



*Niagara Roars a Mighty Welcome  
To an E-L Summer Tour.*

**ERIE-LACKAWANNA  
MAGAZINE**

**E**

**JULY  
1962**

# *The President's Page*



Railroad people have been talking for a long time about the need to eliminate the regulatory restraints that are the basic cause for the railroads' present financial plight. Within the last few years, six high-level and expertly qualified groups have submitted reports to the federal government stressing the seriousness of the situation. All of them have concluded that the nation's transport policies are unbalanced, uncoordinated, and unequal in their treatment of the various carriers. So far, action on these reports has been practically non-existent.

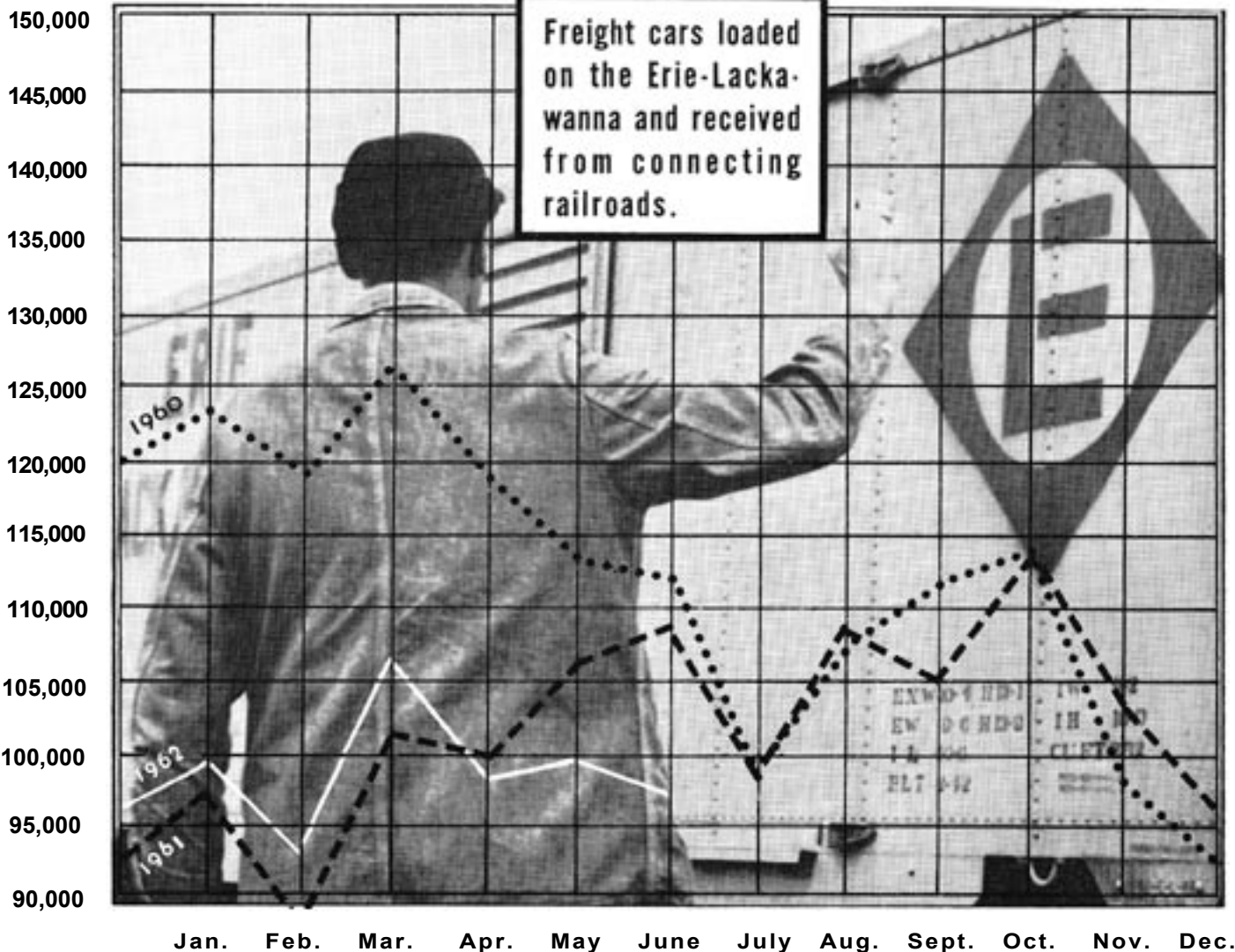
Early in April President Kennedy delivered his Message on Transportation to Congress. It called for sweeping changes in our federal legislative and regulatory policies so as to provide "equal competitive opportunity" for all forms of transportation. The declining trend in railroad earnings and in railroad job opportunities indicates that something needs to be done—and done quickly.

The Transportation Message has received the whole-hearted endorsement of the railroad industry and many other interested groups. It is now up to Congress. All railroad employees have a stake in the action Congress takes to put these recommendations into effect. It is already apparent that competing carriers are trying to scuttle the program so that they can retain their favored advantage over the railroads. This makes it all the more imperative that railroad employees fight for their rights by urging their representatives in Congress to take favorable action on these measures that are long overdue.

As President Kennedy has said, "We cannot afford further delay

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

# BUSINESS INDICATOR



## ON OUR COVER

### ERIE-LACKAWANNA RAILROAD MAGAZINE

America's First Railroad Magazine—Our 58th Year

July, 1962

Vol. 58, No. 5

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

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"Niagara Roars a Mighty Welcome." That's the slogan of Niagara Falls, New York, and the sights and the sounds of her welcome are an awe-inspiring, sometimes frightening thing, indeed.

During a sun-filled, fun-filled weekend late in June, the mighty cataract roared her welcome for more than 130 of our Chicago friends, who were enjoying one of Erie-Lackawanna's popular "Bargain Summer Week-end Vacation" tours, and who escorted in typically friendly fashion by Charles Crim, E-L Passenger Sales Representative in Chicago.

The tours are an example of the fine job being done by our passenger salesmen in bringing in additional revenues.

"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

EASTERN RAILROADS are not getting a fair proportion of revenues on rail traffic interlined to and from western connections, the Interstate Commerce Commission has decided. A new basis has been prescribed for determining divisions on freight moving over nine western roads, which will mean added revenue for the Erie-Lackawanna when it becomes effective,

\* \* \* \* \*

U. S. SUPREME COURT has been asked to rule on the intent of Congress regarding "umbrella rates" in the Transportation Act of 1958. The Interstate Commerce Commission is challenging a ruling by the Federal District Court in Connecticut declaring the I. C. C. could not fix a 6% higher rate for rail piggyback service over sea-land rates. The three-judge court said: "We hold that, at least on this record, the requirement of a rate differential to protect the water carriers violated the 1958 amendment to the interstate commerce act."

