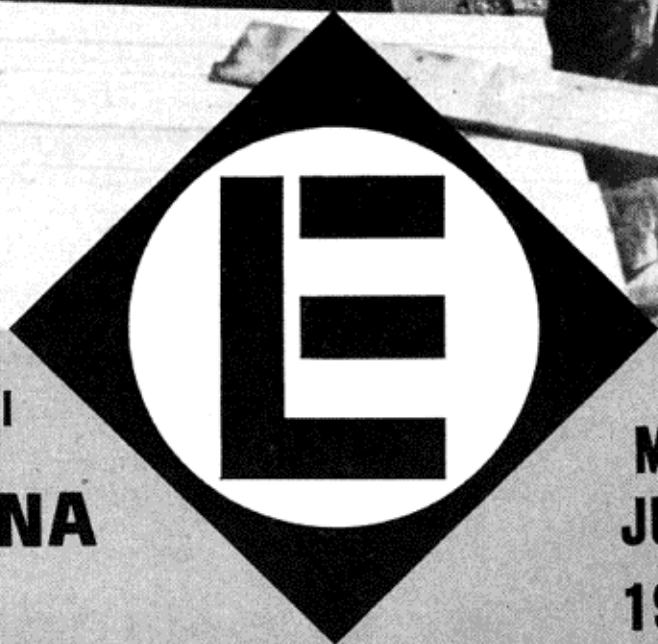




New Piggyback Terminal

**ERIE-LACKAWANNA  
MAGAZINE**



**MAY  
JUNE  
1961**

## • The President's Page

A NECESSARY PROCESS, although not always a pleasant one, in merging two companies is the task of transferring employes so that the organization can operate in the most efficient and effective way. This is the phase we are now entering in bringing together the personnel and functions of the former Erie and the former Lackawanna into a single entity.

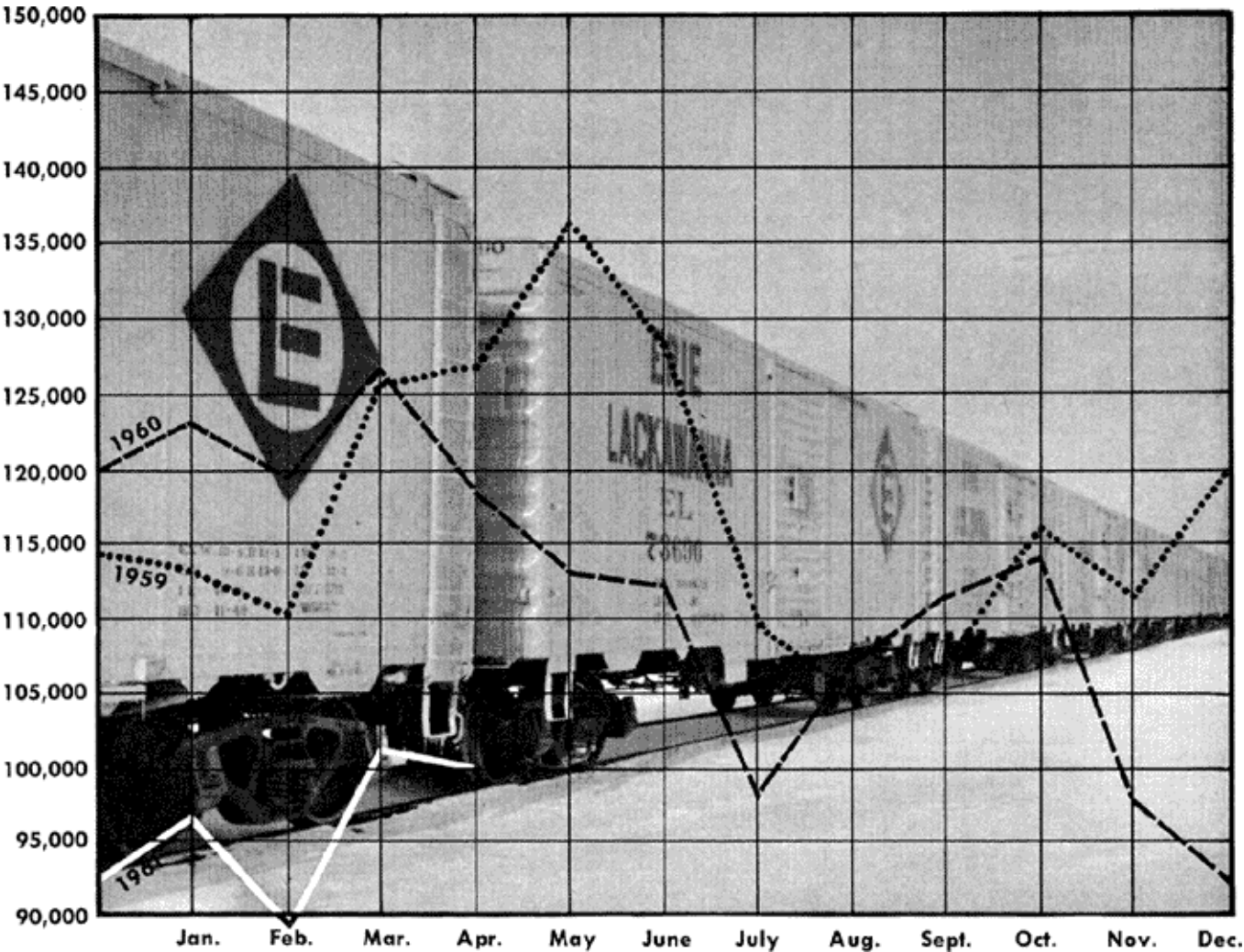
Some rearrangement of jobs and transfer of employees has already started and more will take place within the next several weeks. This naturally means some changes and perhaps temporary inconvenience in the normal routine of the employees and families involved. Unfortunately, there is no other solution.

