



*for PERFECT E-L shipping—  
the VELVET GLOVE &  
the FEATHER TOUCH*  
*see page 5*



**ERIE-LACKAWANNA  
MAGAZINE**

**JANUARY  
1962**



## *The President's Page*

**T**HE past year was a bad one for the railroads. It was their poorest year since 1946. The Erie-Lackawanna had its share of heavy losses, mainly because of insufficient revenues to support the cost of operating the railroad, even though everything possible was done to keep expenses at a minimum.

As the year moved along, however, there were definite signs of recovery as merger benefits became more productive and business began to improve. It is still an up-hill struggle, and we still face many problems which do not lend themselves to quick and easy solutions. Nevertheless, we are beginning to see daylight ahead.

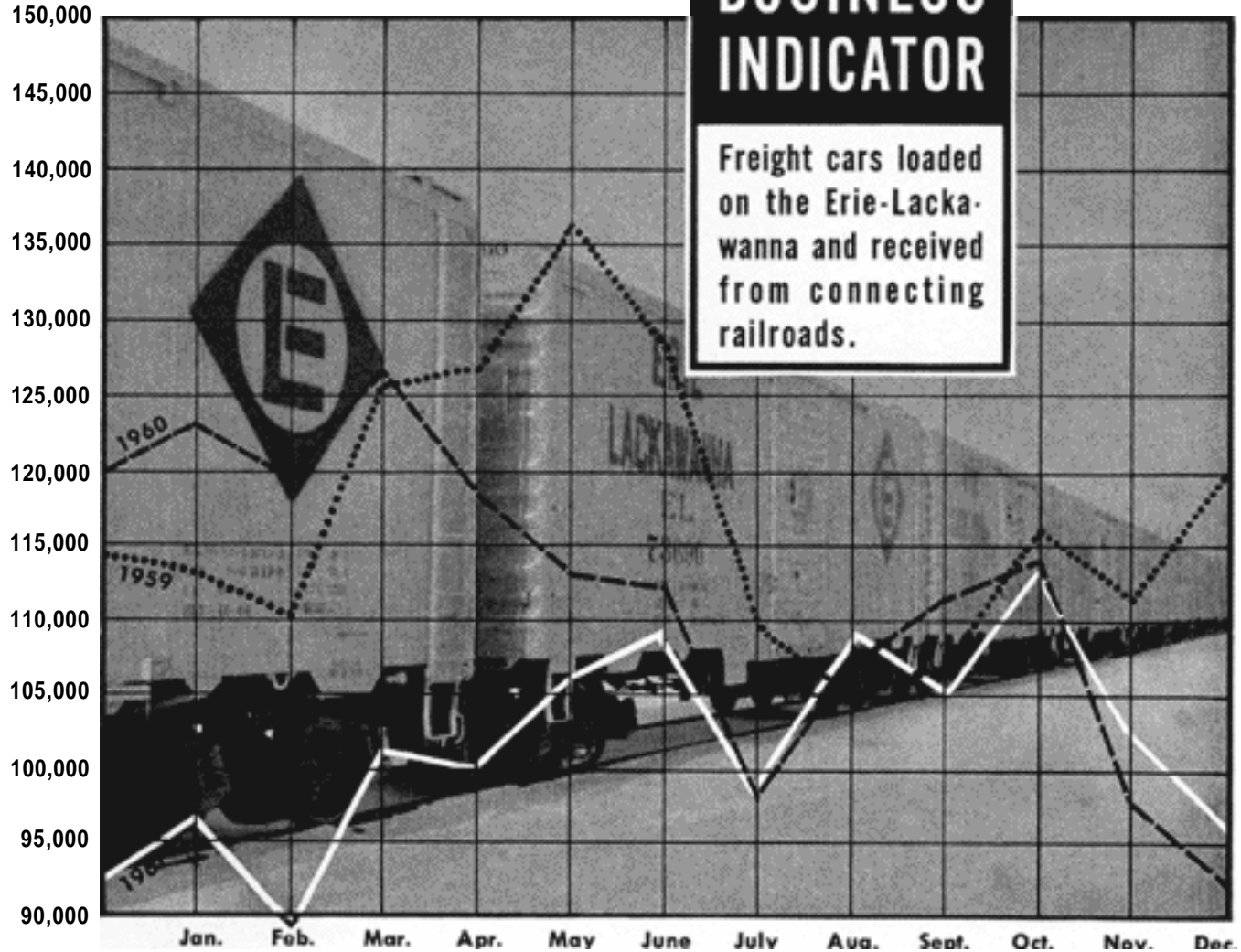
With a continued improvement in business and the enthusiastic help and cooperation of every one of our employees, we have a good chance of bringing the railroad back to a profitable operation once again. The achievement of that goal would mean a much brighter future for all Erie-Lackawanna men and women.

That is the task we have before us in 1962. I am sure we can give a good account of ourselves.

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

# BUSINESS INDICATOR

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



## Dollar figures at a glance

	Amounts Received	Amounts Spent	Net Loss
Month of November			
1961 .....	\$ 18,867,741	\$ 20,107,570	\$ 1,239,829
1960 .....	17,512,069	19,887,982	2,375,913
11 months ended November 30,			
1961 .....	195,891,662	221,831,170	25,939,50,8
1960 .....	206,687,459	222,816,633	16,129,174

## ERIE-LACKAWANNA RAILROAD MAGAZINE

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

January, 1962

Vol. 58, No. 1

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

Distributed free of charge to Erie-Lackawanna Railroad employees and retired employees. To others, \$1.50 a year. Single copies, 20 cents. Material and photographs should be sent to editorial and business offices, 1327 Midland Bldg., Cleveland 15, Ohio.

January 1962

## THE COVER

Because it is of such vital importance, we are really hitting you hard this issue with our Loss & Damage prevention program. On the cover is a symbolic design of what it will take to reduce E-L's loss & damage claims. Then, beginning on page 5 is a feature article on the same subject. Finally, the back cover passes along a graphic warning from the AAR. We hope the results of all this are startling in a positive way.

"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

ENCOURAGING PROSPECTS for a 12.2% increase in carloadings in the first quarter of 1962 were predicted for the Erie-Lackawanna territory by the various Regional Shippers Advisory Boards in their latest forecast. The five regions served by the E-L include Atlantic States, Allegany, Ohio Valley, Great Lakes and Midwest. The biggest increase is expected in the Allegany region--up 17.5% over last year. All 13 regional boards throughout the country predict an overall increase of 6.7% in freight carloadings in the .32 principal commodity groups surveyed.

\* \* \* \* \*

"TO ROB OUR YOUTH . . .", a 12-page publication issued by National Waterways Conference warns that if Congress enacts legislation requiring user-tolls on government provided facilities it will mean the end of "low-cost" barge transportation of coal, petroleum iron, steel and foodstuffs, and strike a blow at the pocketbooks of consumers. Despite its title, the booklet apparently ignores the fact that expenses for operating and maintaining toll-free inland waterways will have to come from the pocketbooks of future taxpaying generations. This is another example of "The High Cost of 'Cheap' Transportation."

\* \* \* \* \*

NIKITA KHRUSHCHEV, 13 months before visiting the United States, said: "We cannot expect the Americans to jump from capitalism to communism, but we can assist their elected leaders in giving Americans small doses of socialism, until they suddenly awake to find they have communism." Persons who are expressing a willingness to have the government take over the railroad industry may well consider the door they are opening to socialization of all industry.

\* \* \* \* \*

MOBILE WAITING ROOMS to carry airline passengers in air-conditioned comfort from the terminal to planes at the tax-free Dulles International Airport in Washington, D.C., have been purchased with taxpayers' money for \$4,654,600. In contrast, when Cleveland Union Terminal, used by Erie-Lackawanna trains, installed escalators for the convenience of railroad passengers, the improvement brought an increase in taxes for the terminal. Then, in effect, the city used the tax money to pay part of the cost of installing escalators at the non-taxpaying municipal airport. Is it any wonder that railroads are finding it necessary to take off money-losing passenger trains?