: \* \* \* : \* \* \*

RAILROADS ARE TRYING to improve the handling of large volumes of coal and very probably will be able to meet potential coal pipeline competition effectively, - Harland C. Forbes, board chairman of Consolidated Edison Co. of New York and an Erie-Lackawanna director, said at the annual meeting of his stockholders. "Whether future developments will alter this assessment of the situation cannot be realistically predicted at this time," - he added.

\* \* \* \* \*

THICKER AND MORE EXPENSIVE HIGHWAYS are needed to withstand heavy truck traffic, multi-million dollar road tests conducted at Ottawa, Ill., showed after two years of research. The findings were made public at a meeting of the Highway Research Board of the National Academy of Sciences.

4 3 2 1 1 2 3 4

RAILROADS WERE SAFEST for travel again in 1961, according to statistics announced by the AAR. Rail travel was 22 times safer than automobile travel, almost four times safer than domestic airlines, and half again as safe as bus. Comparison of fatality totals showed rails leading with only 20 fatalities for the year, or at the rate of only one-tenth of one percent per 100-million passenger-miles, due mainly to traveler carelessness in attempting to board or leave moving trains. Autos and taxis claimed 24,700 passenger lives; domestic airplanes, 124 lives, and busses, 80 lives.

1 2 3 4 5 6 7 8

FEDERAL AID TO AIRPORTS in 1962 will take \$69,491,748 of the taxpayers' money for 326 airport projects in all 50 states, Aerospace Industries Assn. of America, Inc., reports. About 41% of the money will be used for construction of runways and taxi-ways, while 26% will go for land acquisition, Isn't it about time the airlines paid their own way?

\* \* \* \* \*

TAX ACCRUALS of Class 1 railways in 1961 were \$991,000,000.

# AID FOR OUR INDUSTRY IS NOW IN THE HANDS OF CONGRESS

**E**ARLY in April, President Kennedy put before Congress his message on transportation, and an entire railroad industry heaved a grateful sigh of relief.

At last!

Hopefully, something was going to be done to ease the grip of regulatory death that was slowly but surely strangling our nation's first line of transportation.

"An efficient and dynamic transportation system is vital to our domestic economic growth, productivity, and progress." That is the way President Kennedy began his message. What followed left no doubt as to the urgency of the matter.

"Pressing problems are burdening our national transportation system," the President warned, "jeopardizing the progress and security on which we depend. A chaotic patchwork of inconsistent and often obsolete legislation and regulation has evolved. . .

"This patchwork does not fully reflect either the dramatic changes in technology of the past half century or the parallel changes in the structure of competition."

President Kennedy was speaking of the transportation industry as a

whole, but as his message progressed, one could easily infer that he was primarily concerned with the nation's railroads. For example:

"Some parts of the transportation industry are restrained unnecessarily; others are promoted or taxed unevenly and inconsistently.

"Some carriers are required to provide, at a loss, service for which there is little demand."

"Some carriers are required to charge rates which are high in relation to cost in order to shelter competing carriers."

"Some carriers are prevented from making full use of their ca-

capacity by restrictions on freedom to solicit business or adjust rates."

"Some carriers are subject to rate regulation on transportation of particular commodities, while other carriers, competing for the same traffic, are exempt."

"Some carriers benefit from public facilities provided for their use, while others do not."

And so it went. In almost every instance an example of the very inequities that have hamstrung our rails—just as the railroads have been telling the public and our lawmakers for a long time.

(Please turn to page 12)





# “sure, but what can I do about it?”

IT HAS been said that the weakness of public opinion is that so many people express it privately.

Each day of our lives we come face to face with so much that is wrong and so many things that need changing. And we gripe. Sometimes to ourselves, and sometimes to a few close associates. Too often that griping is the sum total of our resistance to the wrongs.

Many times we can see a possible solution to a problem, and we wonder why those in power can't see it, too, and do something about it. But when the suggestion comes that we do something about it, the typical reaction is, “What can I do? I'm just one little person.”

We hear it in the home, and we hear it in the community. We hear it in the Nation as we discuss the frightening spread of Communism, the strangulating encroachments of “Big Government,” and the never-ending tensions of international politics. We read about price-fixing, price-gouging, manipulation, deals, more deals, and counter deals. And we shrug our shoulders, and we say, “Sure, I know, but what can I do about it?”

We hear it on the railroads, too, and there are enough pot-shots taken at our industry to keep us busy for a long time. But when the opportunity comes for us to fire back, we say “What can I do about it?”

If the problem affects you—no matter how remotely — there is plenty that you can do, but the first thing you *should not* do is to hide yourself, ostrich-like, each time trouble presents itself. No problem ever disappeared simply because we made believe it didn't exist.

What you *can do* is to begin to follow a simple, three-part plan of action, and then your voice, along with the voices of countless thousands of others, will begin to cause

the changes we so badly need in our world, our Nation, and our industry.

The first step is to Know Something.

You wouldn't let a surgeon operate on you if he merely *thought he knew* what he was doing, would you? You wouldn't let your son take the car if he *thought he knew* how to handle it. You want to be doggone sure that the person who is trying to convince you of something *knows* what he is talking about.

By the same token, you can't call yourself a railroader unless you know railroading—and not just your little corner of the roundhouse. You owe it to yourself to know as much about your industry as you can possibly learn. All phases of it. Because what affects railroading is going to affect you eventually—for better or for worse.

