



*New "Heart" for a Gallant Lady*

**ERIE-LACKAWANNA  
MAGAZINE**



**FEB.-MAR.  
1962**

# *The President's Page*

**I**N the last issue of the Magazine, I reported to you about the opportunities and prospects we have ahead of us to bring our railroad back to a profitable operation once again. I think you will be interested in more specific information on which we base this optimism.

Carloadings in the early weeks of January did not come up to expectations mainly because of extremely cold weather in the west, which reduced our receipts from connections. However, February has shown a modest, but steady increase over 1951. We expect this trend will continue for at least the first six months of this year. For the full year we are anticipating an increase of between five and six percent in our gross revenues. Any prolonged steel strike would, of course, hurt us. We hope it doesn't occur, because we need every dollar of revenue we can get.

Savings from the merger are increasing each month and are now at a rate of about \$5 million on an annual basis. They will continue to grow and should be double that amount by the end of 1953.

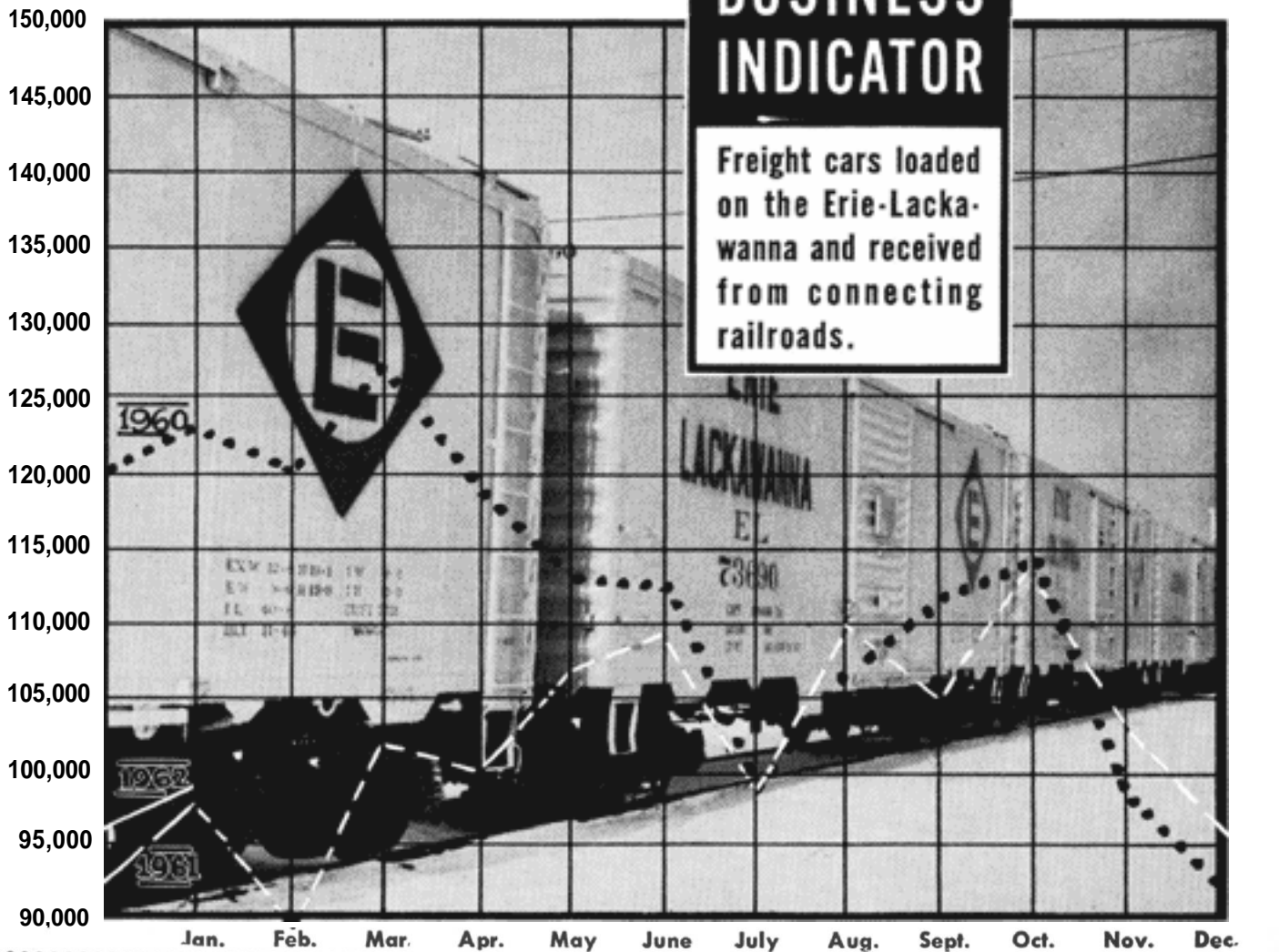
Based on these factors, we now estimate we should be able to reduce our 1961 deficit by more than \$20 million in 1952, which will bring us within \$5 million of being in the black. We will then be within "shootin' distance" of a profitable operation, and that much nearer to being a healthier railroad. That, in turn, means greater security and opportunity for those who depend upon the railroad for their livelihood.

But there is no magic formula by which this will automatically come about. We will have to work at it--every one of us. I am confident we can achieve our objective if we will all concentrate on doing our jobs as efficiently as we possibly can, so as to give our customers the most for their money. That's one of the best ways I know of to bring in the added revenues we so badly need.



# BUSINESS INDICATOR

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



• • • Here's fine entertainment for your church, social, or service clubs. You may borrow the AAR's new color movie "SCIENCE RIDES THE HIGH IRON"-narrated by newsman Chet Huntley. Twenty-five minutes long, the film shows how railroads are modernizing through science. E-L employees may arrange showings by writing to the Public Relations Dept., Midland Bldg., Cleve. 15, O. Mention date wanted and the name of your organization.

• • • Beginning on January 1, 1962, the ICC changed its reporting requirements for railroads, and the information we used to report in this space each issue---"Dollar Figures"--will only be reported quarterly from now on. We'll still give you the figures each three months as they are released.

• • • Just as we were going to press with this issue, word came announcing the seventh annual Erie-Lackawanna System Golf Tournament. This year's divots will fly at Hornell Country Club in Hornell, N. Y., on July 28 and 29. We'll be telling you more about the meet later, but we thought you'd like to mark your calendars in the meantime.

## ERIE-LACKAWANNA RAILROAD MAGAZINE

America's First Railroad Magazine--Our 58th Year

February/March, 1962 Vol. 58, No. 2

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

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February/March, 1962

## THE COVER

We're mighty proud of our E-8 passenger locomotives, and we're just as proud of the men who keep 'em rolling. Shown on our cover this issue are four men at the Hornell diesel shop in the act of putting a 2250-horsepower "heart" into a unit that has covered more than 3 million miles. On the floor are Robert McNelis (L), and William Halsey, machinists; and topside are Fred Wills (L), gang foreman, and Earl Bates, machinist. You can learn more beginning on p. 5.

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

Emerson

# TELL-A-GRAM

## *Things to Talk About...*

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

John/VIII/32

NATIONALIZATION NO ANSWER: Advocated in some quarters, nationalization of railroads would only push the industry problems on someone else instead of solving them, said N.R. Crump, Canadian Pacific Railway president, speaking before the New York Railway Club. "Railway problems are . . . competition, costs, and government regulation. Railway costs are frequently higher than they need be because of government regulation. You can't meet competition if the regulatory authority insists on umbrella rates which protect less efficient forms of transportation."