\* \* \* \* \*

ICC INSPECTORS, conducting a surprise five-day check on the 470-mile Pennsylvania Turnpike, found more than ten percent of the trucks examined were in bad condition sufficient to be taken out of service. Checking 1,619 trucks, they slapped on 163 "Out of Service" stickers. All but 21 had defective brakes. The inspection was aimed at cutting down on Turnpike accidents, which claimed 66 lives in 1960.

\* \* \* \* \*

SOCIAL SECURITY TAX went up one-eighth of 1% for employes and employers in the air, water, and highway transport industries, bringing the new rates for the workers and companies to 3-1/8% each, or a total of 6-1/4%. On the same day, Jan. 1, 1962, Railroad Retirement Taxes for employes and employers increased by one-half percent, bringing the rates for each from 6-3/4% to 7-1/4%, or more than double the amounts paid by competitors of the railroads. In addition, an increase was also made in the Railroad Unemployment Insurance tax which is paid only by the railroads.

\* \* \* \* \*

# LET'S STOP WHAMMING THOSE CARS!

... **HELP REDUCE LOSS &  
DAMAGE CLAIMS**  
... **WIN PRIZES IN E-L  
SLOGAN CONTEST**



**D**URING recent years railroaders have seen over-the-road truckers getting an increasing share of freight traffic--at the expense of railroad earnings and railroad jobs. We've been facing up to this competition by means of fast new freight trains, new types of cars, new methods of handling unusual loads, new and improved yards and freight stations, new piggyback services, and by new approaches to rate-making.

We've been trying to demonstrate to the shipping world that in transportation of any kind of freight, *the safe way is the rail way.*

To get, and to keep this traffic, railroad people are centering their attention on an additional and vital ingredient: Damage-free Handling. This has always been a prime concern of railroaders, but they are putting forth a special effort throughout 1962.

What's the reason for the big push? The simple truth is that loss and damage claims have been climbing steadily each year until they have reached a

point where they are almost unbelievable. In 1960 Erie-Lackawanna paid out the staggering total of \$3,547,264 to shippers whose goods were lost or damaged while they were in the care of our railroad. For the first ten months of 1961--January through October, we've already paid \$3,058,914 in claims. Let's put that in figures we can understand.

First of all, the sum represents an average of more than three hundred thousand dollars every month! Now, let's assume that your salary is \$6,000 a year; if you were to save every bit of your pay--not spend one red cent--it would take you more than fifty years to save what Erie-Lackawanna pays in claims for one month!

Looking at it another way, you might say that one year's claims represents the annual salaries for five hundred railroaders.

These losses represent money down the drain--money that could be put to more constructive use.

(Please turn to page 11)

# David R. Thompson

**says  
"So Long"  
After  
47 Years of Service**



*David R. Thompson*

**A**ROUND the company headquarters in Cleveland, or while out making sales calls, David R. Thompson has always demonstrated the traits of every good salesman--a ready smile and the ability to remember names and faces.

Whether the person was a traffic manager, elevator operator, office clerk, or a fellow executive, the man who retired last month as vice president-marketing for the Erie-Lackawanna Railroad always had a cheery greeting on a first-name basis whenever they met as he moved about in his daily duties.

Dave knows the value of friendship. He knows that people usually form judgments about a company by the individuals they meet. The good impressions these individuals make can be the most effective advertisement a company can have.

For forty-seven years one of the finest advertisements our company has enjoyed has been the warmth and friendship created by David R. Thompson wherever he went.

And it seemed that Dave Thompson was continually on the move as he sought to bring more business to his company. People were important to him and he had the knack of radiating that feeling with his effervescent personality and his subtle Irish-English humor.

Dave never had time to sit around and gripe about his job; he moved along too fast to waste time. In the first six years from the day he started working for the former Erie Railroad as a waybill clerk, he filled eight different posi-

tions before his promotion to chief clerk to the foreign traffic manager in New York City.

Seven more moves in freight traffic capacities within the next 20 years, at such places as Kansas City, Minneapolis, and Pittsburgh, brought him up to freight traffic manager in Chicago. A year later, in 1942, he was in the railroad's headquarters in Cleveland as assistant vice president for traffic.

Here he was the right-hand man for H. W. Von Willer, whom he succeeded as vice president when Harry Von Willer moved up to the presidency of the former Erie Railroad on November 1, 1956.

His five years at the head of the traffic department came during a period when railroads started a determined fight to bring back traffic which had been lost to other forms of transportation. Piggyback freight service, bringing in less than \$2 million in annual revenues at the end of 1956, started zooming, and is expected to reach more than \$12 million in 1961.

Dave Thompson is recognized as a "team player" and for his unbounded loyalty to his side, either at work or at play. His lifetime interest and diversion has been following baseball. From his youth, he sided with the National League teams, but when he came to Cleveland, his loyalty switched to the American League, particularly the Indians; although he still retained a fond attachment for the Chicago Cubs.

One of his goals during retirement is to see more baseball games than he had time to see during the

past few years. He also likes to be on the golf course, although he admits he is a "century" man as far as scores go.

Even though he will be officially out of harness, his associates know he will still be on their team working for the best interests of the Erie-Lackawanna Railroad--it's in his blood.

Dave is one of four brothers who were born in Paterson, N. J., and who grew up on the Erie Railroad. Each started from scratch and worked up to top positions with the railroad. The oldest, John K. Thompson, who is a director of the company, was vice president-finance, accounting, and purchases before he left to become president of Union Commerce Bank in Cleveland in 1944. After David, there is George W. Thompson, now assistant comptroller-disbursements in Scranton. The youngest, Clayton G. Thompson, is a traveling auditor with headquarters in Paterson.

David R. Thompson will be missed by his co-workers and by his customers. It will be strange not to be greeted by the big smile and the large "hello"; but he can take pride in knowing that the people who worked with him and for him, say with heart-felt sincerity, "Well done, thou good and faithful servant."

## **Passenger Department Boosts Business With New Techniques**

If anybody was worried about whether "or not the public would buy gift certificates for a train trip, they surely didn't have to wait very long to find out.

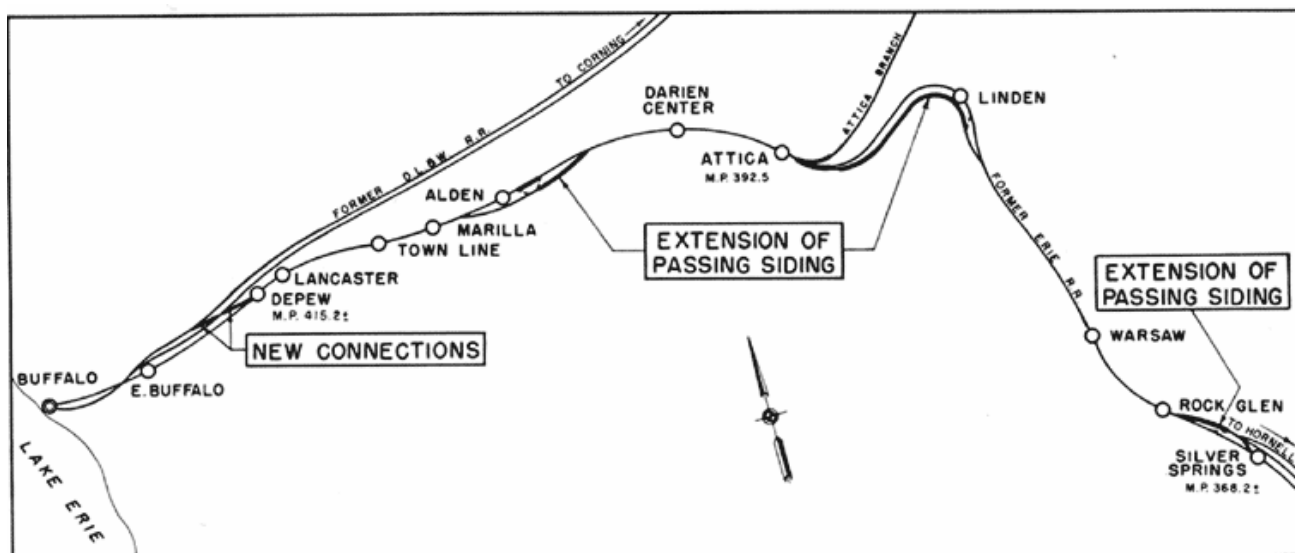
Erie - Lackawanna stole the march on the rest of the industry by cooperating with the *Cleveland Press* in offering gift certificates for a special bargain weekend of winter sports activities at a Pocono Mountain resort.