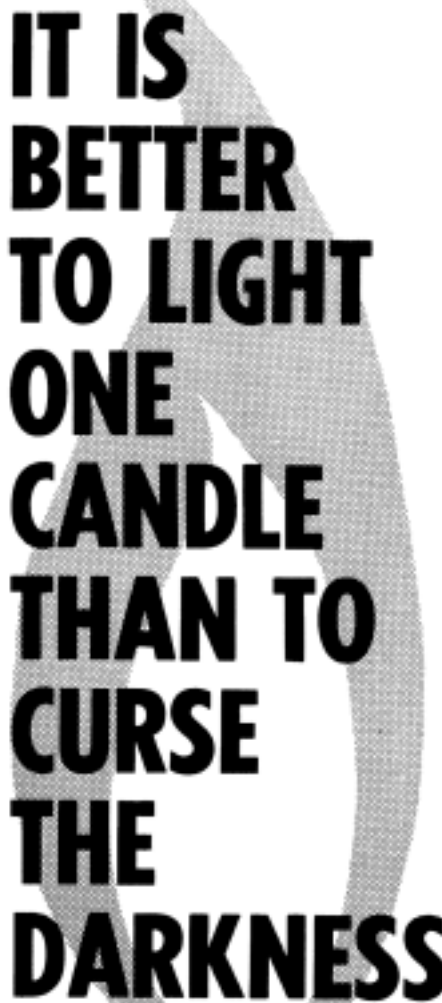
But knowing something isn't enough. Along with your knowledge, you must take the second step—you must *Be Something*.

The knowledge you have is going to cause you to have certain convictions, certain beliefs. You must live up to those beliefs and convictions.

If your concern is with the community, then you must live an exemplary life as a member of that community. If your concern is with railroading, as it should be, then make up your mind to be the kind of railroader who can convince others that he *knows* what he is talking about, and is living and working according to his ideals and beliefs.

Let's assume now that you do know something and that you are being something. These two steps together will help you personally, but alone they will not do anything to change a bad situation affecting an entire community or industry.

The changes come when we take



IT IS  
BETTER  
TO LIGHT  
ONE  
CANDLE  
THAN TO  
CURSE  
THE  
DARKNESS

*Oriental Proverb*

the third step—when we *Do Something*.

A man may be a recognized expert in the field of taxation. He may earn a fabulous salary advising corporations and businesses. But he has no right to complain about a free-spending government, high taxes, and creeping socialism unless he does something about it!

You may know all there is to know about railroads. You may be recognized as the most efficient worker on your division, but if your knowledge and your work begin and end with you alone, then you have no right to complain about sagging business or unfair regulation,

(Please turn to page )

*Erie-Lackawanna Magazine*



# VETS '62



Mrs. Leo Driscoll and Ed McCue chat with the relaxing Mrs. Jesse Koverman and Mrs. Les Arold.



We don't know if Mr. McInnes was trying to learn the secret of Paul Moran's vitality, or if he was offering sage advice. Paul took the medal as the Vet with most years of service: 52 years, 0 months, 9 days!



The medal-winning youngster shaking hands with Mr. McInnes is Karl Walther, who was the oldest Veteran at the picnic. Karl, a young 73 years, 1 month, 7 days of age, entered E-L service on May 27, 1918.



Mr. McInnes was pleased to offer congratulations to Rudolph Nolasco, Jr. Rudy is the 'old-timer' you'll see wearing a new gold watch around Youngstown, Ohio. He was the youngest Veteran present.

**H**ERMAN Kimble, Paterson, New Jersey, had no idea that when he started to give his all for the balloon-blowing contest he would wind up as a part of our headline. But then the Veterans Picnic is always full of surprises.

Saturday, July 14, was the day, and Conneaut Lake Park, Pa., was the place. Everyone came prepared for fun—even a mean, old weatherman, whose contribution was a typical picnic min.

But not even a day-long drizzle can dampen the spirits on a day for which you've waited a whole year. And the Vets had their fun in spite of old Jupiter Pluvius!



John R. Meridith (center), Superintendent-Dining Car Department, and M. G. McInnes, President, have every reason to be proud and pleased as they accept Erie-Lackawanna's fifth consecutive citation for dining car excellence. The award was presented at a special luncheon by Mr. Sylvan Martin (left), Associate Regional Health Director, USPHS, New York, N. Y.

# NOW WE HAVE OUR *FIFTH* AWARD FOR DINING CAR EXCELLENCE!

• • •

“...An  
*Exceptional  
Achievement.*”

• • •



Mr. F. C. Lemon (left), Local Chairman, B.L.E.&F. Lodge #1, and Francis V. Huff (right), E-L New York Division Trainmaster/Road Foreman of Engines, were important guests, but the fellow in the middle, Arthur I. Winters, was the star of the night. The date: May 28; the place: Port Jervis, N. Y.; the occasion: a retirement party to pay tribute to Mr. Winters, who retired as Delaware Division Trainmaster/Road Foreman of Engines after 42 years of service. Mr. Lemon is holding a certificate paying tribute to Mr. Winters' 42 years of membership in the B.L.E.&F. Mr. Huff displays the Certificate of Service presented to Mr. Winters.

**A** HOUSEWIFE'S chore of dishwashing, although monotonous, is not necessarily a complicated task. It quickly takes on a pretty systematic routine, the main objective being to get the job done as quickly as possible in the interests of cleanliness and sanitation.

On Erie-Lackawanna Railroad dining cars, it is not much different—except there are more dishes. Most housewives don't entertain 100 or more people at breakfast, lunch, and dinner. Furthermore, a housewife doesn't have an inspector looking over her shoulder to make sure the job is done right. In fact, a husband in his right mind would never even consider such heroic duty.

Dishwashing—or “pearl diving,” as it is known in the trade—has reached a fine art on Erie-Lackawanna diners. It is one reason the railroad has been presented its fifth consecutive top award by the U. S. Public Health Service for Excellence in Dining Car Sanitation. The presentation was made at a luncheon held in one of the railroad's dining cars in the Hoboken passenger terminal.

“We are proud to be among the first railroads to receive this award five times,” said M. G. McInnes, president of E-L. “It is a tribute to the continuing vigilance and interest of our dining car crews and supervision.”

U. S. Public Health standards are extremely rigid. For washing dishes, water temperature must be maintained at 170 degrees. The water is continuously agitated and sterilized by the injection of live steam from pipes which ring the bottoms of the sinks. Hand washing of dishes with a detergent in this super-heated water is followed by a rinsing in the steam-filled water of an adjacent sink.

To win a certificate, a dining car must score at least 95% in a close and careful inspection conducted by the Public Health Service. The inspection covers 129 separate items, including the basic construction of the car, the kitchen, pantry, food handling, and the car's daily care and cleanliness.