In the interests of building a stronger and more competitive railroad, it is my personal hope that this period of readjustment can be worked out in a spirit of cooperation and understanding of our common goals. By making the transition as smoothly and efficiently as possible, we can more readily gear our operations to the one vital job we have of serving the public and attracting more business.

A healthy railroad is essential to our progress and is our best hope for prosperity and job security.

A handwritten signature in dark ink, appearing to read "J. G. McInnes". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

# Business Indicator



Freight Cars Loaded on the Erie and Received from Connecting Railroads

## Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Income (or Loss)
Month of April:			
1961 .....	\$16,772,422	\$19,384,285	\$(2,611,863)
1960 .....	19,038,474	19,998,304	(959,830)
Four months ended April 30:			
1961 .....	\$67,611,878	\$80,728,634	\$(13,116,756)
1960 .....	78,884,955	\$81,511,037	(2,626,082)

( ) Denotes Loss

## Erie-Lackawanna Railroad Magazine

May-June, 1961      Voh 57, No. 2

Oldest Railroad Employe Magazine

### THE COVER:

Work on the country's newest and most modern piggyback yard--the Erie-Lackawanna's installation at W. 51st Street in Chicago is being rushed to be ready for service by June 15. But even as workmen installed the decking on this platform, forces were at work in Washington trying to take the piggyback business away from the railroads. See page 5.

George C. Prank ..... Asst. to President  
Talbot Harding ..... Associate Editor  
John F. Long ...Photographer-Reporter

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

## Things to Talk About

**TRUCKING FIRMS** will presumably again escape paying their "fair" share of the cost of using public highways on which they perform their service. New levies, recently approved by the House, were not as stiff as requested by the Administration--and of course the ordinary motorist will get hit with the higher tax on tires, tubes and recaps, and continuation of 4-cents a gallon gas tax until 1972 instead of dropping to 3-cents after June 30.

**GRADUAL PICKUP** in carloadings from the worst first quarter earnings in railroad history since World War II may bring them to 1960 levels by July, according to the AAR. Class I railroads earned a net income of \$14 million in March compared with a deficit of \$20 million in February.