This new merchandising device helped to make the special excursion train a complete sell-out when the limit of 350 people was reached two weeks before the tour date.

Actually, the whole idea is one (Please turn to page 14)

*Erie-Lackawanna Magazine*





# Buffalo Division Changes Mean Better Freight Operation

**T**HE savings which were to come as a result of the Erie and D.L.&W. merger were based, in part, on the railroad's use of the more favorable grades on the Buffalo division of the former Erie, between Buffalo and Hornell, compared with those on the former Lackawanna line between Buffalo and Coming by way of the hilly territory around Mt. Morris, Danville, and Bath.

While our engineering department knew that heavier freight trains could be moved over the Erie line, they also knew that the merger would increase the amount of traffic to the extent that some new double track and new signaling would be required to keep traffic rolling smoothly and efficiently.

After careful planning of train movements, and a plotting of schedules, it was decided that the former Erie single main track on the Buffalo division would have to be augmented at three locations as shown on the map above.

An indication of the careful planning that went into the operation is seen in two areas of primary im-

portance: the job would have to be done quickly, and it would have to be done at a minimum cost.

Fortunately, the main line of the Erie Buffalo division had at one time been double-tracked. This meant that the section gangs had a nearly ready-made roadbed with which to start. Preparing the sub-grade was an easy job; the new track merely required the use of a bulldozer and an earth grader.

Then, advantage was taken of existing track material available from the former Lackawanna line that was abandoned between Gibson and Binghamton, N. Y., when joint operation was started over the Erie tracks in September, 1959. That line was no longer in use, so it was literally picked up from its ballast foundation, with the rails still attached to the ties, and loaded in cars in 39 foot sections. It was then moved to where it was needed for the three new installations, unloaded, placed in position, and bolted together again to form the required trackage.

This operation is technically known as "panelling" in track engineering language.

Nothing was wasted; neither time, nor effort, nor materials. Even the stone ballast from the former Lackawanna right of way was put to use on the new sections.

In all, some 1,529 panels of reclaimed track were used. That's about 59,738 feet of track or more than 11 miles. Together With its reclaimed ballast, it represents a considerable savings of time and money.

It also represents fine and efficient planning.

New, high-speed turnouts with power-operated switches, and new automatic traffic control signaling --all operated from the dispatcher's office in Buffalo --together With miles and miles of new line wire, completed the job which was begun on May 15, 1961, and was ready for service on November 8.

The Buffalo Division changeover cost about \$1,250,000.

The new track connections at Depew to join the Lackawanna and the Erie, as shown on the map, were installed earlier in the year.

While all this work was going on, other track gangs and engi-  
(Please turn to page 9)



Last issue we introduced you to our YOOZOO. This is a cartoon collection of imaginary monsters which points out a very real problem--barriers to good communication. All industry depends upon clear lines of communication for its success, but not many of them find it as vital as do our railroads to get the *right* word to the *right* person at the *right* time. We present the problem in a joking manner, but make no mistake about it, good communication is darned serious business.



### THE BLACK-HOODED CONCLUSION JUMPER

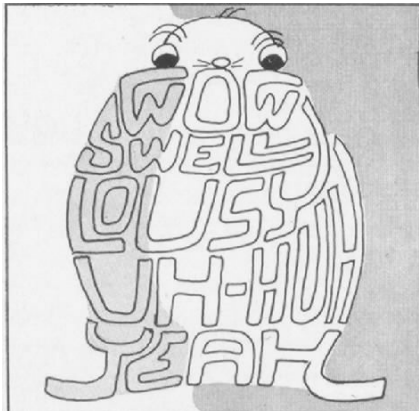
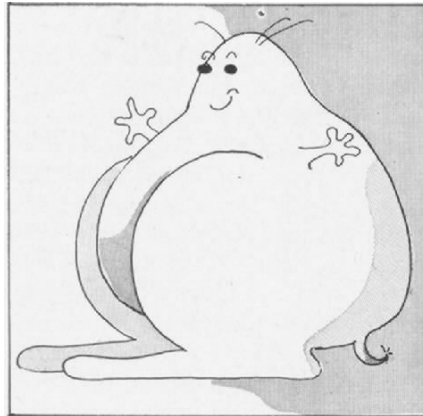


This unhappy beast closes his mind and ears and eyes to the real meaning of all that happens around him. He interprets everything his own way before he knows the truth, and sees only the dark side of everything.

### THE INCREDIBLE LEAPING SQUELCHER



Powerful legs allow this blob to leap in with the answer before you get a chance to finish the question. He knows *everything* and seldom lets you finish a thought. Closely related to the Black-Hooded Conclusion Jumper.



### THE OVERWORKED VOCABULARY



This is the tiniest of all the animals (this specimen has been greatly magnified so that you can see what it actually looks like). Made up of words like "swell," "lousy," "wow," "yeah," and sometimes "thingamajig," and "whatchamacallit"; this poor creature never seems to grow despite frequent opportunity for enrichment.

## James G. Cunningham Ends 46 Year Career

After 46 years of railroad service, James G. Cunningham, assistant secretary and assistant treasurer of the Erie-Lackawanna Railroad, retired on December 31.

Mr. Cunningham joined the former Lackawanna in 1916, advanced to the position of cashier, and in 1943 was appointed chief clerk to the president.

In 1948 Mr. Cunningham was named assistant treasurer of the Lackawanna, and the following year was appointed assistant secretary and assistant treasurer. It was in this position that he served the merged railroads at the time of his retirement.



James G. Cunningham

## "Set 'Em Up" for 17th Annual E-L "Maple Festival"

If all of the pins knocked down by Erie-Lackawanna bowlers were laid end to end, they would reach right to the Holiday Bowl lanes in Youngstown, Ohio. That's where the 17th annual E-L System Bowling Tournament is going to be held this year.

Saturday and Sunday, April 7 and 8, are the big days, and entry blanks have already gone out to Supervisors and Agents up and  
(Please turn to page 13)

Erie-Lackawanna Magazine



Buffalo Division

(Story begins on page 7)

neering forces were busily engaged in resurfacing and enlarging the Hornell east-bound fast freight yard to take care of the added traffic that would move through this gateway. The size of the yard was more than doubled, having been increased from 7 to 18 tracks. At the same time, track work was going on in other parts of the Hornell yard, principally changing it from a hump switching yard to a flat switching yard, all at a cost of about \$1 million.

When all the necessary construe-tion work was completed, it was then possible to operate all through freight trains over the former Erie line through Hornell, and discontinue using the former Lack-awanna between Buffalo and Corn-ing, except for way-freight service and passenger service. This went into effect on December 13, 1961. Eventually, the former Lackawa-na double track line will be re-duced to a single track operation.

Before these new arrangements were made, traffic received in the Buffalo area moved in separate trains over each line even though the cars were destined to the same points in the east. Now they can be combined with obviously greater efficiency.

The routing of freight trains via Hornell immediately offered the opportunity to consolidate certain cars moving in such trains with other cars moving in long haul trains from and to the Western district. As a result, trains that do not have cars requiring move-ment by way of the Scranton Divi-sion can be routed via the Delaware and New York Divisions to take advantage of the more favorable grades east of Binghamton over the former Erie line.

The new route will be a big help in getting freight moved faster, more economically, and with great-er dependability for the shipper. When the new "push-button" freight classification yard at Buf-falo goes into operation, probably sometime early in 1963, the old "High and Wide" route will really be a streamlined and more effi-cient operation.

Freight Traffic Announces Promotions and Realignments

With the retirement of David R. Thompson, Harry C. Schmidt has been named vice president-sales in charge of all traffic de-partment matters, with headquar-ters in Cleveland.

The move resulted in a series of promotions and reassignments in the freight traffic department ef-fective January 1, 1962.

Wilbur W. Thoms, who was as-sistant vice president-staff in Cleveland, has been appointed as-sistant vice president-Eastern Dis-trict, with headquarters in New York City.

Harry F. Doyle, freight traffic manager, has assumed charge of agencies at Albany, Boston, New Haven, Nazareth, Scranton, and Syracuse.