Erie-Lackawanna dining and buffet and club cars consistently have had an average of 97% and better. In the terms of the Public Health Service, “An *exceptional* achievement





*Kids are veterans, too, when it comes to this kind of shenanigans—a shoe race. We wonder if any of them went home barefoot?*



*Finally! After J.P. Allison had generously re-donated the prize, and several other names had been called, Mrs. Pearl Moore won the Savings bond. Frank Belling looks relieved, Mr. Allison and Prexy Hazzard looked pleased, and Leo Driscoll looks—right into the camera.*



*Dan Daley, Stanley Stone, Arthur Hotter, Francis Tyson, and Mrs. Dan Daley, all of Hornell, discover that picnic or no, a porch is a fine place to sit and talk and*

*This is the only proof we have that Ed McCue DID NOT win the tug of war for the Western Division all by himself. Ed, a past president of the Vets, is obviously still pulling strongly for the group!*

*What do railroad veterans talk about at a picnic? Railroads, of course! Veterans Tom Mahar, Robert Miller, and George Setree, all of Youngstown, were no exception to the rule.*

July, 1962



# What's New In Purchasing? "Value Analysis," That's What!



*We used to buy globe valves, like the one Francis Williams is showing to Curt Bayer, and we still buy them. But we begin by looking for "something to control flow." It could even be a cork!*

**I**F you go into the office of Curt Bayer and say, "What's new?" chances are the answer you get will not be the one you expected. Mr. Bayer is Director of Purchases for Erie-Lackawanna, and his reply to your greeting will be, "Value Analysis." If you know anything at all about purchasing, you'll say, "What's so new about that? We've always analyzed the value of the items we buy."

"We still do," Mr. Bayer will tell you, "but value analysis in the modern world of purchasing goes beyond the mere consideration of cost?"

There was a time when, if we needed some brass widgets, we'd rate them according to whether *these* brass widgets cost more than *those* brass widgets. Nowadays we ask ourselves, "DO we need *any* brass widgets, or will something else do the job better for us?" In other words, we're training ourselves to think in terms of *functions*, instead of materials and supplies.

We no longer just buy nails and spikes; we buy fasteners. We no longer just buy brooms; we look for something to sweep with. In

(Next page, please)

## THE WALL STREET JOURNAL.

*(EDITOR'S NOTE: The following editorial, reprinted in its entirety, appeared in the June 21st issue of THE WALL STREET JOURNAL. It is reprinted here with their permission.)*

Railroad union members and their leaders may wake up one day to the realization that they can't afford to "win" many more big wage increases from the railroads.

In 1959 there were approximately 815,000 railway employees; last month there were about 706,000. By next month the number will be considerably smaller. For wage increases averaging 10.28 cents an hour have been "won" from the railways by some 450,000 members of non-operating, or off-train, rail unions.

The wage rises will add millions of dollars annually to railway operating costs—up to \$10.5 million, for instance, in the case of the Pennsylvania Railroad alone. These are costs scarcely any road is in a position to absorb. But they must be met.

The question is how? By a freight rate increase? Hardly; competition militates against it. Besides, the Administration has indicated it would take a dim view of a rise in rates.

So leaders of the 11 non-operating unions are witnessing the railroads' inevitable action in the wake of the wage pact: A substantial cut

in payrolls. And now the operating unions are also negotiating for pay raises. Since there's little reason to think they will get appreciably less than the non-operating employees, still more layoffs later seem likely.

Now what is happening in the rail industry is going on in some other industries where wage costs keep rising with pulse-like regularity under labor union pressure. The effects are just more immediately obvious in the case of rails.

It hardly needs be said that an excellent answer to shrinking industrial payrolls would be sound Federal economic policies permitting companies to expand, create more new jobs and hence more new purchasing power. At the same time, union leaders cannot well dodge their responsibilities if an expanding economy is to be stimulated and maintained.

For those responsibilities lie beyond extracting more and more wage "gains" for their union members, regardless of the realities of economics. In the case of the railroads at least, it's all too clear that what so limited a concept of leadership has brought about is simply fewer jobs.



*Thanks to the combined efforts of E-L railroaders and the Railroad Y.M.C.A., a spanking-new American flag is brilliant in the sky above*

*the Erie-Lackawanna Passenger station in Binghamton, N. Y.*

The "Y" Board of Managers at their June meeting decided to sponsor a drive among railroad employees to raise enough money to buy the flag. Board Chairman R. L. Davison, E-L Lieutenant of Police, appointed Frank Decker, Mail Foreman, to head the fund-raising committee.

On June 27th Mr. Davison, Mr. Decker, and Mr. David Deans, Executive Secretary of the R.R. Y.M.C.A., made the presentation to Agent A. F. Nuescher and Trainmaster J. E. Crowley.

The flag was raised for the first time by the color guard of Binghamton Post 478, Veterans of Foreign Wars.

In our photo, from left to right, are the Messrs. Deans, Nuescher, Davison, Crowley, and

# It Is Better To Light One Candle

(Story begins on page 6)

or discriminatory taxation or illegal competition. And if all of these ills should one day beat the railroads into submission, and you find yourself and your buddies without work, you may have no one to blame but yourself if you did not do your part while there was still time.

There is nothing quite so useless in this world as the genius who never puts his genius to work, or the "thinking man," who never does anything with his thoughts except to think them. Knowledge by itself is a useless thing unless it is put to work—unless you *do something*.

Consider the American Trucking Association. They know something. As a matter of fact, they probably know more about railroads than the average railroader. They are being something—a powerful propaganda force in behalf of truckers. And you can bet they are doing something. They are beating their brains out, trying to convince their members and the general public that the only way to ship is by truck.

The ATA is following the three steps, but it isn't doing us one bit of good, and it is the very thing we must fight by following our own three steps.

You can help!

The biggest mistake we all make is to think that when we do something, we must do something big. The man who made the first wheel probably wasn't thinking about making the biggest wheel in the world. All he wanted to do was to make a wheel. He did that, and he changed the future of mankind.

And if you think you must do the job all by yourself, you are wrong. Not one man in thousands is big enough or powerful enough to do something really big all by himself. But a great many people with a common cause, all doing the same

little thing, can create a force that must be reckoned with.

As an example, one of the biggest problems facing us today is that of gaining a favorable public opinion about our railroads. If more citizens knew about the plight of the railroads, and knew what is causing it, and how to change it, their voices and their votes would help to ease the situation in time to prevent disaster.

The last time you read a newspaper article favorable to the railroads, did you take five or ten minutes to write a note of appreciation to the author, or to the newspaper? The last time you heard someone knocking your industry or your company, did you take the few minutes necessary to explain the true facts to him?