\* \* \* \* \*

EVERYBODY PAYS, BUT FEW BENEFIT. Millions in subsidy money go to promote air travel, but only 10% of the total adult population have ever taken a trip by air. The number of people who make up the bulk of the air-traveling population is much smaller than that. Business men on expense accounts represent close to two-thirds of all air passenger travel -- a group least in need of subsidy. Said the president of American Airlines in a "U.S. News and World Report" interview: "Our greatest percentages of annual growth came as we took the passengers away from the railroads and converted them to air transportation." Result: passenger train service is diminishing.

\* \* \* \* \*

AUTO-TRAIN CRASH toy, which features two toy autos trying to beat a train to a crossing, is bringing protests from the National Association of Railway Business Women, who want its sale banned. Railroaders claim the toy may encourage "hot-rod-ders" to "play the game" with actual trains on highway crossings.

\* \* \* \* \*

PRESIDENT KENNEDY'S Barge Fuel Tax of two cents a gallon, proposed as a user charge, is branded as a "major threat" to the future of inland water carriers. Actually, if Congress approves the tax, it is expected to bring in \$3 million in 1963, compared with waterway improvements requested by the President, which will cost the taxpayers \$131 million in five midwestern states during the same period.

\* \* \* \* \*

LESS REGULATION of railroads is urged by the Farmers Union and by the American Farm Bureau Federation. Expansion of unregulated transportation at the expense of carriers indicates the present system of government regulations is part of the problem, according to the Farm Bureau. The Farmers Union adopted the resolution declaring that "present regulations" and "unrealistic tariffs" make competition impossible and deprive farmers of reduced rates which railroads can offer.

\* \* \* \* \*

HOW TO SAVE FACE while decreasing service to communities which were encouraged to "overbuild" airports at public expense is prompting airlines to ask for more government regulation. TWA president wants Civil Aeronautics Board to assume the responsibility for limiting size of planes and the number of flights on certain routes. In this way the government can be blamed for any reduction in service and the airlines won't lose face with local authorities. Some cities along the E-L are learning -- but too late. now that their taxpayers' money has been spent to build airports.

\* \* \* \* \*

RAILROADS ARE STILL SAFEST, by CAB report which showed 0.38 deaths per 100 million passenger miles flown by scheduled domestic air lines in 1961. The estimated railroad fatality rate for same period will be near 0.09, or one-fourth less.

\* \* \* \* \*

# IT'S WHAT'S UP FRONT THAT COUNTS!



**Y**OU SAY your old 1951 car is pushing 100,000 miles, and the guy at the garage told you it will cost more to fix it than you paid for it in the first place; and the aluminum foil you used to patch the rusted places is flapping all around because the Scotch tape has all dried out; and the whole thing is too dangerous to drive, so you leave it for the wife to take shopping? Is that what's bothering you, Bunky?

Tell you what we're gonna do: we're going to tell you about some engines that were built the same year your old '51 heap was, had covered more than 100,000 miles within their first five months of operation (and weren't even considered to be really "broken in" at that point), and are still performing beautifully after more than ten years and 3 *million* miles of rugged passenger service.

The engines we are talking about are fourteen E-8 passenger locomotives which were put in service by the Erie Railroad in 1951 between New York and Chicago.

Those fourteen units have been performing continuously for our company ever since that time, and even in this space-age day of fantastic figures their record is impressive enough to make a rocket-conscious public sit up and take notice.

Let's dream for a moment. If those 14 E-8's had been on a "Lunar Run"--Earth to Moon--

they would have completed more than 13 trips to the Earth's satellite by December of 1961.

Here is another way of showing you just how impressive this figure really is: if you had started driving your '51 car at 50 miles an hour, 8 hours a day, 5 days a week, it would have taken you about *thirty-five years* to match the performance of our passenger diesels!

"Yeah," you say, "show me a car that could run like that for 35 years."

In essence, that is exactly what we said to Charles Stubbs, Master Mechanic at the E-L diesel shops in Marion, O. The men at Marion don't get to see our E-8's too often --they are more concerned with

freight locomotives on the western end of our system--but they do know their diesels, and Mr. Stubbs' answer points up the difference between running your machine, or having your machine run you: "You give your car the kind of care we give our diesels, and you won't have any trouble at all."

The kind of care Charley Stubbs is talking about began the day the units were delivered to us in April, 1951, and has continued every day since then.

Our E-8's are maintained at our diesel shops at Hornell, N. Y., and they were the latest model designed and built by the Electro-Motive Division of General Motors when they were delivered into the care of Earl Branning, Master Mechanic at Hornell.

Mr. Branning and a force of 375 employees are directly responsible for the outstanding performance of our passenger locomotives by virtue of around-the-clock, seven-days-a-week work schedules, and each day the men at Hornell service an average of 120 locomotive units.

Probably no piece of machinery is so symbolic of the power and the glory of railroading as is the mighty locomotive. Writers have searched from the beginning of railroad history for proper adjectives to describe the surging power and the effortless grace with

(Next page, please)



**EARL BRANNING, master mechanic at our Hornell diesel shop, passes on instructions to machinist Lawrence Lynch.**

# "It's What's Up Front . . ."

(Story begins on page 5)

which these giants perform their Titan tasks. And yet, in order to appreciate fully the magnificence of these machines, you've got to get up close. You've got to be near them and in them; you've got to talk to the men who drive them, and the men who care for their needs.

Talking to Earl Branning and to Charles Stubbs, you literally *feel* the pride these men, and those under their supervision, take in their work; you can feel the almost-personal affection they have for the locomotives. It must be very much like the feeling that trainers have for a thoroughbred like the mighty Man-O-War.

It's a feeling of pride that starts at the top and spreads itself throughout the shops, making each man a part of the driving power and superb performance of our diesels.

As the units come into the Hornell shops off Train 8, for example, the men swarm over them and around them and in them, currying and coddling, making them ready for the run on Train 6.

Every locomotive unit gets a daily inspection. For instance,

those units from Train 8 will glide out of Hornell at the head of Train 6 in the dark, early-morning hours. Through Elmira they go, and on to Binghamton. Then to clip off a corner of Pennsylvania, and on into Scranton. Across New Jersey, she races toward her 8:45 A.M. arrival in Hoboken.

An hour and twenty-five minutes later those same units are

longer, because each is more intensive and exhaustive.

When a locomotive has logged one million miles, it gets what is called a "D" overhaul. Everything comes out. Each component part is thoroughly examined, and the entire engine is rebuilt from the smallest bolt and gasket on up.

Five-hundred thousand miles later, the unit gets a "B" overhaul. The power assemblies are changed; the upper connecting rod bearings and the lower half main bearings are replaced.

Does this kind of "progressive maintenance" pay off? Obviously yes. Further proof is the fact that of those 14 original E-8's, five of them still have the same engines in them that were there the day they were delivered to us.

To be sure, parts have been changed--any machine will wear out in time, even with the best of care--and there is bound to be a certain amount of part failure, but the basic engines, the block and its basic parts, are the same ones that were in those five units three million miles ago.

Both of our Master Mechanics-  
(Please turn to page 15)



**CHARLES CRANDALL, machinist, Hornell diesel shop, is placing a set of wheels in the giant lathe to reshape the tread and flange contours.**

the motive power for the Erie-Lackawanna Limited--Train 1--on its thousand-mile, westbound trip to Chicago.

Arriving there at eight the next morning, the locomotive couples onto Train 6 three hours later for the eastbound run back to Hornell. In all, a 2,000-mile round trip.