Edwin W. Keiley has been pro-moted to freight traffic manager, with responsibility for agencies at Baltimore, Buffalo, Elmira, Phila-delphia, Rochester, and Toronto.

Peter J. Napoli has been appoint-ed freight traffic manager, and will supervise agencies at New York City, Passaic, and Newark. Mr. Napoli will also continue to perform his former duties as perishable freight traffic manager.

Daniel L. Norton, freight traffic manager, has been assigned to Mr. Thorns' staff, and John T. O'Neill has been promoted to district sales manager in charge of the New York City agency.

All will have their headquarters at 140 Cedar Street in New York, along with Mr. Thorns.



Harry C. Schmidt



Wilbur W. Thoms



Retirements

NAME	TITLE	LOCATION	DATE	YEARS SERVICE
Albert August	Boilermaker	Scranton, Pa.	11-6-61	39
Henry W. August	Switchman	Hoboken, N.J.	11-30-61	41
Fred C. Baxter	Road Conductor	Hoboken, N.J.	10-30-61	51
Frank J. Beckley	Passenger Brakeman	Huntington, Ind.	10-31-61	44
Genaro Brancaccio	Assistant Agent	Carlton Hill, N.J.	11-14-61	32
John J. Brody	Machinist	Hornell, N.Y.	11-17-61	37
Anthony Carbone	Sheet Metal Worker	Hoboken, N.J.	11-13-61	43
George R. Chamberlain	Trackman	Callicoon, N.Y.	10-17-61	24
Lundy Crews	Ferry Ashman	Hoboken, N.J.	10-31-61	46
Otis H. Davis	Ferry Bridgeman	Hoboken, N.J.	10-31-61	44
Thomas Decker	Car Distributor	Hoboken, N.J.	12-31-61	49
Earl DeGabrielle	Patrolman	Buffalo, N.Y.	12-24-61	40
Joseph A. DeLaney	Yard Clerk	Binghamton, N.Y.	11-17-61	39
Garrett Douma	Engineer	Hoboken, N.J.	10-31-61	44

(Please turn to page 10)

# HOW Come the "Gravy Train" Is Never A Railroad?



## Retirements

(Continued from page 9)

NAME	TITLE	LOCATION	DATE	YEARS SERVICE
Giuseppe D'Tommaso	Car Inspector	Kent, Ohio	11- 6-61	37
Jerome W. Eslava	Road Brakeman	Hoboken, N.J.	10-31-61	42
Rupert M. Furphey	Conductor	Elmira, N.Y.	7-31-61	36
Nicola Gasbarro	Assistant Stokerman	Hoboken, N.J.	12- 7-61	38
Stephen W. Grabowski	Machinist	Buffalo, N.Y.	11-30-61	41
Joseph Graf	Stowman	Hornell, N.Y.	11- 7-61	32
Joseph W. Gut	Gen. Foreman-Train-master-Road Foreman of Engine Clerk	Cleveland, Ohio	11-29-61	38
Arthur B. Harris	Signal Maintainer	Netcong, N. J.	10-31-61	42
William J. Harvey	Clerk	Hornell, N.Y.	1-31-62	44
Egon R. Hoenen	Passenger Trainman	Meadville, Pa.	11-24-61	44
Joseph A. Jakubisin	Leading Maintainer	Leavittsburg, Ohio	12- 2-61	38
Francis G. Keane	Switchman	Binghamton, N.Y.	6-29-61	41
Joseph A. Kebort	Road Conductor	Meadville, Pa.	11-16-61	45
Raymond L. Kerber	Electrician	Scranton, Pa.	11-30-61	41
Elmer T. King	Yard Brakeman	Hammond, Ind.	11-20-61	49
Richard J. Knight	Division Storekeeper	Susquehanna, Pa.	2-28-62	45
William J. Lengler	Clerk-Caller	Scranton, Pa.	12- 4-61	39
Roland H. LeVaughn	Freight Agent	Lockport, N.Y.	12-31-61	45
George W. Madsen	Freight Traffic Manager	New York, N.Y.	12-31-61	42
George Majors	Laborer	E. Buffalo, N.Y.	10-31-61	35
Fred J. Mayer	Switchman	Hoboken, N.J.	10- 7-61	41
William V. McCulle	Yardmaster	E. Buffalo, N.Y.	11-30-61	40
Andrew J. Meehan	Receiving & Dely. Clerk	New York, N.Y.	8-18-61	27
Francis L. Miller	Yard Conductor	Marion, Ohio	10-28-61	48
William P. Murtha	Patrolman	Scranton, Pa.	12-31-61	31
Jessie C. Myers	File Clerk	New York, N.Y.	11-30-61	29
Charles L. Nicholl	Transfer Agent	New York, N.Y.	11-30-61	51
Robert E. O'Brien	Car Inspector	Salamanca, N.Y.	11-10-61	48
Darbie O'Rourke	Brakeman	Hornell, N.Y.	10-31-61	46
Isaac H. Parsells	Engineer	Hoboken, N. J.	10-17-61	49
Fred F. Pawlitz	Division Storekeeper	Scranton, Pa.	12-31-61	48
Harry W. Percival	Engineer	Port Jervis, N.Y.	10-30-61	44
Mauro Pisano	Laborer	Hoboken, N.J.	9-25-61	27
Frank T. Prudhomme	Conductor	Elmira, N.Y.	8-31-61	34
Robert Purnell	Trucker	Akron, Ohio	10-16-61	28
Lloyd E. Rodgers	Track Supervisor	Salamanca, N.Y.	11-18-61	38
Tony S. Saggio	Wk. Equip. Rep. Helper	Meadville, Pa.	11-17-61	42
William Schamp	Lead. Signal Maintainer	Hackettstown, N.J.	10-31-61	44
Florence F. Shea	Assistant Agent	Hackensack, N.J.	11- 3-61	44
William E. Shoener	Machinist	Scranton, Pa.	12- 2-61	38
Frank D. Spina	Carman	Brockway, Pa.	12- 6-61	45
Alvin C. Stout	Engineer	Huntington, Ind.	11-25-61	51
Walter E. Taylor	Road Conductor	Hoboken, N.J.	10-18-61	44
Nathaniel Thornton	Power Truck Operator	Meadville, Pa.	11- 8-61	40
Joseph Thompson	Car Inspector	Jersey City, N.J.	11-17-61	43
Frank Tournour	Locomotive Engineer	Elmira, N. Y.	9-7-61	43
Charles D. Turnbull	Relief Clerk	Hornell, N.Y.	2-28-62	46
Robert J. Tuskey	Passenger Carman	Susquehanna, Pa.	11-17-61	48
Joseph Viselli	Tackman	Elmira, N.Y.	10-31-61	46
David J. Wagner	Ticket Clerk	Salamanca, N.Y.	10-31-61	39
Carl E. Warner	Machinist	Avoca, Pa.	10-18-61	45
Robert D. Whitehead	Yard Clerk and Machine Operator	Marion, Ohio	10-19-61	43
Charles L. Wiley	Traveling Accountant	Cleveland, Ohio	12-31-61	54
Samuel A. Wilson	Trainman	Hoboken, N.J.	10-31-61	39
Ruth C. Wittholz	Engine Dispatcher	Buffalo, N.Y.	10-31-61	44
Grant E. Woodworth	Machinist	Hornell, N.Y.	12-5-61	36
Robert S. Woman	Ticket Agent	Madison, N.J.	11-18-61	41
William H. Yennie, Jr.	Machinist Helper	Jersey City, N.Y.	11-30-61	32
William F. Zeeb	Machinist	Kent, Ohio	11-30-61	39

"Riding the gravy train" is an oft-used expression describing the activities of someone who is getting a heck of a lot of profit out of very little effort. It's like having a job where you get a big salary for helping a guy who has nothing to do.

The most famous gravy train in the world is run by Uncle Sam, and it's quite fashionable nowadays for entire industries and individual companies to petition our generous Uncle for financial help on one pretext or another.

One outfit that is riding first class on the gravy train is the aviation industry. Their fare costs us taxpayers about 600 million dollars!