*Do you know the true facts?*

How many of us have made as much as one personal move on this simple but all-important problem? How many of us have expressed support for those who are trying to help our cause? And how many of us have reared up on our hind legs to set the record straight in the face of opposition from some ill-informed or misinformed person?

If we don't *know something*, if we don't *become something*, if we don't *do something*, we deserve whatever happens to us!

Opportunities for all three steps are at every hand. You can write to newspapers, and to radio and television stations; you can write to lawmakers and persons of influence; you can talk to friends and to members of community groups and clubs.

If you really care about tomorrow, you can help to make it a good one. If the future looks a little dark and bleak, you can light one little candle, instead of cursing the darkness.

# Value Analysis

(Story begins on page 10)

this latter case, we may look at brooms, brushes, mops, rags, blowers—anything that might be able to remove whatever it is we want removed, from wherever it must be removed.

If it is fasteners we are in need of, we look at everything from straight pins to rivets until we find the item best suited to meet our requirements. It is only after the determination of function that we apply the questions of how much, where can we get it, when, and so on.

Erie-Lackawanna is one of the few railroads in America taking advantage of this new technique of purchasing. The idea was first adopted about a year ago when value analyses was established as a formal program in our Purchasing Department.

At the head of the program is Francis Williams, who served for many years as Assistant General Storekeeper at Hornell. In the relatively short period of time the program has been in operation, Mr. Williams has value-analyzed 3,649 different items, the result of which will mean an annual saving of

(Please turn to page 14)



*It seems that during the course of 23 years as one of our company's telephone operators, Irene Coyne must surely have talked with everyone on the railroad at one time or another. Mrs. Coyne hung up her headset on July 1st, and 41 of her co-workers, friends, and family honored her retirement with a dinner party in Cleveland. Getting a laugh from the card which accompanied Mrs. Coyne's gift are Mrs. Phronann Fausal, Irene's daughter; John F. (Jack) Duffy, retired E-L purchasing agent, who was master of ceremonies at the affair; and Mrs. Coyne.*

*Money isn't everything. Sometimes it isn't even enough.*

*When you argue with a fool, make sure he is not similarly occupied.*

# There's Gold In Them There Meadows!

*Architect's rendering of huge new Seeman Brothers' Francis Leggett Building at Carlstadt, New Jersey.*

**A** HUGE industrial tract is beginning to mushroom in the Jersey meadows, and its growth is going to mean increased revenue for Erie-Lackawanna.

Serving more than 300 acres of the industrial tract in the **Wood-Ridge-Moonachie-Carlstadt** area of Bergen County, New Jersey, is Erie-Lackawanna's newest and largest section of lead track.

Just installed, the track runs from the main line of the New Jersey & New York Railroad at Wood-Ridge and is more than **9,000** feet in length, including a 1000-foot siding.

In laying the new track, E-L engineers once again took advantage of the technique known as paneling. That is, the track was removed from its old roadbed—rails, ties, and all—in 39-foot sections, taken to the New Jersey site, and put back together again—just like a giant model railroad.

The panels were taken from several locations which had been abandoned in Pennsylvania, and re-

cleaned ballast for the new roadbed came from a section of former Lackawanna track between Binghamton and Elmira when a stretch there was abandoned after coordination of Erie and Lackawanna operations.

The first industry to be served by Erie-Lackawanna in the new tract is Francis Leggett, a wholly-owned subsidiary of Seeman Brothers, one of the largest grocery warehouse and distributing firms in the New Jersey-New York metropolitan area.

Headquarters of all Seeman operations are housed in a new building, which is larger than ten football fields and provides almost 600,000 square feet of floor space.

Although not shown in the architect's drawing of the new plant, a railroad siding within the building itself will accommodate **13** E-L cars at one time to facilitate and **speed** loading and unloading. Delivery to stores and markets will be made by trailer trucks, and **63** of these

can be docked in the indoor truckwell at one time.

Eventually all of Seeman's many divisions will be headquartered at the Carlstadt location, and E-L housewives in the east will be able to take pride in the fact that the "White Rose" and "Premier" foods they serve their families, and the "Snow Crop" and "Seabrook Farms" frozen foods they buy—along with Seeman's many other brands—were started on their way to market via Erie-Lackawanna trains.

Location of the Francis Leggett plant on this property was the result of the coordinated efforts of the Erie-Lackawanna Industrial Development, Operating, Engineering, and Land and Tax Departments. Search for the site was begun early last summer and was concluded in the fall. In the meantime, almost numberless meetings were held with municipal officials, state officials, and landowners in the several communities in order to bring the plan to fruition and to bring new growth and vitality to the communities.

## AID FOR OUR INDUSTRY

(Story begins on page 5)

What is the answer to all of this? That is the very question that has been put to Congress, and it is now up to that body to do something about it.

President Kennedy's message pointed out that no simple Federal solution can end the problems of any particular company or mode of transportation. "On the contrary," the President said, "I am convinced that less Federal regulation and subsidization is in the long run a prime prerequisite of a healthy inter-city transportation network."

Then, punching home the vast urgency of the entire question, the President concluded his message with these words:

"The difficulty and the complexity of these basic troubles will not correct themselves with the mere passage of time. On the contrary, we cannot afford to delay further."

Well, Congress got the message. They now have the opportunity to supply long-overdue corrective legislation to these problems.

But make no mistake about it, any transportation legislation is controversial. Sure, the vast majority of both parties in Congress, along with the vast majority of the general public, lauded the President's message and applauded his cry for instant action, but all is not sweetness and light on Capitol Hill. It isn't that easy to correct legislation that has been on the books as long as that in question has been, no matter how worthy the changes may be.

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*Erie-Lackawanna Magazine*

# INDUSTRY

(continued from page 12)

Specific bills have been introduced to carry out the President's recommendations. Preliminary hearings have been held by both the House Committee on Interstate and Foreign Commerce and the Senate Commerce Committee, at which Secretary of Commerce Hodges warned, "If corrective action is not taken soon, we run the grave risk of having our transportation system deteriorate to the point where it can no longer be supported by private enterprise."

Many more people will have things to say before both Committees at future hearings. You can bet the truckers and barge line operators will want to hold on to the advantages they now enjoy under present regulations and policies. They will want to stay on the **gravy train.**

What can we as railroad employees do about it?