Once more in Hornell, the units go back into the shops for their next inspection.

In addition to the daily inspection and maintenance, every locomotive unit gets monthly, quarterly, bi-annual, and annual inspections, each governed by and reported to the ICC. Each of these inspections takes proportionately



**IVAN T. McINNES, machinist, Marion diesel shop, spreads his tools in surgical array as he performs a delicate operation on an air cylinder.**



**JACK ROSE, machinist helper, Hornell, is in the pit, selecting the proper tool to begin the job of repacking a locomotive wheel bearing.**





HIS HONOR, the Mayor, is Greydon T. Lawrence, E-L Passenger Sales Rep. in Cleveland, O. After serving three years as a councilman in his home village of Gloria Glens, Ohio, Mr. Lawrence was elected to, and is now serving as the village's chief executive. A refreshing note is that His Honor does not believe in traffic fines as a source of village revenue.



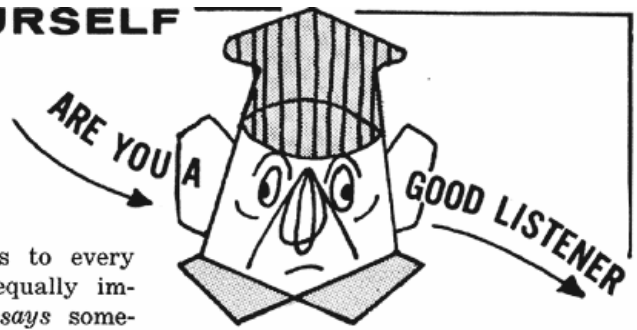
LIFE MASTER accreditation, the highest honor awarded by the American Contract Bridge League, has been won by Mrs. J. P. Morrissey, Marion, O., wife of James Morrissey, Division Engineer. Mrs. Morrissey's honor came after 15 years of effort, during which time she earned more than 300 master points in bridge tournament and national championship play.

*The teacher said, "Pro means the opposite of con. Give me an example of each."*

*And the student said, "Progress and Congress."*

February/March, 1962

## TEST YOURSELF

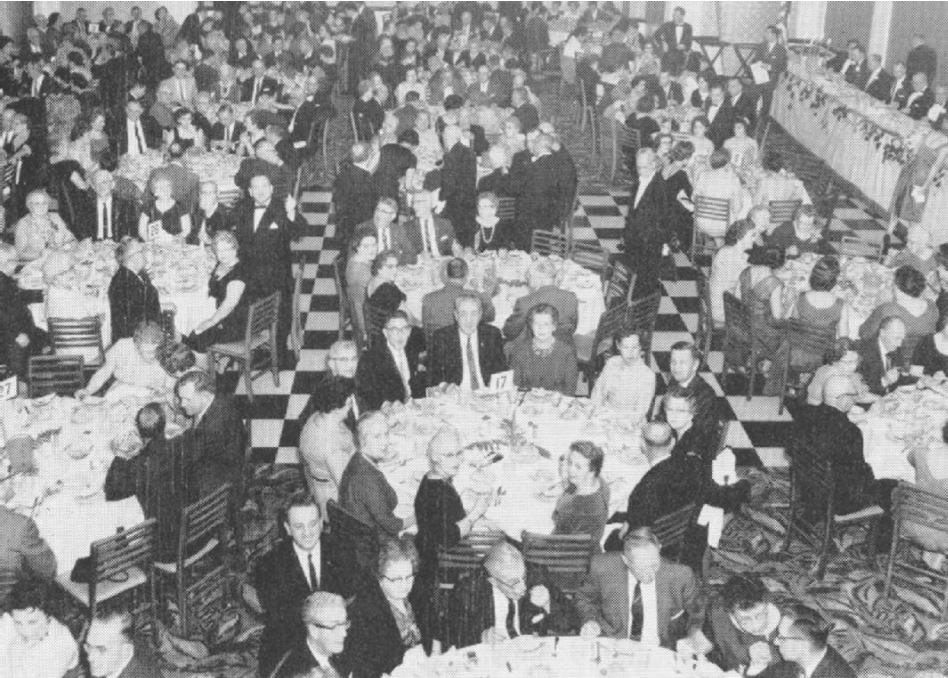


There are two sides to every conversation—both equally important: somebody *says* something; somebody *hears* something. It is important that when you communicate an idea, a thought, or an order you do it clearly; in a manner that will leave no doubts in your listener's mind. The listener, on the other hand, plays a role as vitally important as that of the speaker. How often, after a job has been botched, have you heard the catch-all phrase "I didn't understand"? Maybe someone failed to communicate—but by the same token, maybe someone failed to listen. Are you a good listener? Take the test, then turn to page 10 to find out just how good. Check off a "yes" or a "no" for each question.

1. When listening to someone, are you easily distracted by sights and sounds around you? YES NO
2. DO you listen primarily for FACTS, not IDEAS, when someone is speaking? YES NO
3. Do you try to make people believe you're really listening to them, when actually you are not? YES NO
4. Do you find that your mind wanders when a speaker begins talking about something in which you are not interested? YES NO
5. When you disagree with a statement, and you know you are right, do you interrupt the speaker to make your point?. YES NO
6. Do you make it a point to avoid listening to something you feel is too difficult to understand? YES NO



PROUDLY DISPLAYING his certificate of service, Walter J. Klink is shown with Mr. J. R. Ebert (center), Superintendent, New York Division, and C. F. Schwartz (right), retired general master mechanic, on the occasion of a dinner honoring Mr. Klink upon his retirement after 45 years of railroad service. Mr. Klink began his railroad career as a fireman on the Buffalo division of the former Erie in 1916. When he retired on November 30, he was road foreman of engines, Hoboken. Another award given him at the dinner was a certificate from the Grand Lodge, Brotherhood of Locomotive Firemen and Enginemen, in recognition of his 45 years of continuous membership.



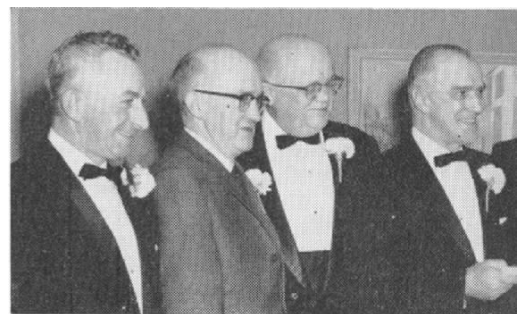
*Part of the crowd that gathered for dinner. Some eating, some talking, and some still trying to find their places, but all having a grand time.*



*Herewith the Mesdames Jean Binkert, Martha Swatski, and Ruth Lanza, all of Buffalo, N. Y. They came; they saw; they Twisted. (And they had a ball!)*



*The welcome was even warmer because of the greetings of these lovely hostesses. Standing from left: Evelyn Sisco; Cyrena Gurth; Karen Lyness; Mary Quinn; Ann Crowley; Joan Fischer; Alice Kinder; Mary Lou Tice; Kathy Wehrle; Joan Kalle; Joy Mastriani, and Thomasina Mastriani. Seated: Jacqueline Hazzard; Lorraine Hazzard; Nancy Hazzard; Eleanor Dully, and Antonette Geerinck.*



*These are the men who'll hold the reins in '62. From left: Daniel Sabatelle, 2nd Vice Pres.; Leo Driscoll, 1st Vice Pres.; Les Arold, Financial Sec'y.; C. J. R. Taylor,*

## VETS

580 members of the Erie-Lackawanna Railroad Veterans Association gathered in the grand ballroom of the Henry Hudson Hotel in New York City on January 20. They came to see the 36th annual installation of system officers, and they stayed to have the time of their lives.