Here is the punch line: six million of those dollars were paid to a few outfits that operate helicopter "taxis" in New York, Chicago, and Los Angeles. These companies got their six million bucks because they are an "infant" industry, and because they perform an "important public service."

Do you know what their important public service consists of? They fly airline passengers from the airports to downtown areas, or to other airports in New York, Chicago, and Los Angeles, so that these poor, suffering travelers won't have to waste time in taxi cabs, buses, or airport limousines.

We might never have heard of this example of generosity in the transportation industry if the helicopter taxi companies had not started fighting among themselves about who was to get the biggest piece of their subsidy pie.

Senator William Proxmire (he's a Democrat from Wisconsin) heard about the squabble and got angry enough to make a speech about it. He pointed out a few interesting

facts:

1. *These gifts to the helicopter industry have been going on for ten years. That's a pretty lusty "infant."*

2. *Uncle Sam's gift pays for a fat 57 % of the passengers' fares.*

3. *The helicopter passengers are almost always among the wealthiest people in the country and have not even a shadow of an excuse for asking the taxpayer to pay more than half their fare.*

4. *Aviation is the beneficiary of more taxpayer generosity than any other type of transportation (although the trucks and buses aren't doing too badly on the public-owned highways).*

5. In the words of the Senator: *"Here is the supreme irony of the*

*federal give-away program, because no form of transportation is so greatly used by those who can afford to pay their own way."*

It is good to know that influential, observant men like Senator Proxmire speak up about these inequities.

It might be a nice idea to drop the Senator a line and let him know that we appreciate his efforts.

*There is far more danger in public than in private monopoly, for when government goes into business it can always shift its losses to the taxpayers. Government never makes ends meet--and that is the first requisite of business.*

Thomas A. Edison

# LOSS & DAMAGE PREVENTION

(Story begins on page 5)

But these figures don't tell the whole story. If you think that the money we pay a shipper for our carelessness makes him happy, you are dead wrong. A shipper doesn't want to collect claims, he wants his freight delivered in good order. A claim payment may smooth his ruffled feathers a little, but it can never pay for the disruption to his production schedule, and it will certainly not buy back the customers he may have lost because of interrupted or imperfect delivery. You don't need figures to prove that if he loses customers because of us, we are going to lose him as a customer; and if customers depart, jobs depart!

Now is the time to put a stop to loss and damage claims, and Erie-Lackawanna is participating wholeheartedly in a nationwide program sponsored by the American Railway Magazine Editors Association and sanctioned by the Association of American Railroads. Later we'll tell you how you can help the cause along and perhaps win a valuable prize for yourself while you are helping the railroads.

The greatest single opportunity to help achieve perfect, damage-free handling, however, is in avoiding overspeed impacts to cars. Experienced railroaders know that coupling doesn't have to be jarring. Careful handling can always keep it the gentle operation it is designed to be.

There are many yards where cars and trains are kept moving on schedule without the painful sound of excessive-speed impacts, and the freight goes through intact and on time.

Shippers are more insistent on good handling than ever before, and if freight is repeatedly roughed up, the shippers begin thinking of other ways to route their goods, and--we repeat--if shippers depart, jobs depart.

If you stop to think about it, you know that any man who slams cars isn't just hurting freight--he's hurting the reputation of his railroad and endangering his own livelihood, as well as the livelihood of the men around him. When a railroader hears the crash of harsh impacts, he has every reason to ask--out loud--"Who's Whamming Those Cars?"

Shippers may not know the individuals involved in any rough handling of their goods, but they are beginning to get a clearer picture of which railroad yards are guilty.

The story is being told by impact recorders. There are now about 1,500 of these devices in constant use by shippers, and about 2,500 more are being used by the railroads themselves. Installed in freight cars moving back and forth across the country, the recorders keep a record on tape of every impact and the exact time it occurred. Reading the tape later, the shipper or receiver can trace any bad impact to a specific railroad and to a specific point.

Thus, yard crews that take care to prevent smashing impacts are key personnel in preserving the good name of their railroad. Every time they couple cars

at the prescribed speed of four miles per hour, or less, they are helping to "sell" their company to the shipping world.

But yard crews do not have this responsibility all to themselves. Many other railroaders get into the act:

*Local Switching crews* help save freight from injury by using the soft touch in picking up and delivering cars;

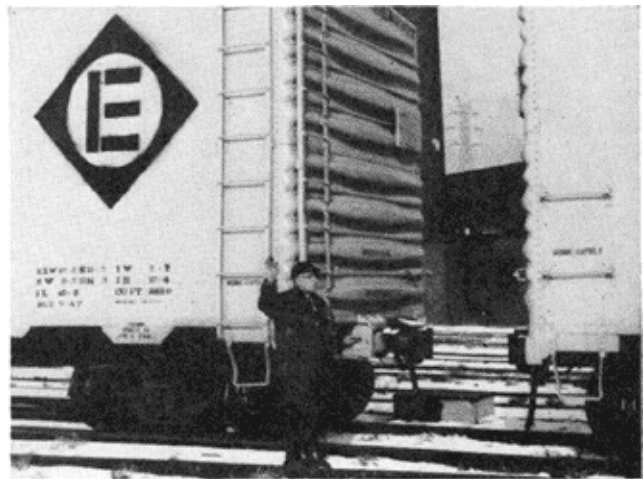
*Road Crews* help by their effort to prevent excessive slack-action, and by their care when picking up or setting off cars;

*Yard Clerks* help by calling attention to unusually fragile or valuable loads, or other types of shipments needing special care;

*Car Inspectors* help by making sure that empties are fit for their loads, and that open-top loads are securely anchored, and by careful inspection of cars enroute;

*Maintenance of Way Forces* help by their care in correcting faulty switches, serious track defects, and other conditions that might lead to derailment and damage;

*Yardmasters* help by insisting on the proper switching of cars, and by striving to eliminate any practice that causes undue slack action, hard impacts, and freight damage;



**DAVID E. TAYLOR**, Yard Conductor, Cleveland, is helping to reduce loss & damage claims by guiding his engineer to a safe, smooth coupling of two E-L cars.

*Freight House Employees* help by their care in routing shipments accurately to prevent unnecessary hauling, interchanging, and switching;

*Freight Agents and Freight Sales Representatives* do their parts by helping shippers to improve their loading methods.

This is only a partial list, but it is enough to indicate the many and varied employees who have ira-

(Next page, please)

# LOSS & DAMAGE PREVENTION

(Continued from page 11)

portant roles in the campaign to control and eliminate freight damage.

The vigor and enthusiasm of everyone on our railroad will determine the success of this vitally important program for 1962, and each of you, no matter where you work, or in what department, is going to have a chance to contribute to the effectiveness of the part Erie-Lackawanna will play in the national program.

Beginning this month and continuing through April, Erie-Lackawanna, along with other major rail lines, will conduct a contest to find a slogan for 1962's careful handling program. Prizes will be awarded for winning slogans on the individual railroads, and then the winning slogans will be judged for a grand prize, national winner.

The Erie-Lackawanna contest will be conducted on a "division" basis, according to the following rules :

1. The contest will be open to all active employees. Retired employees and employees' families are not eligible to compete.

2. Prizes will be awarded in each of the eight operating divisions of our railroad, and in a "Ninth Division," which shall comprise employees in the General Offices, General Managers' Offices, and Off-line Traffic Agencies.

---

**Here is the official entry blank for the E-L loss and damage prevention slogan contest. Directions for mailing are in the article, "Let's Stop Whamming Those Cars!" Remember, all entries must be submitted on this blank, or a facsimile; and all must be entered through the U. S. Mail. Deadline is Midnight, March 31, 1962. Good luck!**

\*\*\*\*\*  
**Here is my entry in the Erie-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: .....

.....

3. On-line employees are to send their entries to the Superintendent of the division on which they are located.

4. Employees in the General Offices in New York, Cleveland, and Chicago; employees in General Managers' Offices; and employees in Off-line Traffic Agencies are to send their entries to Mr. D. C. Mitchell, Superintendent of Station Service and Freight Claim Prevention, Room 803 Republic Building, Cleveland 15, Ohio.

5. The slogans submitted must be in 10 words or less, and should deal with ways of reducing loss and damage, or the importance of loss and damage prevention, or the effect of loss and damage on railroad business and railroad jobs.