**PRESIDENT KENNEDY** has reversed a former Eisenhower administration policy by asking Congress to increase the Federal grants to help build civilian airports from the present \$63 million a year to \$75 million. The former president had recommended that the authorization be reduced to \$40 million annually.

**ST. LAWRENCE SEAWAY** tonnage is not following the rosy predictions of the experts who worked out a set of estimates for the first 50 years on which the Seaway's toll structure was based. Before the waterway opened, 1959 estimates called for shipment of 25 million tons but only 20,590,000 tons were moved. In 1960, when tonnage was supposed to increase to 29 million tons, traffic actually decreased to 20,279,000 tons. Consequently, the 33 million tons estimated for this year are not being taken too seriously, and the experts have temporarily gone out of the predicting business.

**PIGGYBACK CARLOADINGS** on all railroads are running about 20,000 truck-trailers per week, indicating that more than 1,000,000 truckloads of freight will be shifted from the crowded highways to railroad tracks this year. This rate is slightly higher than 1960 and 44% above 1959.

**SUCH GENEROSITY -- WITH OTHER PEOPLE'S MONEY (YOURS!)** Mohawk Airlines of Utica, N. Y. has asked the Civil Aeronautics Board for permission to offer a 33½% fare reduction for senior citizens. It proposed, according to the Associated Press, a golden age excursion ticket effective June 1 available to women 62 years old or older and men 65 or older.

Mohawk told the C.A.B. a growing number of elderly people live on pensions and social security payments and have ample time to travel but can't do so on a reduced income.

Sounds very magnanimous, doesn't it? No doubt it is intended as a philanthropic gesture of a sort. But as The Cleveland Plain Dealer pointed out editorially, "whose philanthropy is involved? Probably yours. You--meaning anybody who pays taxes."

Mohawk's report on its 1960 operations showed a total operating revenue of \$13,346,058. This included a direct Federal subsidy which it received of \$3,102,913. This is in addition to the indirect subsidies provided by the taxpayers to build air terminals, signal devices, weather services and all the other facilities used by Mohawk. Yet Mohawk showed a deficit of \$703,735 even after a \$3 million outright gift from Federal tax collections.

This subsidized operation is right in the heart of the territory where the Erie-Lackawanna Railroad competes for passenger business--such cities as New York, Newark, Binghamton, Elmira, Coming and Buffalo.

Mohawk, of course, isn't the only airline to get a government subsidy. This year alone, the Federal government plans to give \$84 million of direct subsidy payments to airlines. Not one cent is earmarked for the promotion of railroad service. Yet the railroads are expected to compete with these subsidies on a free-enterprise basis. All the railroads get is more regulation and taxation.

Along with Mohawk, we like to see senior citizens get enjoyment out of their later years. But let's keep the facts straight. Reduced fares for elderly air passengers, if granted, would be a treat borne not by Mohawk but by all of the taxpayers. Can we afford it?

# Hoffa Out to End Piggyback; YOU Can Save This Traffic

## Letters to Senators and Congressmen Needed

**J**IMMY HOFFA is trying to put the railroads out of the piggyback business to make more jobs for truck drivers at the expense of railroad workers. But YOU can stop him, if you write to your senators and congressmen right now.

Today is the day to write. Hearings have already begun on S. 1197, a proposed Senate bill, that, if it became law, would turn the clock back on railroad progress and force rail rates above truck rates.

As a result the public would be deprived of lower transportation costs and rail workers would be deprived of jobs.

Spokesmen for railroad management and railroad labor have already told the Senate Committee on Commerce how the 800,000 railroad men and women in the country feel about the matter.

But Hoffa has thrown the entire weight of his 1,700,000-member Teamsters Union on the political scales. This puts the challenge squarely up to all railroad employes to make themselves heard in legislative circles. This is a fight that should not be taken lightly.