Our camera has captured the spirit of gaiety and the warmth of comradeship, so typical of all Association activities.





*Past Pres.; Len Johnson, Treas.; Jack Hazzard, Pres.; Frank Bell- ing, Dir. Social Act.; and Chester Cole, Recording Sec'y.*



*According to our reports, the Buf- falonians were "the happiest group."*

# 1962



*Pete Napoli stole the show. He didn't have to pull strings to do it--he plucked "em.*



*Ex-President C. J. R. Taylor had this group from Cleveland in a state of high hilarity at the moment our cameraman came by. Standing, from left: Wm. H. McGrath, Jr.; J. S. Braun. Seated: Mary Mae O'Donnell; Viona Mae McWherter; Mrs. Wm. McGrath; Mrs. Edw. Whelan; Mrs. C. J. R. Taylor, and Mr. Taylor.*

*Jack Hazzard has more than the presidency to be proud of. Here he is with his lovely family: Lor- raine; Mrs. Hazzard; Jack; Nancy, and Jacqueline. The handsome and beflowered gentleman in front is Master William Hazzard.*



# quiz

CHECK  
YOUR  
RATING

(Starts on page 7)

If you answered "No" to all six quiz questions on page 7, you are one of those rare "perfect listeners."

Each "Yes" answer indicates that you are guilty of a bad listening habit.

1. Listen actively and closely to what the speaker is saying. If his words are worth hearing at all, then it is worth putting aside whatever you may be doing while you give your full attention.

2. Usually a speaker puts several facts together to form a main idea. Facts can be easily forgotten; ideas are easily retained. Listening isn't just remembering --it's understanding.

3. You are only fooling yourself when you pretend to be listening. Almost always the speaker can tell the difference between the pretense and the real thing. And while you are putting on your little act, you're losing a grand opportunity to learn.

4. We all have to fight the tendency to daydream when we are bored by a speaker. Nevertheless, some of what he has to say may be of vital importance to you or to your job.

5. Always hear a person out before interrupting with your own ideas. "Butting in" is rude, and it doesn't leave your listener in the proper frame of mind to receive your ideas.

6. Many of us try to avoid difficult-to-grasp conversations, the same way we try to avoid unpleasant tasks. Sometimes we must face up to the unpleasant task, and by the same token we should train ourselves to listen to difficult discussions. Try it; you'll be surprised how your knowledge will increase.

*A pretty young girl entered a dress shop and said, "May I try on that two-piece dress in the window?"*

*"Go right ahead," the manager replied. "It might help business."*

*It took a lot of willpower, but I've finally given up trying to give up smoking.*

## "I CLIMBED PRETTY GOOD TODAY"

I CLIMBED the steps pretty good today," said Mark as he put on his coat to go home from nursery school. He picked up his crutches and carefully balanced himself while he put one under each arm. He started for the door and then turned. "Next time I'll do better." There was the sparkle of confidence in his big brown eyes. He smiled, and then was gone.

Mark Seifarth is the second little boy born to Evelyn and John Paul Seifarth. Daddy is an Erie-Lackawanna engineer at Niles, O.

When Mark did not sit up or crawl at an early age, as most babies do, doctors were consulted.

The diagnosis: cerebral palsy.

At the age of two, Mark could not crawl or stand; he was referred to the Easter Seal Center, where his parents were given instructions by a physical therapist



LITTLE MARK SEIFARTH didn't have too much trouble getting around in the cab of Daddy's E-L locomotive. Dad is Engineer John Paul Seifarth, who works at Niles, Ohio.

--important exercises that Mark would have to do at home every day.

The labors of loving parents paid off. Soon Mark was crawling and was even able to walk on saw-horse crutches. Then the saw-horses were traded for four-point (Please turn to page 12)

## MOVING UP ALONG THE LINE

NAME OF EMPLOYEE	PROMOTED TO
JOHN C. CASTLE	Assistant Comptroller-Disbursements, Scranton, Pa.
HARRY J. FELBER	Trainmaster-Road Foreman of Engines, Kent, O.
WILLIAM E. FLIGHT	Road Foreman of Engines, Meadville, Pa.
JOHN R. FREANEY	Inspector of Operation, Western District.
HOWARD B. HART	General Supervisor of Air Brakes, Cleveland, Ohio.
DAVID M. HUGGINS	Master Mechanic, Brier Hill Diesel Shop, Youngstown, O.
E. W. KELLEY	Freight Traffic Manager, New York
RICHARD J. KNIGHT	Division Storekeeper, Subquehanna, Pa.
H. B. McHALE	Storekeeper, Marine Yard, Jersey City, N. J.
RALPH D. McMULLIN	District Sales Manager, Indianapolis, Ind.
LESTER G. MOORE	Supervisor Communications and Signals, Terminal and New York Divisions, Hoboken, N.J.
P. J. NAPOLI	Freight Traffic Manager, New York.
FRANCIS J. NOLAN	Assistant District Sales Manager-Piggyback-Forwarder-L.C.L. Traffic, Chicago, Ill.
J. T. O'NEILL	District Sales Manager, New York.
LOYD G. ROBINSON	Master Mechanic, Scranton, Pa.
ROBERT C. ROSE	Road Foreman of Engines, Meadville, Pa.
LAWRENCE E. SCHUETTE	Superintendent of Car Department, Cleveland, Ohio.
WILBUR W. THOMS	Assistant Vice President, New York.
THOMAS R. WELLINGTON	Chief Clerk, Eastern District, Hoboken, N. J.

# P. M. Shoemaker, E-L Chairman, Leaves to Head Jersey Central RR



**P**ERRY M. SHOEMAKER, Chairman of the Board of the Erie-Lackawanna Railroad, has resigned that position and will become president of The Central Railroad Company of New Jersey, effective April 1, 1962.


He will succeed Earl T. Moore, who has been president of the Jersey Central since 1949.

Mr. Shoemaker was president of the Delaware, Lackawanna and Western Railroad for eight years prior to its merger with the Erie Railroad in 1960. He was one of the prime movers in bringing about the merger of the two companies.

At the first meeting of the board of directors of the merged railroads on October 17, 1960, he was elected vice-chairman of the board and became chairman in September, 1961, when Harry W. Von Willer retired.

The merger brought him in close touch with familiar territory, as he began his railroad career on the Erie Railroad. Following graduation from Yale University in 1929, where he earned an M.S. degree on a Strathcona Fellowship, he went to work for the Erie as a station laborer. During the next five years

(Please turn to page 14)



**IN RETIREMENT:**  
To recognize the long years of faithful service which lie behind the listing of your name here, the Magazine wishes it had space for an appropriate article honoring each of you individually. Obviously that is not possible.  
However, your name on this page is our way of extending to you the Company's gratitude for a job well done, and our own good wishes for a long and happy retirement.