6. You may submit as many entries as you wish, but each must be submitted on the coupon which appears in this issue, or on a facsimile of the coupon.

7. All entries must be submitted through the U. S. Mail. The postmark time and date will establish the priority of your idea if someone else should submit the same slogan. *Regardless of where you work, your entry must be received through the U. S. Mail, otherwise your slogan will not be eligible for a prize.*

8. The E-L contest will close at Midnight, March 31, 1962. All entries must be postmarked before that time.

9. Judging of the entries on the nine divisions will be done by the Superintendent, a Brotherhood representative, and a shipper.

10. Prizes for winning slogans will be awarded in each of the nine contest divisions, and then a System winner will be chosen by a committee of judges in Cleveland. All winners, both divisional and system, will be announced in the June issue of your Magazine.

11. Prizes :

To the winning slogan from each of the nine contest divisions: \$25.00 U. S. Saving Bond;  
To the Erie-Lackawanna grand-prize winner: \$50.00 U. S. Saving Bond.

The Erie-Lackawanna winning slogan will be sent to the national contest to compete for honors as the grand-prize winning slogan for all of North America. The exact amount of the national prize has not been determined, but it is going to be a really worthwhile award for some thoughtful creative railroader.

We want that grand-prize winning slogan to come from an Erie-Lackawanna employee! And we want to see vastly improved results in our car handling as reflected in reduced loss and damage claims against the Railroad. It's up to you!

Each of you has everything to gain from 1962's Loss and Damage campaign. For some, prizes and national fame; for all of us, job security and increased prosperity for ourselves and for our company.

Remember, as we've shown you on the cover of this issue, for careful handling use the "Velvet Glove" and the "Feather Touch"; and flood us with those "prize-winning" loss and damage slogans.

# E-L Board Chairman Warns Against

## Socialized Railroads

**T**HE United States "cannot afford the luxury of a socialized transportation system, even though it might be another tempting morsel for those who would center the solving of all of our problems at the location of economic genius -- Washington," P. M. Shoemaker, chairman of the board, said in addressing the Chamber of Commerce of the State of New York last month.

Speaking on the subject "New York Businessmen and the Railroads," Mr. Shoemaker based his talk on four major principles:

1. Neither this country as a whole, nor the business community as a part thereof, can afford federal nationalization of our transportation system;

2. transportation progress, so important to the commercial community, should be encouraged by a minimum of government interference in managerial responsibility;

3. the user's choice of transportation should be freed of the economic distortions which are an inevitable result of uncoordinated "hit or miss" governmental promotion of, and irregular but great investment in, various modes of transportation, with no solid baseline of national interest and national need;

4. mass transportation, more readily associated with the railroads as commutation service, must be recognized as a railroad transportation function outside of the normal profit and loss aspect of managerial responsibility.

Mr. Shoemaker pointed to the "paradox that an incredible mess of contradictory, uncoordinated, unrelated governmental policies, practices, edicts, and restrictions not only discriminates between the various modes of common carrier transportation, but establishes unparalleled economic encouragement of unregulated transport.

"The railroads are particularly, and tightly, regulated in the pricing of all of their commercial services, yet the bulk of their competition (and in increasing proportions) is operating completely

outside such restrictions; and, to add economic insult to injury, the facilities publicly planned, built, owned, and maintained that are used by such competing transportation, are wholly free of property taxation, while parallel railroad lines pay heavy taxes to support local government services and, not infrequently, the facilities used by our competitors."

Warning against the dangers of too much government in our lives, Mr. Shoemaker declared that "we as a people have not accepted the realism and inevitability of the tyranny of over-centralization of government. Nor have we appreciated the lessons of history with respect to such over-centralization on loss of individual freedom, business freedom, and financial stability. Too many businessmen . . . look to Washington for direct or indirect underwriting of their own mistakes, or incompetence, or, perhaps, unwillingness to accept the lean, hard requirements of success in our competitive market system.

"Contrariwise, the railroads are appealing to Washington not for money, but an implemented national policy, promotional coordination, and equalization, giving us freedom to stand on our own feet and become unrestricted and equally-treated members of the business community."



*"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
Armstrong, Martin John	Conductor	Delaware Div.	10-26-61
*Antrim, Hiram H. (L)	Auditor of Revenues	Rex., Acct. Dept., Scranton, Pa.	7- 8-61
Avery, Floyd Lewis (L)	Trainman	Buffalo Div.	9-29-61
*Baldwin, Charles Vine (L)	Loco. Engineer	Buffalo Div.	4-28-61
*Beidler, Gall Frederick	Yd. Brakeman	Akron, O., Kent Div.	7-28-61
*Beres, Michael S. (L)	Car Repairer	Hoboken Car Dept.	6-24-61
*Bogert, Elmer (L)	Ticket Clerk	New York Div.	10-15-61
*Boling, Dwight Eugene (L)	Sales Representative	Frt. Trf. Dept., Des Moines, Ia.	10-14-61
Bonato, Louis Thomas	Engineer	New York Div.	9- 2-61
*Bovee, Victor D. (L)	Trainman	Buffalo Div.	5-14-61
*Bradshaw, Milton (L)	Machinist	Scranton Diesel Shop	10- 3-61
*Buchanan, John Wesley (L)	Waiter	Dining Car Dept.	7-20-61
*Cassidy, Patrick L. (L)	Operator-Towerman	Scranton, Pa.	5- 3-61
*Cavanaugh, William J. (L)	Machinist	Scranton Car Dept.	7- 8-61
*Chopin, George Morton	Stower	Jersey City, N.J.	6-23-61
*Cole, Ralph (L)	Patternmaker	Scranton Shop	10-23-61
Corbliss, Edward Joseph	Car Foreman	Jersey City Pass. Car Dept.	11-12-61
*Coyne, Anna L. (L)	Stenographer	Chief Mot. Power Off., Scranton	5- 8-61
*Crahan, Martin J. (L)	Switchman	E. Buffalo, N.Y.	6-30-61
*Cramer, Benjamin Winfield	Boilermaker	Marion Shop	10-27-61
Crane, Thomas Joseph (L)	Switchman	E. Buffalo, N.Y.	10-27-61
Cricks, Walter Leroy	Ex. Clerk & Caller	Salamanca, N.Y.	10- 3-61
*Cromwell, Frank Boyd (L)	Trainman	N.Y. Div.	7-29-61

(Please turn to page 14)

## bowling . . . . .

(Story begins on page 8)

down the line.

Vernon F. Green, Central Passenger Sales Manager, Youngstown, is Treasurer of the tourney; and H. E. Fowle, retired, is Secretary. These men, who have staged all of the preceding 16 meets, are looking forward to a record turnout for their seventeenth venture.

In '61 fifty-four teams--about 300 bowlers in all--took part in the two day "maple festival," and this year the Messrs. Green and Fowle want to see even more of you pinbusters in Youngstown to compete for the trophies and cash prizes.

Remember the event:

**17th Annual Erie-Lackawanna System Bowling Tournament;**

And the time:

**Saturday and Sunday, April 7 and 8, 1962;**

And the place:

**Holiday Bowl, 777 Youngstown-Poland Road, Youngstown, Ohio.**

*You will never stub your toe standing still. The faster you go, the more chance there is of stubbing your toe, but the more chance you have of getting somewhere.*

*Charles F. Kettering*

*It is said that only one man in a million understands the international situation--but isn't it strange how we keep running into him all the time ?*

# gift certificates . . . . .

(Story begins on page 6)

more example of creative selling designed to promote train travel. It is a kind of selling in which Erie-Lackawanna passenger men are specialists, and it has helped to keep E-L consistently in first or second place according to ICC reports of passenger revenue comparisons.

We do it by offering bargain package tours for sightseeing, theatre parties, school groups, resort weekends, sporting events, and other activities to such places as New York, Chicago, Niagara Falls, and the Poconos.

Last year, while ten out of 15 Eastern railroads reported decreases in passenger revenues, Erie-Lackawanna was in second place with a dandy 2.9% increase over 1959. This year, in spite of new highways and increased airline competition, it is beginning to look as though we have a good chance of equaling the 196.0 figure. It all depends on how much train travel was generated in December by bad weather conditions. Final figures will not be available until after we go to press.

