency.



Dad will patiently clear up the confusion about instinct. He'll also be careful to point out that people can't rely on instinct alone when it comes to making important decisions. That's why you should use Prudential's famous "Dollar Guide" when planning your family's security. With the "Dollar Guide," you and your Prudential Agent can easily determine what your family's future dollar needs will be and how far your current assets will go toward meeting them. The "Dollar Guide" is an exclusive service provided by your Prudential Agent...Welcome him when he calls.



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Tenakill Park
Cresskill, N. J.

THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,
MISSOURI

Mail

(Story begins on page 7)

via the Delaware & Hudson from Albany to Binghamton, and thence via the Erie-Lackawanna to Buffalo. Westbound some cars moved from Hoboken to Buffalo from New York for forwarding to Chicago and points west.

Other cars moved over the E-L to Huntington, Ind., where connections were made with the Wabash for Detroit and St. Louis.

Solid trains moved to Chicago, and one solid train of empty mail and express cars was moved from Chicago to the east to ease the

car shortage the work stoppage caused.

Mail for metropolitan New York moved from New England over the D&H to Binghamton, and then over the E-L to Hoboken. Some cars were sent to Philadelphia, Washington and the South via E-L to Taylor Yard, near Scranton, where connections were made with the Central of New Jersey, the Reading Co. and the Baltimore & Ohio.

"The routing skill of our mail and operating people here at Hoboken was a big factor in minimizing delays to the mail during these critical days," Mr. Nelson said in discussing the operation.

"The cooperation of everyone, including the extra help that was required, was the other element in our successful operation. Our transportation system, necessarily geared for volume traffic, does possess a great degree of flexibility-and this was successfully demonstrated--proving once again the essential character of the railroads when it comes to handling volumes of mail and express."

STILL GREATER PROTECTION--For Cars and Lading

Cardwell Friction Balster Springs
to absorb vertical and lateral forces

Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal forces

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Highly standardized, interchangeable parts are vital to the production of dependable mechanism. Precision, which demands accuracy down to 1/1000th of an inch, is the foundation on which our brakes are built. Such precision-plus skill in assembling, naturally results in quality which insures dependable and economical performance.

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Plant: Watertown. N. Y.

ERIE-LACKAWANNA EMPLOYEES

DID YOU KNOW

Travelers Accident and Sickness Insurance is available on the payroll deduction plan.

For name of agent nearest you write

Railroad Department

THE TRAVELERS
Insurance Company
Hartford 15, Conn.

Work Rules

(Story begins on page 8)

crews from operating through present division or crew-change points, so as to end multiple changes on short train runs and permit the extension of crew operations in keeping with rising train speeds.

Asks Standby's End

(5) Wipe out the arbitrary lines now drawn between the work that may be performed by road crews and yard crews, thereby allowing full interchange of these crews without the present waste of duplicated effort, penalty payments and impaired service.

(6) Eliminate rules which stipulate the number of crew members required on trains.

(7) End rules requiring idle standby operating employes when self-propelled equipment is used in track maintenance, repair or inspection.

Attrition, No "Ax"

The railroad spokesman cited numerous methods of helping workers adjust to changed rules, such as unemployment compensation, severance pay, shifting to other jobs and "attrition."

An attrition formula, he said, has been successfully put into effect on Canadian railroads as part of the program agreed to by those carriers and the union to eliminate the Diesel fireman position. In this, no workers are thrown out of work--but as positions become vacant through retirements and job shifts, they are not filled.

Meadville

(Story begins on page 6)

the car to be moved easily through the shop on its old wheels to the point where the old trucks are removed, and replacement trucks installed in their proper places.

Then as the cars are pulled through the various sections in the stripping area defective parts are removed.

When the cars enter the huge hall of the \$4,000,000 ultramodern shop (see Erie Magazine for October, 1958) door posts are reinforced and new center plates applied.