NAME	POSITION	LOCATION	DATE	SERVICE
Rolland C. Acker	Engineer	Hornell, N. Y.	12- 5-61	43
Walter L. Airgood	Passenger Conductor	Marion, O.	12-31-61	51
George A. Albert	Yard Conductor	Youngstown, O.	1-31-62	36
Vincent Alfons	Tug Deckhand	Hoboken, N.J.	12-31-61	42
Edward Altorfer, Jr.	General Foreman	Jersey City, N.J.	2-28-62	45
George K. Antoun	Carman Helper	Cleveland, O.	12-31-61	47
Harold E. Ault	Trackman	Forestville, N. Y.	11- 2-61	35
Edwin T. Bamber	Engineer	Hoboken, N.J.	12- 5-61	49
Steve Bosanac	Car Repairer	Cleveland, O.	12-31-61	40
Charles S. Bray	Track Supervisor	Scranton, Pa.	1-12-62	34
Lee R. Breckenridge	District Sales Manager	Indianapolis, Ind.	1-31-62	36
Stanley J. Brewers	Engineer	Hoboken, N. J.	12-26-61	36
Joseph W. Brick	Road Conductor	Hornell, N.Y.	1- 8-62	32
William Brundage	Conductor	Hornell, N.Y.	1-12-62	48
Kenneth P. Buck	Demurrage Clerk	Susquehanna, Pa.	1- 2-62	40
Josiah Burnett	Janitor	New York, N. Y.	12- 9-61	33
James J. Byrne	Scow Captain	New York, N.Y.	12-11-61	39
Kenneth H. Carpenter	Supt. Car Department	Cleveland, O.	1-31-62	22
Erminio Catalano	Machinist Helper	Meadville, Pa.	12-31-61	45
William J. Cinotti	Foreman	Hoboken, N.J.	2-28-62	45
Donald W. Clapp	Conductor	Meadville, Pa.	1-17-62	46
Talmyr H. Clark	Machinist	Marion, O.	12-14-61	44
John H. Connelly	Yard Conductor	Jersey City, N.J.	10-16-61	41
Francis J. Connors	Agent-Operator	Foster, Pa.	10-21-61	49
Steven R. Cook	Camp Maintainer	System	12-11-61	34
Martin F. Corcoran	Engineer	Hoboken, N. J.	12-31-61	42
Joseph Cosenza	Car Repairer	Jersey City, N.J.	1-10-62	34
William A. Cotton	Road Conductor	Meadville, Pa.	12-31-61	46
Zacharias Cradle	Checker	New York, N.Y.	12-30-61	28
James E. Crane	Machinist	Scranton, Pa.	1-10-62	31
Stephen Criscione	Boiler Inspector	Brier Hill, O.	12-29-61	49
James G. Cunningham	Asst. Secy. & Asst. Treas.	New York, N.Y.	12-31-61	46
John E. Dalton	Triple Valve Tester	Hoboken, N.J.	12-15-61	42
Anthony J. D'Apice	Laborer	Hornell, N. Y.	1-25-62	26
Armando Damari	Trackman	Binghamton, N.Y.	1- 8-62	32
James E. Daniels	Road Conductor	Hoboken, N. J.	12-26-61	46
Thomas R. Davis	Engineer	Hoboken, N.J.	12-19-61	53
Michael F. Dobranski	Carpenter	Hornell, N.Y.	12-23-61	42
Herman S. Elstein	Checker	Hoboken, N.J.	10-18-61	26
Fred B. Estler	Ticket Agent	Boonton, N.J.	12-31-61	50
Edward B. Fahey	Conductor	Port Jervis, N. Y.	12-31-61	52
Charles J. Faistl	Tugboat Deckhand	New York, N.Y.	12- 2-62	35
Louis H. Fancher	Trainman	Hoboken, N.J.	1-11-62	42
Dorothy M. Feighan	Comptometer Operator	Cleveland, O.	12-31-61	41
Mae B. Fitzgerald	Relief Clerk	Binghamton, N. Y.	1-27-62	39
John J. Fitzgerald	Chief Train Dispatcher	Salamanca, N. Y.	1-11-62	42
John E. Flynn	Sec'y to Superintendent	Scranton, Pa.	2-28-62	47
Edward J. Gaffney	Yard Brakeman	Binghamton, N. Y.	1-23-62	49
George A. Gall	Caiman Helper	Susquehanna, Pa.	12- 8-61	42
Fiorentino Gallo	Electrician Helper	Jersey City, N.J.	12-30-61	43
Raymond B. Gehrig	Agent-Operator	Cohocton, N.Y.	12-30-61	51
Edward J. Gilson	Conductor	Hornell, N.Y.	12-31-61	49
Michael W. Gross	Yard Conductor	Port Jervis, N. Y.	11-30-61	48
Joseph J. Gwizdz	Pipefitter	Buffalo, N. Y.	12-31-61	43
Calvin Hall	Engineer	Port Jervis, N. Y.	12-31-61	44
Clarence F. Harding	Agent	Pen Argyl, Pa.	12-16-61	26
John C. Harrington	Machinist	Hammond, Ind.	12-31-61	44
Henry L. Harris	Scow Captain	New York, N.Y.	11-27-61	33
Frank J. Herzich	Tug Deckhand	New York, N.Y.	11-30-61	35
Archie L. Hill	Car Repairer	Cleveland, O.	12-31-61	20
William F. Horzworth	Engineer	Hoboken, N. J.	1-16-62	46
Lynn W. Hubbard	Trainman	Port Jervis, N.Y.	12-31-61	50
Clark Huff	Conductor	Hornell, N.Y.	1- 8-62	48
Frank E. Hughes	Switchman	Binghamton, N.Y.	11-19-61	37
Robert E. Irwin	Laborer	Meadville, Pa.	1-31-62	19
Arthur D. Johnson	Chief Clerk	Binghamton, N. Y.	2-28-62	44
Melvin A. Johnson	Assistant Section Foreman	Corry, Pa.	11-18-61	36
Cloyd M. Jones	Section Operator	No. Lewisburg, O.	12-26-61	25
Victor Kalaski	Machinist-Welder	Scranton, Pa.	12-19-61	36
Peter Kaschak	Laborer	Scranton, Pa.	12-31-61	36
Harry W. Katner	Asst. Master Carpenter	Buffalo, N. Y.	12-14-61	33
Clarence R. Kauffman	Agent-Operator	Cuba, N.Y.	12- 9-61	43
Alonzo G. Kirkpatrick	Yard Conductor	Hammond, Ind.	1-10-62	42
Joseph Konrath	Car Inspector	Chicago, Ill.	1-31-62	45
Vincenty W. Kowger	Trucker	Jersey City, N. J.	12-31-61	35
Martin Kukulski	Switch Tender	Jersey City, N.J.	1-20-62	42
Harry Richard Lawrence	Engineer	Port Jervis, N. Y.	12-31-61	45
Hugh R. Lawson	Tug Master	New York, N.Y.	4-22-61	41
Carl G. Lehman	Asst. Comptroller	Cleveland, O.	2-28-62	20
Walter E. Lucas	Working Foreman	Ferrona, Pa.	1-31-62	33
Harold J. Marks	Car Inspector	E. Buffalo, N.Y.	1-19-62	33
Frank Maslanka	Engineer	Cleveland, O.	12-30-61	39
Alexander F. McCormack	Boilermaker	Jersey City, N.J.	11-27-61	33
George I. McGrath	Passenger Conductor	Marion, O.	12-31-61	36
Aldeen McDougal	Engineer	Marion, O.	1- 8-62	43
Earl L. McKinney	Brakeman	Salamanca, N.Y.	12-27-61	44
Maurice J. McNamara	Caller	New York, N.Y.	12-30-61	35
Harry A. Mead	Chief Messenger	New York, N.Y.	1-26-62	20
Evaristo Mensurati	Engineer	Sharon, Pa.	12-16-61	41
Ralph Miller	Machinist Helper	Scranton, Pa.	1- 8-62	33
Sylvanus Miller	Pipefitter	Hoboken, N. J.	12-31-61	38
Ralph J. Morano	Relief Stationmaster	Buffalo, N.Y.	1- 2-62	52
Rachel Morgans	Stenographer	Scranton, Pa.	1- 9-62	40
John E. Morris	Baggage Porter	Hoboken, N. J.	12- 4-51	41
Philip M. Mounts	Road Conductor	Marion, O.	12-29-61	20
Louis Mruk	Car Inspector	E. Buffalo, N.Y.	12-28-61	39
Andrew A. Mucha	General Clerk	Buffalo, N.Y.	11-22-61	39
Mark J. Murphy	General Yardmaster-Agent	Susquehanna, Pa.	2-28-62	49
Martin J. Nadler	Car Cleaner	Waldwick, N.J.	12-31-51	35
Louis E. Newman	District Sales Manager	Chicago, Ill.	1-31-62	46
August F. Nickel	Machinist	Scranton, Pa.	12-31-61	37
William F. O'Connor	Yard Conductor	Hornell, N.Y.	12-28-61	43