### Hoffa's "Arguments"

When the committee opened what was planned as a two-day hearing on S. 1197 so many lobbyists for the Teamsters, trucking companies, trucking associations and barge lines appeared that the hearing had to be continued.

In his arguments for special protection for the trucking industry, Hoffa often seems to take both sides of the question, apparently thinking that if he repeats fallacies often enough they will come to be accepted as truths.

After implying that the railroads are cutting rates so drastically that they are carrying piggyback traffic at a loss, Hoffa concedes that a piggyback car earns about seven times as much in a year as the average box car, and says: "These figures illustrate what a lucrative operation piggyback really is."

Ford dealers have received form letters from an organization in Michigan warning against accepting cars shipped by rail, and "regretting" that it may be necessary to take "steps" against those who continue to take rail delivery.

Meanwhile automobiles moving over the rails have been splashed with acid, punctured by rifle bullets and hit by shotgun pellets.

Hoffa denies connection with any such events. But the White House has been picketed by wives of teamsters, claiming that their husbands have become unemployed because rail workers are now hauling automobiles in trains.

### Situation Serious

The fact that loss of this traffic by the railroads to the truckers several years ago put railroad men out of work is of no concern to the Hoffa group. Railroads formerly carried most of the new au-

tomobile traffic and installed expensive auto-loading devices in box cars for the purpose, but the trucks took the business away. Now through the innovation of piggyback and special type cars, together with lower rates, the railroads have been able to recapture about 10% of the business.

The situation is serious. If the railroads are to continue to hold the traffic that they lost to highway carriage and are now gradually regaining, S. 1197 must not become law.

Everyone whose bread and butter depends upon the railroads must do everything he can, by personal contact, by word of mouth, and by letter, to let his representatives in Congress, both senators and congressmen, know how he feels.

### Your Senators

And if his neighbors, and the people from whom he buys understand the problem, they will want to write, too.

Four senators from Erie-Lackawanna states are on the committee hearing evidence about the bills. They are:

Senator Clifford P. Case of New Jersey, Senator Frank J. Lausche of Ohio, Senator Vance Hartke of Indiana, and Senator Hugh Scott of Pennsylvania. Letters to these

(Please turn to page 15)

## Railroaders Speak Out Against Bill

Both rail management and rail labor have spoken out strongly against the 'Hoffaback' bills. Testifying for the rail side, Daniel P. Loomis, president of the Association of American Railroads, said:

"S. 1197 would rob the public of the benefits of railroad progress. It would jack up transportation prices to inflationary levels and put government in the position of restraining fair competition by requiring railroads to hold a protective umbrella over the rates and traffic of truckers and waterway operators."

Michael Fox, vice chairman of the Railway Labor Executives Association said that the bill would "repeal--not amend--" the ratemaking sections of the Transportation Act.

Fox also charged that the public would be denied the advantages of low-cost transportation that the railroads are capable of providing.

# 16th Annual Bowling Tourney Won by Youngstown Team



**ROBERT L. MARKLUND** of the Detroit office won the singles event with a score of 713.

## E-L Contest Is Rich in Firsts

**W**HEN most sporting events are 16 years old they do not turn up many firsts. But this year's bowling tournament at Youngstown --16th of the series--turned up a hatful of them.

It was the first time that the Harry W. Von Willer Trophy was offered; the first time an all-Indian team bowled; and the first time that former DL&W men, now firmly a part of the Erie-Lackawanna team, could enter, and many did.

The Von Willer Trophy, which replaces the Robert E. Woodruff Trophy for the best score in the five-man team event, was won by

the Stores Department team from Youngstown with a score of 3013.

Daniel DiPiero was captain of the team, and the other members were Anthony DeLuchia, George Maley, Nicholas Tepsich and Amato Zaccone.

Prize money this year totaled \$1,979.40, and was shared by 11 of the 58 five-man teams; 24 pairs of the 136 doubles teams; 34 of the 272 who bowled in the singles event and 20 of the 228 who entered their scores for the all-events totals.