As they roll through the production line, faulty roof plates are

Losses in the E-L Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Adams, Munson	Passenger Conductor	Delaware Division	12-13-60
*Barillo, Mark Michael	Trucker	Hornell, N.Y.	12- 6-60
*Bitcola, Michael	Car Repairer Helper	Dunmore Car Shop	10-28-60
Bowen, Charles Franklin	Cashier	Warren, O.	12-14-60
Brennan, Martin Joseph	Receiving Clerk & Checker	Rochester, N.Y.	11-16-60
*Burnett, Thomas	Freight House Laborer	Susquehanna Division	11-20-60
*Case, James John	Machinist	Port Jervis Loco. Dept.	11-26-60
*Circelli, Donate	Trackman	Mahoning Division	9-28-60
*Collins, Daniel	Machinist	Cleveland Loco. Dept.	11-25-60
*Connors, Henry Ashley	Telephone Maintainer	Commun. Dept., Elmira, N.Y.	11-23-60
*Dedinsky, Andrew Joseph	Coach Cleaner	Jersey City Pass. Car Dept.	12- 7-60
*Demcok, Michael John	Trackman	Susquehanna Division	10-24-60
*Didas, John Francis	pipe fitter	Salamanca Shop	11-21-60
*Diegle, Hilton Richmond	Yard Clerk	Kent Division	12- 8-60
*Pooling, Florence Mary	Coach Cleaner	Jersey City Pass. Car Dept.	11- 4-60
Downing, James Lycurgus	Engineer	Mahoning Division	11- 4-60
*Eckhart, Adam John	Engineer	Bradford Division	11-23-60
*Fitzgibbon, William Andrew	Telegrapher	N.Y. Division	10-10-60
*Galloway, Alfred Fonda	Engineer	Delaware Division	12-13-60
*Harvey, Robert William	Yard Conductor	Marion, O.	10-15-60
*Keefe, Thomas Henry	Machinist	Susquehanna, Pa.	12-11-60
*Kingsbury, Stanley Rupert	Relief Operator	Mahoning Division	12- 5-60
*Koutsovasilis, James	Trackman	Susquehanna Division	10-13-60
MacVie, Lawrence Donald	Clerk	Suspension Bridge, N.Y.	12- 6-60
McDermott, Edward Joseph	Tugboat Captain	Marine Dept.	11-30-60
*McGuire, Richard Joseph	Engineer	N.Y. Division	11-1-60
Moore, Willie	Stower	28th St. Stn., New York City	10-19-60
*Noyes, John William	Car Inspector	Weehawken, N.J.	11-26-60
Olsen, Albert Milford	Carpenter	Susquehanna Division	11-30-60
*Pilla, Angelo	Crossing Watchman	Susquehanna Division	9-23-60
Pose, Morris Harry	Car Foreman	E. Buffalo Car Shop	11-22-60
*Reed, Clarence	Section Foreman	Kent Division	12- 4-60
Rchner, Nelson William	Trackman	N.Y. Division	12-14-60
Sanders, Earl Raymond	Loco. Engineer	Mahoning Division	11-26-60
*Schueler, John, Sr.	Carman	E. Buffalo Car Shop	11- 1-60
*Sheets, Harvey Thomas	Fireman	Kent Division	12- 5-60
Simpkins, Tony	Car Inspector	Marion, O.	12- 1-60
Skaehill, William Lawrence	Agent-Operator	Blossburg, Pa.	11-13-60
*Smith, Charles Buford	Conductor	Allegany Division	10- 2-60
*Smitka, Stanley Edward	Crossing Watchman	Wyoming Division	10-16-60
*Stanley, William Joseph	Yard Brakeman	Jersey City, N.J.	10- 8-60
*Trowbridge, Amasa Thair	Machinist Helper	Susquehanna Shop	12-11-60
Valentine, Gary Edward	Yard Brakeman	Hornell, N.Y.	11-24-60