(Please turn to page 13)

# William C. Otten will be 'Emergency' New York Port Commander

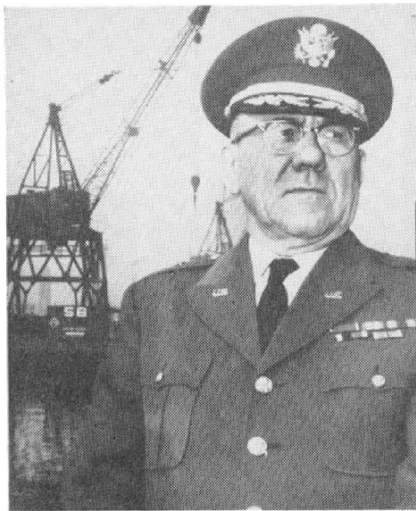
In the event of war, or other national emergency, the world's busiest seaport will be under the direct command of an Erie-Lackawanna man.

William C. Otten, general foreign freight traffic manager for E-L, and a Brigadier General in the U. S. Army, has been named Federal Area Port Controller for New York and New Jersey, a newly-created post. His appointment was announced by Capt. Hewlett R. Bishop, Atlantic Coast Director of the Maritime Administration.

As port controller, it will be up to General Otten to see that cargo moves promptly through the port, eliminating, as far as possible, any delays at railheads, truck depots, and piers. He will also be a member of the Emergency Port Planning Committee.

In announcing the appointment, it was noted that General Otten brings a "unique combination of traffic control shipping experience and broad administrative experience to emergency planning."

General Otten had been commanding officer of the New York



BRIGADIER GENERAL  
WILLIAM C. OTTEN

Port Authority from 1942 to 1946, for which outstanding service he was awarded the Legion of Merit. He has served also as commanding general of the 307th Transportation Port Command and as assistant division commander of the 78th Division.

Erie-Lackawanna is proud to have this distinction come to one of its family of employees.

## "I Walked Pretty Good..."

(Story begins on page 10)

walkers.

Mark was learning. He was able to do many of the little things that Mother had once been forced to do for him.

Mark was learning independence.

Last year, Mark entered the Easter Seal Center nursery school. More new things to learn: playing with other children, taking turns, sharing. And then Mark's doctor decided that an operation would help the little fellow.

After the operation, the exercises continued; at school under the watchful eyes of the therapist, and at home under the tender care of John and Evelyn. Finally, Mark was ready for crutches.

This year Mark is the Easter

Seal Child for the Ohio Society for Crippled Children and Adults. He is going to be on television with State Auditor James Rhodes, who is Chairman for the Easter Seal campaign, and he will also appear with Ohio Governor Michael V. DiSalle.

Wherever you live there are children like Mark Seifarth who desperately need your help. This year, the fund drive of the Easter Seal Societies is scheduled for March 15 to April 23.

Why not let your gift be a silent tribute to the man-sized courage of crippled children everywhere.

*Opportunities are never lost--the other fellow takes those you miss.*

# \$1000 CASH

## 1st Prize in Slogan Contest!

The national grand prize for the Loss- and- Damage- Prevention slogan contest which we announced in the last issue of the Magazine is going to be a whopping-big \$1000 in cash. That's the *minimum* amount of the prize announced by the contest's national committee--the award could be even bigger. But some careful, creative rail-roader is going to have a nice chunk of money for his vacation next summer, or to help get junior through his first year of college starting next fall.

In addition, there will be the Erie-Lackawanna division and system prizes to help give your incentive and ingenuity a boost. E-L is giving a \$25 U. S. Saving Bond to each of nine division winners, and a \$50 Bond to our system winner.

While you are busy dreaming up your winning slogan, keep in mind the vitally-important reason for the contest.

Last year loss and damage claims against American railroads amounted to more than 100 million dollars. Erie-Lackawanna paid more than 8 million dollars to shippers whose goods had been roughed up while in our care.

And the loss in dollars isn't the end of the problem.

Anybody with sense enough to come in out of the rain can look at streams of trucks on our highways and figure out the fact that we've lost a lot of freight--and a lot of jobs, too--to the trucks.

The decline of railroad business is serious to every railroader. More shippers than ever are changing their mode of transportation because of damaged shipments.

We just can't afford to damage any shipment at all, much less  
(Continued on page 13)

*Erie-Lackawanna Magazine*

# LOSS & DAMAGE PREVENTION

(Story begins on page 12)

pay out more than three million dollars for sheer carelessness.

Sure, the trucks damage shipments, too, but does that make us look any better? Does that fact bring back the jobs that have been lost? Does it help us to go out and regain lost business?

You fellows out in the yards and on the trains ought to keep one thing in mind: the sweetest music in the world to our competition is the sound of boxcars slamming into one another.

Every single one of us, from section men and trainmen, to agency forces and supervisors, has a direct responsibility to see that the railroad's business is handled perfectly.

Every railroader should know that every time a shipment gets messed up it's a direct blow to his own job. Shippers are not going to stand still for careless handling today. And a careless railroader is not only endangering his own job and hurting his railroad and alien-



**MRS. GAYLE HAYNES**, Station Service-Freight Claim Prevention, reads the "shocking" harsh-impact story as it is recorded on a tape from an impact recorder. Not even the recorders are safe from harm when carelessness takes over. Machine in foreground, placed in E-L boxcar by shipper, was smashed when improper handling of the car caused load to shift. Do you suppose that shipper is still an E-L customer?

ating the shippers, he is endangering the job of every man around him.

So you fellows on the "firing line" have got to be "perfect shipping conscious." And all of us--no matter where we work--can help by focusing attention on loss and damage prevention by entering the contest.

No matter how you look at it, the prize is worth shooting for. All of the rules are in the January issue of the Magazine, and there is a coupon in this issue for you to use.

But time is getting short. You have until Midnight, March 31, 1962, to get your entry in the *U. S. Mail*. Why not do it now?

## M.C. Smith, Jr. Elected to E-L Board

Erie-Lackawanna Railroad Company announced on March 6 that Mr. M. Cayley Smith, Jr., has been elected to the board of directors to fill the vacancy created by the resignation of Mr. Perry M. Shoemaker (see page II).

Mr. Smith is vice president and general counsel of the Erie-Lackawanna and has been in the legal department of the road since 1937.