We are reminded of the story of the man whose wife got a trifle careless about taking care of the house. One day he came home with a pail, a mop, and a mirror. When wifey asked what it was all about, he said, "You can either take the pail and the mop and get busy, or you can sit in front of the mirror and watch yourself starve to death!"

We'd like to suggest that you read the article on page 6 of this issue, and then get busy lighting a few candles.

When Jasper Van Hook, Treasurer of Erie-Lackawanna, retires at the end of July, he will have completed 50 years of a railroad career which began on the former Erie when he was 15 years old. There has been a wealth of friends during those 50 years, and some of them gathered to honor Mr. Van Hook at a recent luncheon. Standing next to Mr. Van Hook, who is at left, is Paul W. Johnston, who was President of the former Erie; John W. Thompson, who was a Vice President of the former Erie and a man with whom Mr. Van Hook has enjoyed a warm personal and business association throughout his career; and Milton G. McInnes, Erie Lackawanna President.



**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	YEARS SERVICE
Allen McKelvey Baker	Agent	Bear Lake, Pa.	5- 5-62	44
Fred H. Benson	Conductor	Hornell, N. Y.	5-11-62	46
Henry Bevan	Savings Bond Clerk	Scranton, Pa.	4-27-62	40
James R. Bishop	Trainman	Elmira, N. Y.	4-30-62	33
Arthur F. Boam	Car Foreman	Meadville, Pa.	5-17-62	43
Louis L. Buechler	Engineer	Hoboken, N. J.	5- 4-62	46
Henry K. Carrigan, Sr.	Trainman	Elmira, N. Y.	5-30-62	42
Wilbur E. Cartwright	Operator	Buffalo, N. Y.	5-17-62	37
John P. Clark	Div. Passenger Sales Manager	Akron, O.	6-30-62	33
Fred L. Condon	Transitman	Hornell, N. Y.	6-30-62	33
Robert F. Connors	General Foreman	Cleveland, O.	5-31-62	40
Irene F. Coyne	Asst. Chief Telephone Oper.	Cleveland, O.	6-30-62	23
John J. Coyne	Compensation Report Clerk	Scranton, Pa.	5-31-62	49
Leo J. Crowe	Agent-Operator	Scranton, Pa.	4-24-62	51
Joseph E. Curtis	Watchman	Susquehanna, Pa.	4-18-62	23
Joseph A. Dillon	Shop Hostler	Waldwick, N. J.	4-23-62	37
Arthur C. Ebling	Shop Hostler	Buffalo, N. Y.	5-17-62	50
David M. Foos	Car Inspector	Marion, O.	5- 4-62	42
Harry M. Ford	Foreman	Akron, O.	5-26-62	29
Harman T. Harrison	Stower	Jersey City, N. J.	5- 9-62	21
Edgar W. Hillis	Painter	Hornell, N. Y.	5-31-62	36
John W. Housan	Machinist	Scranton, Pa.	4-17-62	37
Alfred Howe	Signal Maintainer	Campbell Hall, N. Y.	6-30-62	42
Robert E. Kenyon	Yard Conductor	East Buffalo, N. Y.	5-25-62	34
John J. Kospernik	Car Inspector	East Buffalo, N. Y.	5- 4-62	52
John Kosh	Wiper	Scranton, Pa.	4-26-62	33
Matthew Kriak	Stower	New York, N. Y.	4-25-62	36
Pasquale Lopriore	Laborer	Port Jervis, N. Y.	5-14-62	42
Jake Martin	Janitor	New York, N. Y.	4-27-62	20
Lee R. Martin	Chief Clerk	Oswego, N. Y.	3-14-62	40
Robert A. McCaffery	Machinist	Hornell, N. Y.	4-24-62	45
Russell A. McEvoy	Chief Clerk	Marion, O.	3-21-62	46
John E. McGuire	Asst. Section Foreman	Buffalo, N. Y.	4-17-62	32
Julius J. Meyer	Yard Brakeman	Croton, N. J.	4-11-62	43
Asa J. Mitchell	Extra Truckee	Weehawken, N. J.	4-16-62	21
Robert J. Murray	Signal Helper	Paterson, N. J.	3-27-62	34
Robert A. Nelson	Switchman	Buffalo, N. Y.	5-11-62	39
Pompey Nichols	Stower-Cooper	Weehawken, N. J.	4-30-62	35
John Nugent	Leading Car Inspector	Binghamton, N. Y.	1-27-62	38
John J. O'Brien	Foreman	Weehawken, N. J.	3-27-62	33
Michael Orlando	Machinist Helper	Elmira, N. Y.	3-26-62	34
Walter H. Packer	Train Dispatcher	Hornell, N. Y.	5-22-62	35
William J. Pasco	Locomotive Fireman	Scranton, Pa.	4-30-62	44
Emil C. Payk	Car Sweeper	Akron, O.	5-16-62	25
Anthony Pettito	Crossing Watchman	Jersey City, N. J.	4-16-62	26
Leon J. Poirrel	Pipefitter	Jersey City, N. J.	4-16-62	45
Joseph Prest	Blacksmith Helper	Keyser Valley, Pa.	3-15-61	37
Joseph Proe	Shop Hostler	Elmira, N. Y.	5-11-62	42
Blake Rhodes	Asst. Chief Clerk	Jersey City, N. J.	6-30-62	33
Walter Ross	Locomotive Engineer	Buffalo, N. Y.	5-28-62	38
Richard Ryerson	Chief Boiler Plant Engineer	Hoboken, N. J.	7- 2-62	40
Milton H. Schadt	Machinist	Scranton, Pa.	3-30-62	45
Francis Schafer	A.A.R. Clerk	Cleveland, O.	4-30-62	35
Stephen Schultz	Plate Shop Foreman	Meadville, Pa.	5- 2-62	43
George Selepicz	Carman	Scranton, Pa.	2-28-61	36
David M. Smith	Engineer	Youngstown, O.	4-23-62	53
Frank M. Smith	Claim Clerk	Akron, O.	5-31-62	44
Sotir Spiroff	Crossing Watchman	Hammond, O.	3-30-62	35
Martha A. Sproat	Typist	Akron, O.	5-31-62	21
Llora E. Throop	Revenue Clerk	Cleveland, O.	5- 6-62	44
Everett Trumper	Road Conductor	Hoboken, N. J.	5-16-62	44
Albert Uhl	Crossing Watchman	Huntington, Ind.	5-24-62	34
Claude T. VanGorder	Engineer	Hornell, N. Y.	4-30-62	36
Raphael Vitrone	Coach Cleaner	Hoboken, N. J.	6-26-61	37
William F. Walter	Sales Representative	Buffalo, N. Y.	5-31-62	49
Wilbur J. Weaver	Clerk-Operator	Bloomsburg, Pa.	2-12-62	38
George W. Wherry	Switching Rate Clerk	Chicago, Ill.	4-30-62	40
Francis W. Wilson	Locomotive Fireman	Suffern, N. Y.	9-30-62	47
Fred W. Wilson	Engineer	Hornell, N. Y.	4-30-62	46
Arthur I. Winters	Trainmaster-Road Foreman of Engines	Port Jervis, N. Y.	4-30-62	42