Weber, John Nicholas	Blacksmith	Ferrona Car Shop	12- 2-60
*Wick, Waiter (L)	Engineer	Scranton, Pa.	11-11-60
*Ahearn, Henry Vincent	Blacksmith	Kent Car Shop	12-27-60
Askins, George Washington	Train Yd. Foreman	Hornell, N.Y.	12-24-60
Balletti, Harry E.	Car Inspector	Hoboken Passgr. Car Dept.	12-16-60
*Bartoszek, Joseph	Tender Repairer	Buffalo Shop	
*Berry, Glenn Samuel	Trackman	Kent Division	12-27-60
*Bogert, George Francis	Road Conductor	New York Division	11-18-60
Bowen, John	Trainman	New York Division	12-5-60
Burkhart, Curtis Henry	Checker	Scranton, Pa.	12-21-60
*Carlough, John Joseph	Shop Hostler	Paterson, N. J.	1- 7-61
*Carpenter, Clayton Jonathan	Car Inspector	Creston, Ohio	12-25-60
*Crowley, William M.	Pipefitter Helper	Susquehanna, Pa.	1- 1-61
*Curtis, Robert Emmett	Division Car Foreman	Port Jervis, N.Y.	1-25-61
*Deiningner, William F.	Carpenter	Allegany Division	12- 6-60
*Didas, Peter Joseph	Machinist	Hornell Diesel Shop	12-23-60
Eltel, Jacob	Locomotive Inspector	Jersey City Shop	1-15-61
Evans, Henry Derwood	Operator	Susquehanna Division	1- 8-61
*Fillhart, John Harold	Yard Conductor	Lima, Ohio	1-10-61
*Galazin, Joseph	Car Repairer	Jersey City Car Dept.	1-16-61
*Hartman, Joseph F.	Yard Conductor	Mahoning Division	12-30-60
Jackson, Floyd J.	Operator-Leverman	Susquehanna Division	1- 6-61
*Johnson, Albert Alonzo	Asst. Chief Engineer	Hoboken, N.J.	11- 5-60
*Kaczenowski, Victor	Trackman	Delaware Division	12-23-60
*Kapina, Joseph	Carpenter	Cleveland Shop	1- 9-61
*Kay, Joseph Edward	Yard Brakeman	Jersey City, N.J.	12-23-60
*Keller, Giles Earle	Chief Clerk	Supt. Mot. Power, Cleveland	12-28-60
*Kudzinowski, Julian John	Boilermaker	Scranton Loco. Shops	10-12-60
*Legan, Mike	Trackmaker	B&SW Division	11- 8-60
*Marendo, Domenlck	Laborer	Meadville Shop	12-30-60
*Maskell, Stephen	Foreman	Jersey City Shop	1-15-61
*McAllister, William Michael	Conductor	N. Y. Division	1-8-61
*McIntyre, John Francis	Carman	Avoca, Pa.	12-29-60
*Murray, Andrew Francis	Clerk	Supv. Mail Service, N.Y.C.	11-12-60
*Pickett, Frank Joseph	Extra Janitor	Jersey City, N.J.	1-17-61
Ruland, Clara Teresa	Cleaning Woman	Scranton, Pa.	11-1-60
*Salerno, Angelo	Laborer	Scranton, Pa.	10-27-60
*Sanders, George Aloysius	Barge Captain	Marine Dept.	11-10-60
*Santucci, Pasquale	Track Foreman	N.Y. Division	
*Shaw, Charles Alison	Machinist	Meadville Shop	12-31-60
*Sini, Guiseppe	Carman Helper	Hornell Car Dept.	1-5-01
Sullivan, Emil Edward	Chief Clerk	Jersey City Car Dept.	1-20-61
*Swain, Frank	Trackman	Allegany Division	12-10-60
*Thompson, William Alford	Engineer	Kent Division	1- 5-61
*Titman, Harry Lester	Car Repairer	Port Jervis Car Shop	1- 4-01
*Weile, Leon	Car Inspector	Hoboken, N.J.	10-15-60
*Wesolowski, Joseph Edward	Car Repairer Helper	E. Buffalo Car Shop	10- 3-60
*Wolf, Thomas R.	Deckhand	Marine Dept.	11- 7-60
*Retired employes			