Passenger traffic brings in about \$16 million a year for us, and at the end of November we were within \$13,600 of meeting the 1960 revenue.

In a special bulletin to his key salesmen early in December, A. G. Oldenquist, General Passenger Traffic Manager, said, "We are too close to the goal line for anything but a touchdown. Let's really work at it!"

And in answer to the oft-asked question: "Do the railroads really want passenger traffic?" Mr. Oldenquist replied: "Our railroad, like any other business, is out to earn a profit. Our sales force will literally beat the bushes to create any new business that will pay expenses and show a profit."

That is exactly what the Pocono ski trip was designed to do. And so, to our passenger people we say, "Well done!" Which echoes the sentiments of the 350 snow enthusiasts who had fun on the special train trip from Cleveland to Pocono Summit over the week-end of January 6 and 7.



*"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*

(Continued from page 13)

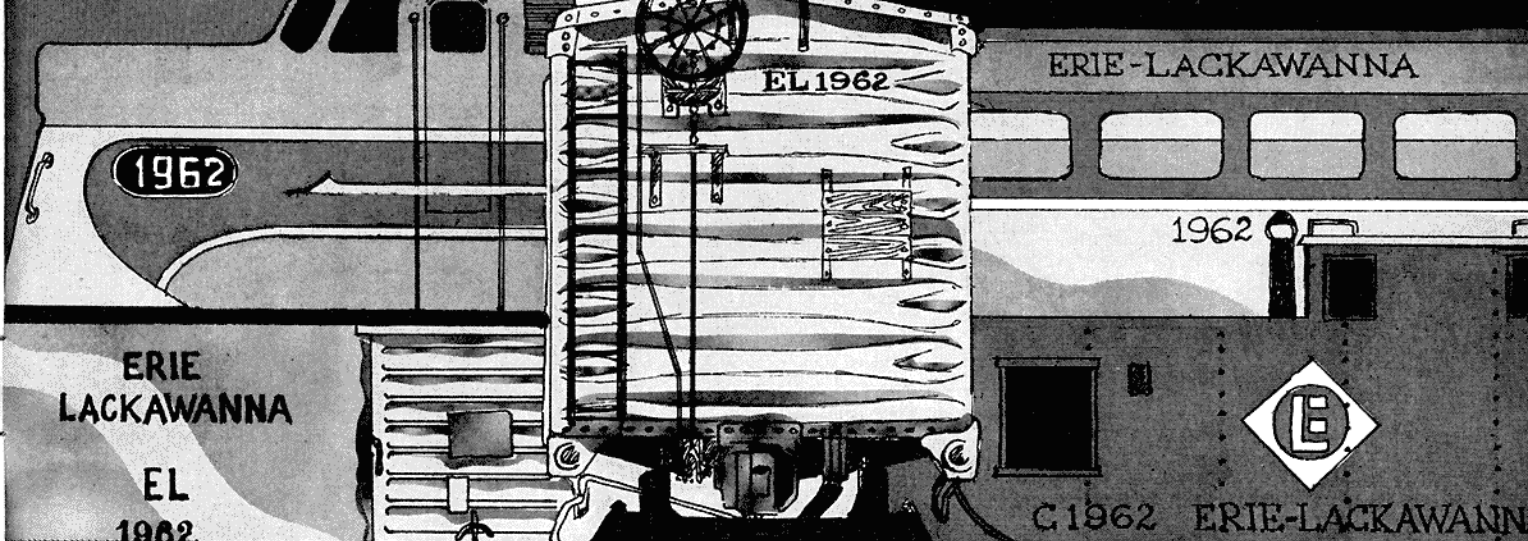
NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Crook, George Henry	Ex. Gang Foreman	Delaware Die.	6-18-61
*Deicer, Cornelius (L)	Bargeman	Marine Dept.	7- 1-61
*DeSio, Luigi (L)	Coach Cleaner	Hoboken Pass. Car Dept.	9-24-61
*Dillon, John Patrick	Machinist	Brier Hill Diesel Shop	10-26-61
*Dodd, Arthur Allen	Engineer	Allegany Die.	10- 2-61
*Doody, John Lawrence	Telegraph Operator	B&SW Die.	9-12-61
*Filan, Joseph L. (L)	Carpenter	Scranton, Pa.	7-22-61
*Fish, Leroy H. (L)	Conductor	Hoboken, N.J.	6-19-61
*Flinn, Albert Edward	Engineer	Susquehanna Div.	9-23-61
*Foote, Vern	Trackman	Buffalo Die.	6- 2-61
*Fortunato, Joseph William	Coach Cleaner	Jersey City Pass. Car Dept.	9-27-61
*Friedhaber, George Michael	Machinist	Buffalo Shop	9-21-61
*Galloway, Francis Abram	Telegraph Operator	Delaware Die.	8- 2-61
*Gentar, Stanley Aloysius	Rd. Conductor	New York Die.	4-28-61
*Gottschalk, Lulu Smith	Cashier	Middletown, N. Y., N. Y. Die.	8- 3-61
*Hart, Albertine Elise Demay	Agent	Woodridge, N. J., NJ&NY RR	8- 9-61
*Hayes, Thomas Leo (L)	Switchman	Scranton, Pa.	8-25-61
*Hettler, Charles Albert	Plumber	Allegany Die.	5-30-61
*Hughes, Chester Albert (L)	Trainman	Elmira, N.Y.	3-10-61
*Hurd, Joseph Foster	Conductor	Kent Die.	9-21-61
*Jackson, Donald Winship	Laborer	Hornell Shop	10-17-61
*Johansen, Johannes (L)	Carpenter	Brighton Marine Repair Yard	5- 5-61
*Jones, Willie Arthur (L)	Trackman	New York Die.	10-15-61
*Juchniewicz, Boleslaw	Machinist	Jersey City Shop	10- 1-61
*Karmarski, Michael	Car Repairer	Salamanca, N.Y.	10- 8-61
*Klingler, William Carl (L)	Helper	Scranton Diesel Store	7-13-61
*Koerner, Frank (L)	Tunnel Watchman	Mr. Pocono, Pa.	7-29-61
*Lally, Joseph	Car Inspector	Dunmore Shop	Unknown
*Lamphier, Arthur Warren	Leading Carpenter	Susquehanna Die.	11- 3-61
*Lang, Fred William	Yd. Brakeman	E. Buffalo, N.Y.	6-28-61
*Laudato, Fiore Francis	Ex. Crossing Watchman	Susquehanna Die.	6-21-61
*Leber, John (L)	Elevator Operator	Scranton Stores	6- 2-61
*Lewis, Lester Claude	Machinist	Hornell Back Shop	9-26-61
*Lindsay, Leila (L)	Custodian	North Norwich, N.Y.	6-21-61
*Lyle, Francis Albert	Car Inspector	Brooklyn Car Dept.	10-20-61
*Mackesy, Leonard Joseph	Engineer	New York Die.	7-29-61
*Marley, Joseph	Machinist	Hornell Roundhouse	11-25-61
*Mathews, Milton J. (L)	Bridge Inspector	Engr. Dept., Buffalo, N.Y.	6-25-61
*McCarthy, James William	Yd. Brakeman & Ex. Yd. Condr.	New York Div.	8- 4-61
McClaskey, Charles Douglas	Yd. Conductor	Marion, O.	9- 3-61
McKnight, James Michael (L)	Machinist	M/W Dept., N. Y. Term. Die.	9-27-61
*Mess, Adolph George	Car Repairer	Susquehanna Frt. Car Dept.	10- 2-61
*Messina, Charles	Car Repairer	Cleveland, O.	10- 2-61
*Mihalinecz, John	Janitor	Cleveland Shop	9-23-61
*Mikoeajczyk, Wojcigh (L)	Laborer	Utica Enginehouse	10-27-61
*Morrison, Fred	Engineer	Wyoming Die.	6-15-61
*Mullaney, Joseph A. (L)	Switchtender	Scranton, Pa.	6-16-61
*Naughton, Michael J. (L)	General Agent	Frt. Trf. Dept., Cleveland, O.	8-15-61
*Neubauer, John Joseph (L)	Engineer	Buffalo Div.	9-21-61
*Newman, Theodore Ingalsbee	Ticket Agent	Chambers St., N. Y. City	10- 5-61
*Ogrodowski, James Henry (L)	Loco. Engineer	Buffalo Div.	10- 6-61
*O'Hara, Francis Patrick (L)	Clerk	Car Acct. Dept., Scranton, Pa.	7-12-61
*Oliva, Salvatore	Watchman	Susquehanna COach Shop	10-13-61
*Owens, Ross LeRoy	Loco. Engineer	Meadville Div.	7-12-61
*Pennan, Russell Layng	Business Car Porter	Gem Mgr., Western Dist.	10-28-61
*Pennise, Orazio (L)	Trackman	Portland, Pa.	9-13-61
*Pettersen, Sigurd Ingvald (L)	Bargeman	Marine Dept.	10- 2-61
*Pietruszewicz, Viktor	Trucker	Croton, N. J., N. Y. Die.	5- 8-61
*Pignatiello, Anthony	Crossing Watchman	New York Div.	5- 4-61
*Plishka, John (L)	Car Repairer	Kingston Car Shop	8- 2-61
*Powers, Edward Francis	Boilermaker	Hornell Shop	11- 1-61
*Regan, James A. (L)	Car Repairer	Binghamton, N.Y.	5- 6-61
*Reilly, Patrick J. (L)	Ticket Agent	Chatham, N. J., N. Y. Die.	4-12-61
*Reinhardt, Emil (L)	Painter	N. Y. Term. Die.	11-20-61
*Riggs, Augustus John	Yardmaster	Port Jervis, N.Y.	10-25-61
*Romanowicz, Michael Edward (L)	Ferry Engineer	Marine Dept.	9-10-61
*Rutty, James Cornelius (L)	Conductor	Buffalo Die.	8-12-61
*Samoles, Stanley Lewis (L)	Electrician	Scranton Shop	9-22-61
*Schaumburg, Joseph Benjamin	Blacksmith Helper	Hornell Back Shop	10-11-61
*Schreiner, George William	Loco. Engineer	Buffalo Div.	6-29-61
*Schultz, William August	Yard Brakeman	E. Buffalo, N.Y.	6-24-61
*Semancik, John M. (L)	Mason Helper	B&B Dept., Hoboken, N.J.	7-12-61
*Shay, Dennis R. (L)	Crossing Watchman	Gouldsboro, Pa.	9- 9-61
*Smith, George Rodney	Passenger Conductor	Meadville Die.	9-23-61
*Somers, Thomas Francis (L)	Ticket Clerk	Paterson, N.J.	9-30-61
*Stange, George Francis	Painter	Marine Dept.	8-23-61
*Steigerwald, Frank James (L)	Switchman	Jersey City Pass. Car Dept.	10-18-61
*Stephanowicz, Gabriel	Coach Cleaner	Binghamton, N.Y.	11- 5-61
*Struwe, Paul William	Car Inspector	E. Buffalo Car Shop	8- 4-61
*Tallman, George Esten	Engineer	Marion Die.	10-10-61
*Taylor, George Henry (L)	Loco. Engineer	Buffalo Div.	7-24-61
*Thexton, Joseph R. (L)	Supt. of Safety	Hoboken, N. J.	8-24-61
*Trudel, Stephen (L)	Leading Car Inspector	Secaucus Shop	11-19-61
*Vanderburg, James W. (L)	Machinist	Keyser Valley Shops	5-22-61
*Weaver, Ira Lloyd	Engineer	Allegany Die.	9-30-61
*Wieszczyński, Lawrence J. (L)	Laborer	E. Buffalo Enginehouse	8-31-61
*Williams, James Harold	Engineer	Kent Div.	10-28-61
*Wulstein, Edward L.	Laborer	Hoboken, N.J.	5-11-61
*Zeliff, Clifford Clayton	Engineer	Allegany Div.	10- 1-61