Robert L. Marklund of the Detroit office won the singles event with a score of 713; Zaccone and DiPiero the doubles, 1346; and Gene D. Wanamaker, Marion, the all-events prize.

### Best Games Rolled

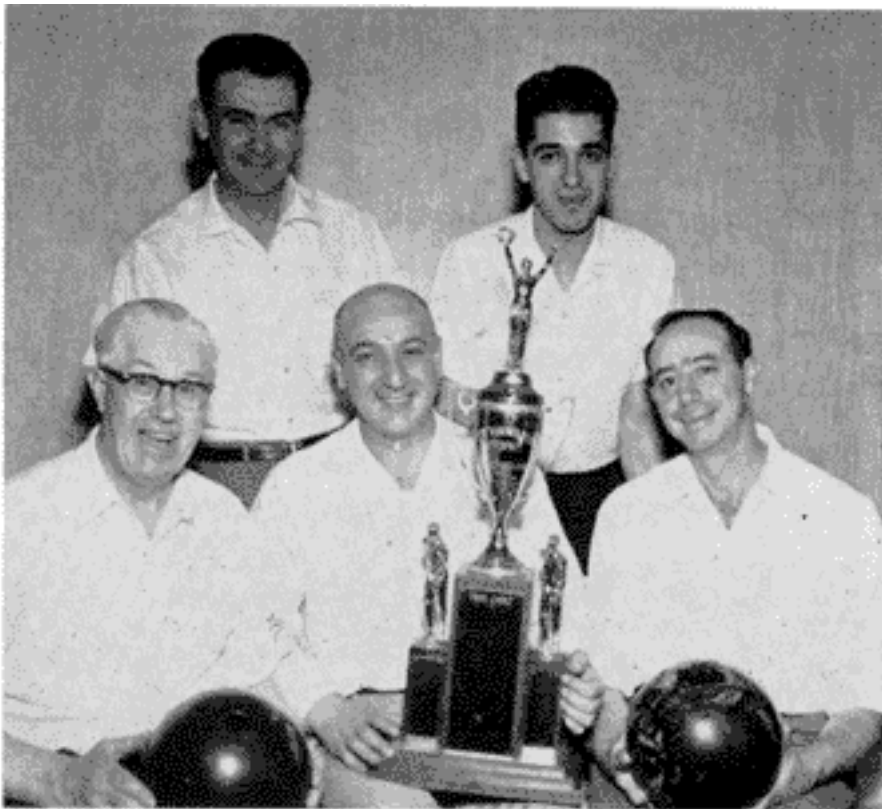
Best single game of the entire tournament was rolled by William Mays of Youngstown, 278 out of a possible 300; he also bowled the best three-game series for a total of 673. High single game in the five-man team group totaled 975 and was rolled by New York 98 of Youngstown.

Named for one of the Erie-Lackawanna's fastest Chicago-New York freight trains, New York 98 is composed of George Snider, captain; Joseph Martin, William Bailik, William Mays and George Stanislaw.

Zaccone and DiPiero bowled the best single game in the doubles event, 448; and Joseph Pastorie of Youngstown won the low game prize with a 78.

The Seneca Stars, an all-Indian five-man team from Jamestown, lent a note of color to the tournament when Chief Robert Crouse rolled out the first ball. His head-dress and those of the members of his team seemed almost to brush the ceiling of the alleys.

High scores in the events, as  
(Please turn to page 14)



**CHAMPION TEAM MEMBERS**, winners of the Harry W. Von Willer Trophy, display their prize. Standing, left to right, Nicholas Tepsich, Anthony DeLuchia; seated, George Maley, Daniel DiPiero (captain) and Amato Zaccone. Zaccone and DiPiero also won the doubles event. All five men are from Youngstown.



# Transfer of Employees Begins; Stronger Railroad in Future Clerical Changes Outlined

**O**PERATION RELOCATION--the giant task of transferring employees to complete the consolidation of offices and departments of the Erie-Lackawanna--is under way. Delayed while the Interstate Commerce Commission order specifying employee protection under the merger was being tested in the courts, the unifications will bring about more efficient operation, thereby strengthening the railroad, and making the future more secure.