When Jasper Van Hook, Treasurer of Erie-Lackawanna, retires at the end of July, he will have completed 50 years of a railroad career which began on the former Erie when he was 15 years old. There has been a wealth of friends during those 50 years, and some of them gathered to honor Mr. Van Hook at a recent luncheon. Standing next to Mr. Van Hook, who is at left, is Paul W. Johnston, who was President of the former Erie; John W. Thompson, who was a Vice President of the former Erie and a man with whom Mr. Van Hook has enjoyed a warm personal and business association throughout his career; and Milton G. McInnes, Erie Lackawanna President.





# These Railroad "Ties" Go Back Ninety-four Years

**W**HEN Mary Cathryn Gillick began her Erie-Lackawanna career as a comptometer operator in the office of the Assistant Comptroller-Revenues on March 21, 1962, she became a fourth-generation employee of the company, and began another chapter in a story that started ninety-four years ago.

Mary Cathryn's great-grandfather, Joseph Mulrooney, started the story in 1868 when he was employed in the shops at Susquehanna, Pa. He was master mechanic at the time of his death in 1896. Her grandfather, Raymond J. Mulrooney, was chief clerk in the Freight Claim Department when he retired in 1953, after 46 years of service in that department.

Mary's paternal grandfather, John J. Gillick, was chief clerk in the Overcharge Claim Department before his death in 1915. He had served the railroad for 24 years. His widow, Frances A. Gillick, joined



*Our photographer said, "With smiles like these, who needs flash-bulbs?" John Gillick's smile is obviously one of fatherly pride, and Mary's is wonderful, youthful exuberance and charm. It's good to see both.*

the Freight Claim Department in 1918, and was a claim investigator until her retirement in 1958.

John Gillick, Mary's father is chief clerk in the Revenue Accounting Office, where he has been employed for 30 years.

Mary Cathryn also had two great-uncles, two great-aunts, an uncle, and an aunt in service with the company.

Two thoughts occur to us: Can any other Erie-Lackawanna family match, or beat the Gillick history of service to our Railroad? And the other thought is that in most parts of the world, children follow in their parents' footsteps simply because they have no other choice. It is good that here in America, where we have freedom of choice, loyalty to an employer, and opportunities to advance are the forces which bring succeeding generations of a family into the service of a corporation.

## Value Analysis

(continued from page 11)

\$39,002.07 for Erie-Lackawanna.

Of course, Mr. Williams isn't doing the whole job by himself. He must and does have the cooperation of the using departments, including our experts in research and development. And you, the reader, play an important part, too.

The materials and tools you use in your work are fair game for value analysis. According to Mr. Williams, "The vast majority of ideas for savings have come from the rank and file. The men in the shops, the people in the offices, the crews, see a chance to do something a little better—a little different, perhaps, and using a different kind of "tool." They pass the idea on to the boss, who gets in touch with Williams, and value analysis takes over.

Mr. Bayer has said, "Value analysis requires the same kind of team-

## MOVING UP ALONG THE LINE

### NAME OF EMPLOYEE

### PROMOTED TO

J. PHILIP ALLISON  
EDWARD F. CANTWELL

Assistant Vice President-Staff, Cleveland, O.  
Office Manager, Engineering-Maintenance of Way, Cleveland, O.

HAROLD A. CAREY  
ROBERT W. GRIFFIN  
JOHN G. HICKEY  
GEORGE P. KIRTLEY  
GREYDON T. LAWRENCE

Agent-Yardmaster, North Tonawanda, N. Y.  
Day Terminal Trainmaster, Buffalo, N. Y.  
Sales Representative, New York, N. Y.  
Sales Representative, Pittsburgh, Pa.  
Division Passenger Sales Representative, Akron, O.

JAMES E. MADDEN

Chief Clerk, Maintenance of Way, Cleveland, O.

REGO A. PANELLA

Night Terminal Trainmaster, Buffalo, N. Y.

work that we have working all over the railroad, and which slowly but surely will bring Erie-Lackawanna back to a profitable operation."

Proof of the effectiveness of the program may be found in the fact that Curt Bayer even applies its

principles in his home. As a matter of fact, he suggests, "The next time your wife wants to buy a new hat, try value analysis on her. (But don't write me about your problems. I'm having enough trouble convincing my own

*The best way to knock a chip off a man's shoulder is to pat him on the back.*

*The trouble with a one-track mind is its narrow gauge and lack of switching facilities.*

# ICC SAYS A-OK

**N**OW it's official. The Interstate Commerce Commission has given the green light to joint ownership of the electronic freight yard now under construction at East Buffalo, N. Y., by Erie-Lackawanna and the Nickel Plate Road.

By virtue of the order, dated June 15, Nickel Plate will acquire track-age rights over the lines of Erie-Lackawanna between the existing NKP tracks and the new yard, and will also have an undivided half ownership of the new yard.

Operation and use of the modern classification facility will be equally shared by the two lines and will, as stated by the Commission, promote efficient and economical operation and strengthen each carrier. Service to the public will be improved, and a resultant reduction in interchange time will permit better car distribution.

About 14 miles of track have already been laid. The hump is taking shape, retarders are going into place, and the main yard office and retarder tower is rising against the skyline. All in all, the panorama is a vast change from the bleak and dreary flatland we photographed for the Magazine last fall.

Track construction is going on about two weeks ahead of schedule, and before too many months go by we'll be telling you about the Erie-Lackawanna and NKP cars being classified in the newest, most modern electronic yard in the east.