**IT'S TIME TO STOP, LOOK,, AND LEGISLATE!**



### IN RETIREMENT:

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

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

(Continued from page 11)

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Felix A. Patton	Mail Handler-Janitor	Youngstown, O.	12-12-61	20
John H. Petty	Yard Brakeman	Binghamton, N.Y.	1-31-62	46
Earl P. Pike	Chief Clerk	Hoboken, N.J.	12-27-61	43
Anthony Pitti	Ferry Bridgeman	Hoboken, N.J.	12-31-61	48
Norman P. Pletscher	Clerk	E. Buffalo, N.Y.	12- 7-61	39
Anthony Plocharczyk	Gas Hoist Lighter Capt.	New York, N.Y.	1- 2-62	42
Frederick J. Powers	Sales Representative	Boston, Mass.	3-31-62	37
Antonio Prattico	Machinist Helper	Hornell, N.Y.	1- 5-62	40
Carl L. Rohner	Engineer	Port Jervis, N.J.	11-29-61	47
Norman Sanders	Extra Baggage Helper	Jamestown, N.Y.	1- 5-62	17
Peter Sawchak	Extra Gang Foreman	Scranton, Pa.	8- 5-61	49
Paul E. Schaad	Section Operator	Wadsworth, O.	11- 9-62	29
James J. Schreck	Yard Clerk	Meadville, Pa.	12-31-61	46
John J. Segrue	Switchman	Binghamton, N.Y.	11- 2-61	44
Ignazio Serrani	Car Inspector	Hornell, N. Y.	12-11-61	49
John O. Sheets	Captain of Police	Youngstown, O.	3-31-62	42
Edward E. Shipton, Sr.	Chief Train Dispatcher	Buffalo, N. Y.	1-31-62	25
Arthur Raymond Silsby	Carpenter Helper	Scranton, Pa.	12-29-61	40
Claude R. Skinner	Engineer	Hoboken, N.J.	12-31-61	46
George H. Spoonhower	Engineer	Port Jervis, N.Y.	12-13-61	49
Earl F. Statler	Read Conductor	Leavittsburg, O.	12-31-61	33
Charles F. Stiles	Machinist	Binghamton, N.Y.	2-28-61	32
Paul E. Stockholm	Machinist	Binghamton, N.Y.	12-31-61	36
Jack H. Storms	Supvr. Comm. & Signals	Hoboken, N. J.	1-31-62	49
Charles H. Sullivan	Yard Conductor	Elmira, N.Y.	12-31-61	54
Raymond M. Tapp	Section Foreman	Rush Creek, N.Y.	12-29-61	43
Frank F. Thayer	Passenger Conductor	Meadville, Pa.	12-31-61	45
David R. Thompson	Vice Pres.-Marketing	Cleveland, O.	1-31-62	47
Clarence A. Titus	Section Foreman	Scranton, Pa.	12- 8-61	37
Thomas Toomey	Chief Claim Clerk	New York, N.Y.	3-31-62	35
Frank Vecchio	Section Foreman	Binghamton, N. Y.	10-20-61	46
Angelo Visca	Car Inspector	Kent, O.	1-23-62	50
Adelaide J. Vosbury	Asst. Cashier-Demurrage	Binghamton, N.Y.	12-30-61	45
Walter J. Walsh	Stockkeeper	Hornell, N.Y.	12-12-61	49
Harry Williams	Machinist	Marion, O.	12-13-61	39
Stewart H. Williams	Yard Conductor	Niles, O.	12-26-61	45
Samuel J. Wilson	Trackman	Addison, N.Y.	12- 5-61	26
Walter Yager	Freight House Foreman	Utica, N.Y.	12-13-61	40



# Watch Loses Time And Saves its Owner

A brakeman stands on the footboard of a slowly moving switching diesel, guiding his engineer through the maze of tracks in a freight yard.

A quarter mile away a cold, blue rifle barrel points toward a flock of pigeons; a bullet, lethal in its mile-a-minute flight, spits toward the birds.

Who could measure the odds against the man and the bullet meeting? Who can explain the strange twist of fate that caused the meeting and its outcome?

Richard C. Ike, Jr., an E-L brakeman with 37 years of service, was the man. A resident of Port Morris, N. J., Mr. Ike was at work in the Washington, N. J., freight yard when the incident occurred. The rifleman, a 15 year old boy shooting from a third-floor bedroom of his home, said, "I was just shooting pigeons."

And so the bullet and the man met, but Fate was feeling kittenish, and today Richard Ike can say that he owes his life to the railroad watch he purchased 33 years ago.

"Something hit me in the chest pretty hard," Ike said. "As soon as I looked at my watch I knew I'd been shot."

The wayward bullet had ripped through Richard's jacket, torn through the breast pocket of his overalls, and buried itself in the watch.

In the best tradition of railroading, Ike had been wearing the watch on a heavy gold chain, tucked into the breast pocket of his overalls--right over his heart!

Quite probably, the greatest shock was Mrs. Ike's.

## PERRY M. SHOEMAKER

(Story begins on page 11)

he moved up the ranks to terminal yardmaster and then to general yardmaster.

In 1934 he transferred to the New Haven Railroad as a research assistant, then became associated with the Lackawanna Railroad in 1941 as transportation assistant to the president. He rose to become president and chairman of the executive committee in 1952.

In addition to his reputation as a railroad executive and his many contributions to American railroading, he is equally respected for his views on the urgency for equality of business opportunity and the preservation of the American system of free enterprise. Evidence of this was his selection in 1954 as Chairman of the Transportation Task Force of the Second Hoover Commission on the Organization of the Executive Branch of the Government. He still continues as Vice-Chairman of the Committee of Hoover Commission Task Force Members.

Mr. Shoemaker has a wide acquaintance among business leaders and is active in many industrial and civic affairs. He is a director of the National Biscuit Company and the Merchant's Refrigerating Company, New York; and Hygeia Refrigerating Company, Elmira, N. Y.

He is a director and vice president of the Empire State Chamber of Commerce; New Jersey State Chamber of Commerce; West Side Association of Commerce, New York, and a member of the United States Chamber of Commerce Transportation and Communication Committee. Mr. Shoemaker is also trustee and a member of the executive committee of Elmira College.



Newark Evening News photo

**RICHARD C. IKE shows Harry Apgar, Washington, N. J., police chief, the spot where a stray bullet slammed into his railroad watch.**

Her husband's accident happened a little after two o'clock in the afternoon, but it wasn't until nearly six that evening that she learned about it.

A newspaper reporter called to ask if he could come to the house to get pictures of Mr. Ike, and when Mrs. Ike asked why, the man said that her husband had been shot. Several hours later, Mrs. Ike finally learned the true details, but as she said, they were probably the longest hours of her life.

Richard Ike is a deeply religious man. He reads the Bible each morning before starting to work on the Oxford-Phillipsburg run, and his reaction to the incident was typical: "I was really lucky. I sure can feel God was with me."

Here's your last chance to get in on the E-L Loss - & - Damage - Prevention Slogan Contest Nothing to buy, no box tops. Just mail your ten-words-or-less slogan now!

.....

Here is my entry in the Erle-Lackawanna Loss  
Damage Prevention Slogan Contest:

Employee's Name .....

Office, Shop, or Division .....

Location ..... Payroll No ..... .....

Employee's Home Address .....

City ..... Zone .... State .....

My Entry in Ten Words or Less: .....

.....  
.....

# "It's What's Up Front . . ."

(Continued from page 6)

Charley Stubbs and Earl Branning --"cut their teeth on drive rods" and grew up with steam. How do they feel about diesels?