\*Retired

*When the grass rooks greener on the other side of the fence, it may be that they take better care of it over there.*

*America is the country where it takes more brains to make out the income tax report than it does to make the income.*





## The Friendly Service Route

### JANUARY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

### FEBRUARY

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

### MARCH

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

### APRIL

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

### MAY

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

### JUNE

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

### JULY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

### AUGUST

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

### SEPTEMBER

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
<sup>23</sup> <sub>30</sub>	24	25	26	27	28	29

### OCTOBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

### NOVEMBER

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

### DECEMBER

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
<sup>23</sup> <sub>30</sub>	<sup>24</sup> <sub>31</sub>	25	26	27	28	29

*Friendly Service Depends on You in 1962*

*Friendly Service Depends on You in 1962*

*Friendly Service Depends on You in 1962*

**ERIE-LACKAWANNA RAILROAD**

**MAGAZINE**

Midland Building  
Cleveland 15, Ohio

RETURN REQUESTED

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

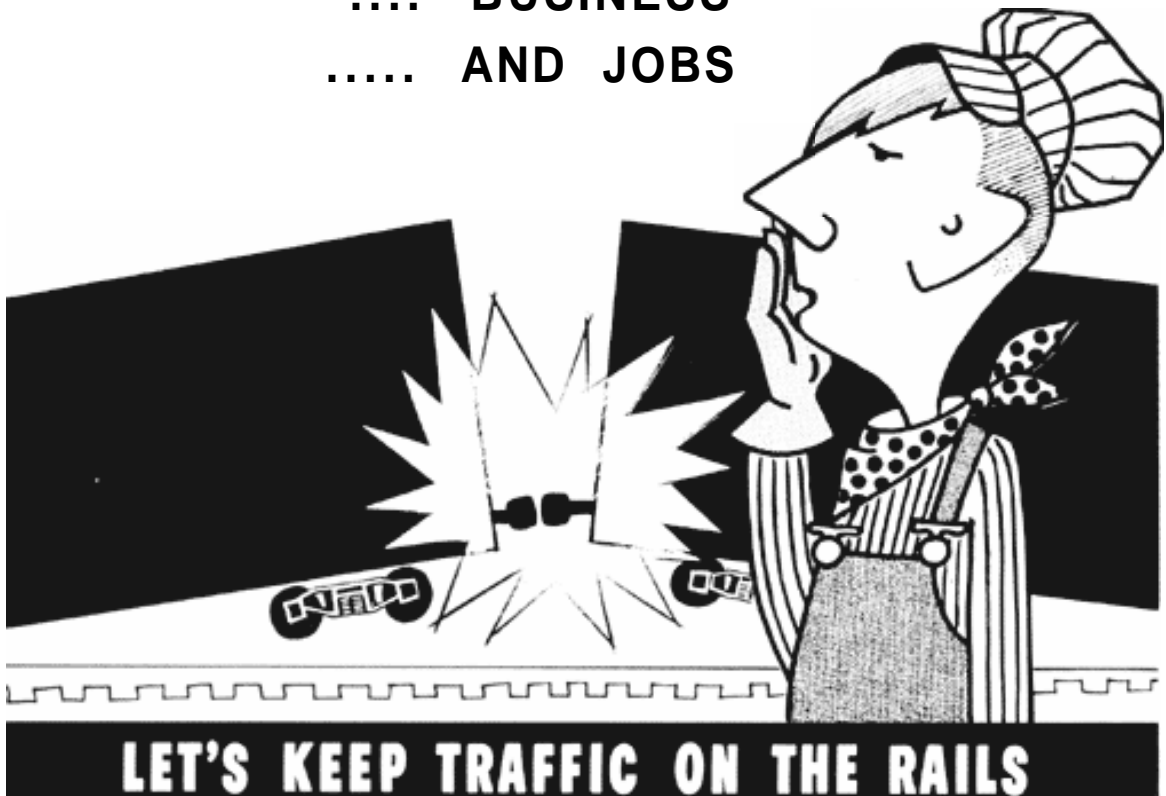
IF YOU CHANGE YOUR ADDRESS, CUT AT DOTTED LINE AND SEND THIS PORTION WITH NEW ADDRESS TO MAGAZINE OFFICE.

**BUST**

**BARNEY**

**BOOBOO**

**BEFORE HE BUSTS  
MORE FREIGHT  
.... BUSINESS  
..... AND JOBS**



**LET'S KEEP TRAFFIC ON THE RAILS**

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