*"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
William Stewart Allen	Passenger Conductor	Mahoning Division	3-25-62
Martin Antonaccio	Laborer-Trucker	Summit, N. J.	12-20-61
Edward Green Banta	Trainman	Kingston, Pa.	12- 9-61
Nelson Lewis Barber	Road Conductor	New York Division	2-19-62
Charles Barbetti	Coach Cleaner	Hoboken, N. J.	4- 2-62
John Joseph Barnhard	General Foreman	Buffalo, N. Y.	11-29-61
Henry Theodore Bauer	Machinist	Buffalo, N. Y.	3- ?-62
John Dale Brown	Bill Box Clerk	Ferrona, Pa.	5- 7-62
Charles Wesley Byham	Machinist	Meadville, Pa.	3-29-62
Francis Edward Cleary	Trainman	Scranton Division	2-14-62
Romeo Cruciani	Car Repairer Helper	Scranton, Pa.	2-17-62
Joseph Francis Cunningham	Foreman	Hoboken, N. J.	4-11-62
Harold Lawrence Dennis	Clerk	Scranton Division	4- 5-62
James Joseph Duffy	Switchman	Scranton, Pa.	11-11-61
Anthony Fazio	Trackman-Gateman	Washington, N. J.	1-25-62
Nerlando Joseph Ferretti	Laborer-Machinist Helper	Scranton, Pa.	1-16-62
Francis John Flamensfeld	Conductor	Delaware Division	4-30-62
Joseph Flang	Crossing Watchman	Utica Branch	12-27-61
Clarence Leo Gall	Machinist	Hornell, N. Y.	4-16-62
Michael Gallucci (Gallus)	Blacksmith	Scranton, Pa.	1- 9-62
John Gilbert	Caller	New York City	3- 1-62
Thomas Heffron, Sr.	Assistant Foreman	Scranton Diesel Shop	4-15-62
Leo W. Kaczmarek	Carman	Scranton, Pa.	3-16-62
Sebastiano LaMotta	Tender Repairer	Scranton, Pa.	4- 8-62
William Joseph Lance	Conductor	Scranton Division	2-21-62
Charles Lanza	Conductor	Buffalo Division	5- 3-62
John Henry Longmore	Laborer-Messenger	Hoboken, N. Y.	11-23-61
Walter Eller Lucas	Working Foreman	Ferrona Shop	5-17-62
Peter Luchak	Trackman	Scranton Division	2-18-62
Sylvester Stanley Maciejewski	Machinist	Buffalo, N. Y.	12-15-61
John J. Markey	Machinist	Marine Department	10-23-61
Anthony Stanley Marszalek	Yard Clerk	Buffalo, N. Y.	4-26-62
Joseph Aloysius Martin	Switchman	Scranton, Pa.	2-25-62
Owen Aloysius McHugh	Switchman	Scranton, Pa.	1- 3-62
Harvey Loudon Miller	Section Foreman	Northumberland, Pa.	3- 8-62
Francesco Montalto	Transfer Table Operator	Kingsland Car Department	4-15-62
Dock Moore	Stower	New York City	4-19-62
William Moore	Laborer	Hoboken Piers	3- 8-62
James Edward Morgan	Electrician	Jersey City, N. J.	2-26-62
George Joseph Murphy	Night Chief Clerk	Hoboken, N. J.	4-27-62
John Joseph Musheno, Jr.	Engineer	New York Division	4-27-62
Raymond Michael O'Boyle	Conductor	Susquehanna Division	5- 5-62
Paul O'Neill	Engineer	New York Division	1-23-62
John William Ozwick	Locomotive Engineer	Buffalo Division	6-16-61
Wilhelm Edward Pajersliti	Locomotive Engineer	Buffalo Division	4-18-62
Joseph Ajaxander Palla	Car Inspector	Scranton, Pa.	4-14-62
Antonio Pancaldi	Carman	Keyser Valley, Pa.	4-12-62
Peter Pelouchow	Roofer Helper	Hoboken, N. J.	1- 8-62
George Joseph Ray	Vice President-General Manager	New York, N. Y.	3- 5-62
Richard Henry Repsher	Trackman	E. Stroudsburg, Pa.	12-22-61
Jacob Joseph Ritter	Machinist Helper	Scranton, Pa.	4-14-62
John Roden	Lampman	Hoboken, N. J.	11- 3-61
Walter Rose	Carpenter	Marine Department	1-16-62
Edward Spencer Salmons	Locomotive Engineer	Mahoning Division	3-25-62
Steven Sanko	Machinist	Scranton, Pa.	3-31-62
John Schattner	Switchman	Jersey City, N. J.	1-27-62
Emil Schram	Barge Captain	Marine Department	3-28-62
Jesse Henry Sisco	Asst. Frt. Traffic Manager	New York, N. Y.	3-10-62
Metro Slater	Trackman	Scranton Division	12-27-61
John Bartholomew Sullivan	Demurrage Clerk	Binghamton, N. J.	4-15-62
Harold Bingham Van Buren	Chief Clerk	Jamestown, N. Y.	4-23-62
George Carl Van Gorder	Clerk	Scranton, Pa.	3- 4-62
George E. Van Kirk	Car Inspector	Scranton, Pa.	12-24-61
Charles Thomas Vickers	Caller	Chicago	4-14-62
Jacob Edward Walters	Conductor	New York Division	1-29-62
Millard Everett Waugh	Engineer	Mahoning Division	

*You're standing near the bottom of the hump, looking west into the new electronic yard at Buffalo, along the south master retarder. By the time a car passes this retarder, the distance it must travel and the speed required to get it there will have been automatically determined and adjusted; the car will have been "recorded" on tape by a video scanner, and it will have been weighed—all of this accomplished through the magic of electronics and the pushing of a few buttons. Off to your left is the framework and "shell" of the main yard office and retarder operator's tower.*

July, 1962



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



Ed. Gilbert, who lives at 603 Grove St. in Irvington, N.J., was First Prize winner on the New York Division in our Loss & Damage Slogan contest. Ed is ticket agent at Summit, M.I.

**ED. GILBERT** *says*

**"STOP, LOOK, AND  
LISTEN—  
LOSS AND DAMAGE  
WILL BE MISSING."**

*and* **JOHN ARMITAGE**  
*says*

**"NO DAMAGE,  
NO DELAY.  
SHIPPERS COME  
ANOTHER DAY."**

**(What do YOU say?)**



John Armitage, Jr., is a conductor on our Scranton Division. He lives at 85 West Broad St. in E. Stroudsburg, Pa. John's slogan took top kudos on our Scranton Division.

**Erie-Lackawanna** *Railroad Company*

*The Friendly Service Route*