replaced, trucks are reconditioned, safety equipment renewed and linings and floors brought up to standard.

Then they pass to the sandblast-ing area, and then into the paint

shop, where the traveling paint-spray booths give them their new shining coats. The cars are then ready to join the E-L's modern freight car fleet in bringing in revenue for the merged company.

ERIE-LACKAWANNA RAILROAD

MAGAZINE

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Cleveland 15, Ohio

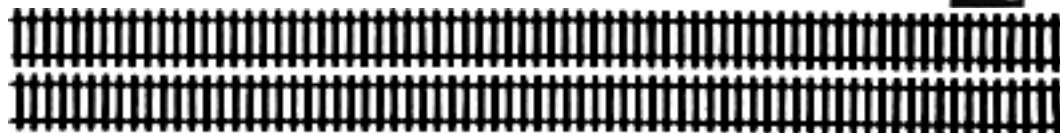
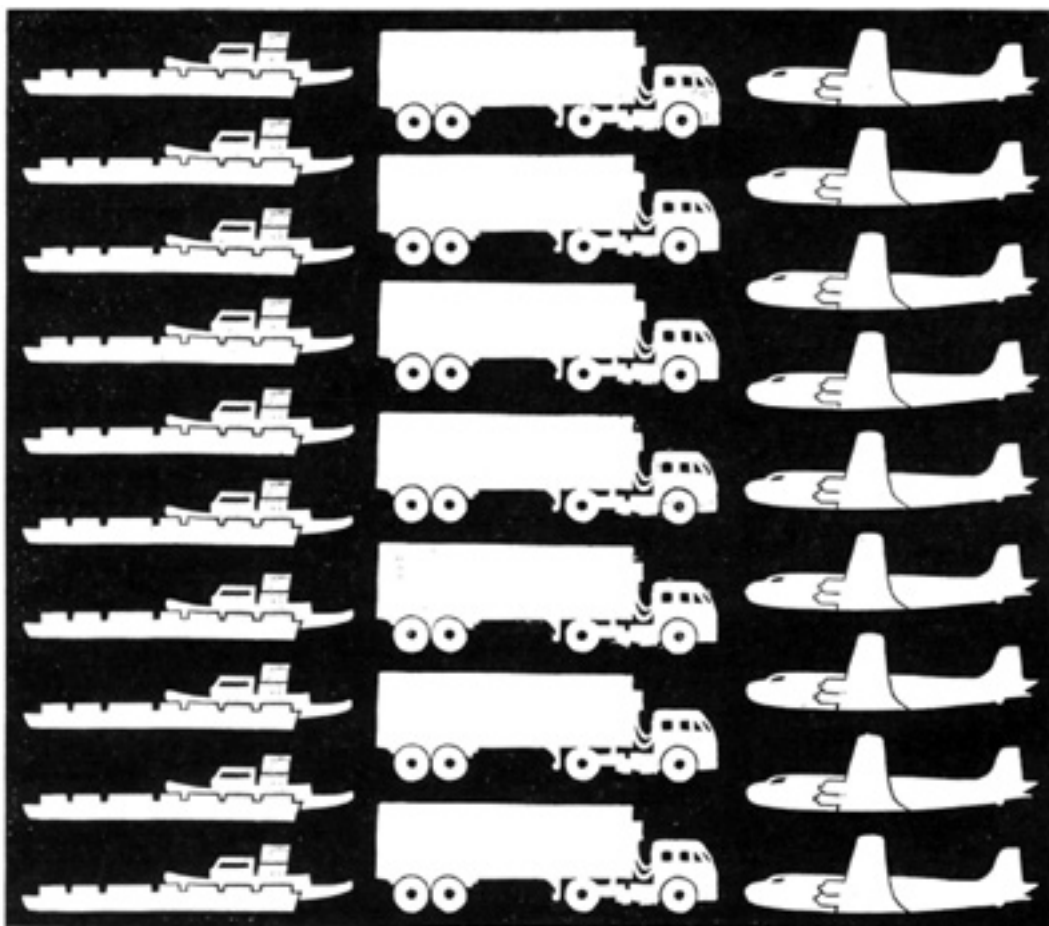
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While other forms of general transportation operate on government-provided right-of-ways, for which they make inadequate or no user payments, railroads build and maintain their own and pay taxes on them, too.

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. C.