Mr. Stubbs is quick to tell you that the diesel-electric locomotive is better all the way around. "It's at least 60% more efficient than steam," he says.

"An old steam engine would keep on getting worse and worse. You could have as much as 1/4-inch of 'play' in some parts, and she'd still run. Not good, you understand, but she'd run.

"Nowadays, one speck of dust on an interlock finger will knock the whole system out, and that just means we have to be better mechanics."

When something went wrong with a steamer, the men had to tear the whole thing down. With the diesels you can "exchange" the engines--that is, take the worn one out and drop in a rebuilt job. The whole operation takes a matter of hours, whereas a steam engine might have been out of service for days, or even weeks.

"Yessir," says Charles Stubbs, "I like the diesels much better."

Then he adds, rather wistfully, "They never went far enough with steam." And he starts to draw diagrams to show how the mighty Mikados and Pacifics and North-erns could have been made more efficient.

The General Foreman at the Marion shops is A. R. Strawser, who remembers well that winter of '44-'45 when we got our first diesel FT's.

"The boys in the steam house called us 'filling station attendants' when me and my crew of eight men set up the first diesel repair shop here.

"I told them, 'In five years you'll all be over here with us.' "

"Over here" meant Ray Strawser's first shop. The men called it the "Eight Ball Express." It was a string of 8 boxcars outside the roundhouse, which served as warehouse and shops.

"That first winter was so cold," Ray said, that "the 70-weight oil

in the engines wouldn't even pour. We tried wiping it out with rags, and they just slid right over it."

Today 318 men work in the modern Marion shops maintaining our freight locomotives.

These units, incidentally, have a fabulous record of their own: over two million miles of service, under conditions that are even more rigorous and grueling than those encountered by passenger units.

Earl Branning probably has as many fond memories of steam as any man in railroading, but as far as he is concerned, there is no comparison at all between the old and the new.

As a matter of fact, one of the things that bothers Earl about his scheduled retirement next December is the fact that "The next big thing may be atomic-powered loco-

motives," and Earl Branning sure would like to be around if that happens.

Whatever the form of power, the men in the shops agree that it would be hard to find two better men than Earl Branning and Charles Stubbs to head up the forces that keep our Friendly Service dependable.



**WILLIAM ROSS (L), machinist, and WILLIAM MILLER, machinist apprentice, both of Marion diesel shop, are dismantling freight engine air compressor.**



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

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ballerino, Gennaro	Asst. Track Foreman	N.Y. Div.	9- 3-61
Bell, Harry Aloysius	Asst. Accountant	Asst. Compt.-Revenues, Clove.	12- 2-61
*Boggs, Ossie	Carpenter	Kent Div.	10- 6-61
*Buchwalder, Joseph Henry	Conductor	Jefferson Div.	4-23-61
*Bukovina, Mike Joseph	Car Repairer	Cleveland Car Dept.	11-16-61
*Burrell, Leo Carlton	Crossing Watchman	Susquehanna Div.	5-31-61
*Chichester, George Washington	Operator	Susquehanna Div.	3-24-61
*Christenson, Anton	Machinist	Brighton Marine Repair Yard	9- 5-61
*Conklin, William Drew	Carpenter	N.Y. Div.	8-12-61
*Corwin, Charles Mulford	Accountant	Hornell Accounting Bureau	11-16-61
*Crine, Leslie Harry	Yardmaster	Port Jervis, N.Y.	11- 7-61
*Dannebrock, Arthur Ernest	Frt. Conductor	Buffalo Div.	10-11-61
Daum, Frank George	Chief Clerk	Marion, O., Kent Div.	11-21-61
*Dombrowski, Stanley	Car Repairer	Secaucus, N.J.	11-16-61
*Domros, Clarence Edwin	Electrician	E. Buffalo Enginehouse	8-31-61
*Dowd, Charles F.	Patrolman	Hoboken, N.J.	9-10-61
*Dunn, Emmett Richardson	Machinist	Port Jervis Shop	11-14-61
*Fisher, John E.	Machinist	Kingston, Pa.	8-18-61
*Fortuna, Gaetano	Laborer	Hornell Diesel Shop	11-19-61
*Fowler, Arthur Baird	Supt. of Construction	ClevelandO.	11- 8-61
*Garland, William Paul	Yard Clerk	Port Jervis, N. Y., N. Y. Div.	11-21-61
*George, Edward Adam	Painter	Susquehanna Coach Shop	10-19-61
*Gernagliotto, Antonio	Trackman	N.Y. Div.	7-18-61
*Greases, George Elias	General Foreman	Avoca Shop	11-23-61
*Greenleaf, Arthur Loud	Asst. Aud. of Disbursements	Cleveland, O.	11- 6-61
*Haecker, Arthur John	Division Storekeeper	Salamanca Stores	11-30-61
*Hartung, Frederick A.	Machinist	Scranton Loco. Shop	10-11-61
*Heater, Isaac	Switchtender	N.Y. Div.	11-14-61
*Herman, Charles Oscar	Switchtender	Port Jervis, N. Y., N. Y. Div.	10-25-61
Heslip, William John	Checker	Weehawken, N.J.	11-12-61
*Huber, Lester Edwin	Frt. House Foreman	Syracuse, N.Y.	7-12-61
*Johnson, Randall	Trackman	Mahoning Div.	8-15-61
*Kreski, Fred	Crossing Watchman	N.Y. Div.	5-31-61
*Lawrisky, John, St.	Laborer	Scranton Engine House	11-14-61
*Malczak, Joseph J.	Fire Cleaner	Utica Engine House	9- 9-61
*Miller, Joseph Walter	Machinist Helper	Meadville Roundhouse	10-18-61
*Morgan, Anthony J.	Operator	N.Y. Div.	12-11-61
*Nasadowski, Bernard W.	Loco. Engineer	Buffalo Div.	8- 9-61
Newark, James Burton	Engineer	Allegany Div.	11-25-61
*Palmatier, Fred Arthur	Trackman	Delaware Div.	8- 5-61
*Parker, Melvin Arthur	Carman Helper	Hammond Car Shop	11-13-61
*Patti, Samuel Anthony	Trackman	Bangor, Pa.	9-23-61
*Rolfie, Herrick	Crossing Watchman	Susquehanna Div.	8- 1-61
*Rozelle, Frank L.	Agent-Operator	Syracuse & Utica Br. Stations	8-24-61
*Sell, Felix	Machinist Helper	Buffalo Shop	9- 2-61
*Staub, David Franklin	Machinist Helper	Marion Shop	10-28-61
*Tolva, Nicholas	Trackman	Millburn, N.J.	9- 7-61
*Watson, John Delancey	Trackman	Silver Springs, N.Y.	8-12-61
*Wildrick, Edward Donald	Plumber	Buffalo Div.	9- 5-61
*Williams, James	Clerk	Binghamton, N.Y.	9- 6-61
*Zupanovic, John	Car Repairer	Secaucus Car Dept.	11-24-61
*Retired.			

# ERIE-LACKAWANNA RAILROAD

## MAGAZINE

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

You Don't Buy Glasses;

You Buy *Vision!*

You Don't Buy Coal;

You Buy *Heat!*

You Don't Buy a Paper;

You Buy *News!*

You Don't Buy Circus Tickets;

You Buy *Thrills!*

Our customers are not buying tickets, or space in a boxcar--  
they're buying *transportation* . . .

*Fast, Safe, Efficient, Dependable Transportation.*

*Let's Show Them That We Can Deliver!*

**Erie-Lackawanna** *Railroad Company*  
*The Friendly Service Route*