Court tests of the merger order began in October and lasted until May, when the United States Supreme Court decided, by an eight-to-one vote, that the ICC ruling was in accordance with the law.

Biggest of the clerical moves will affect accounting and general office personnel. Other consolidations of departments at common points of the two former railroads, not heretofore consolidated, will also take place.

Erie - Lackawanna men and women in the comptroller's office, secretary and treasurer in New York and the office of the auditor of revenues in Scranton will move to Cleveland. Unification of the car accounting office and the

freight claim department at Cleveland will bring people from the Scranton office.

Auditor of disbursements personnel, now divided between Cleveland, Hornell and Scranton, will all be under one roof at Scranton.

Other changes will include movement of purchasing department employees from New York to Cleveland; manager of transportation and motive power employees from Scranton to Cleveland.

Land and tax personnel as well as valuation department functions from Hoboken offices will be relocated in Cleveland, which will be headquarters for both departments.

thing from antelopes to zebras must spend a period there until certified free of disease.

## Saved Motorists

As a resident of Clifton his interest in civic activities of the city is imposing. For instance, he has been a member of the Exempt Firemen's Association since 1919; a special police officer since 1942; a county Republican Committeeman for 25 years; a member of the Clifton Masonic Lodge for 40 years and a charter member, Clifton Craftsmen's Club; a member of the board of the Athenia Reformed Church for 25 years, and is a charter member of the Erie-Lackawanna Travel Club.

On September 10, 1927, Mr. Lloyd was cited for bravery when he ran from his station to shove to safety an automobile stalled on the tracks just in time to prevent it from being struck by a passenger train. In the automobile were several women and children.

## Otto D. Donnell, Long a Board Member, Dies

Otto D. Donnell, whose advice and guidance as a member of the board of the former Erie Railroad from 1933 to 1954 helped the road rise out of the depths of the Great Depression into solvency, died at Findlay, O., on April 9, aged 77.

Mr. Donnell's chief business interest was the Ohio Oil Co., which he served in capacities ranging from office boy to president.

His service as a director of the railroad was one of the longest such careers on record. Besides his wise business counsel he is best remembered by every employee with whom he came in contact (and he made it a point to meet as many as possible) he is best remembered for his kindness, his gentleness, quietness and great enthusiasm for the railroad.

## Magazine Distribution To Be Reduced

With great reluctance it has been decided, because of the need to economize Wherever possible, that effective with the next issue, the distribution of the Erie-Lackawanna Magazine will be confined to active and retired employees and to paid subscribers only. This will mean that thousands of our other friends will not be receiving the Magazine until business conditions improve.

As announced in the February-March Magazine, some issues will be combined. Until further notice, the Magazine will be published every 45 days instead of every month. Even with this reduced schedule, your editors will continue to keep employee readers informed of the activities of the railroad, the problems and plans for the future and the individual achievements of the people who work for it. As always, we welcome your suggestions for making the Magazine more informative and interesting.

## E-L's Giraffe Handler Gets 50-Year Pass

Llewellyn L. Lloyd, who has the distinction of handling some of the most unusual freight on the Erie-Lackawanna, celebrated his 50th anniversary with Erie-Lackawanna last month. The occasion was marked with the presentation of a 50-year pass by Ben F. Leah, supervisor of stations and car services, New York Division.

Lloyd has been agent at the Athenia station of Clifton, N. J., since 1918. What makes the job unusual is that much of his freight comes from such places as the jungles of Africa and India, deserts of the Middle East, from Ireland, New Zealand and the islands of Jersey and Guernsey.

The United States Quarantine Station for animals entering this country is at Clifton, and every-

# PEOPLE YOU KNOW



CLIFFORD St. CLAIR  
Chief Clerk, Freight Office

## All Working for the E-L in Binghamton



JAMES H. SIMRELL  
Chief Clerk, Ticket Office

CARL D. CHALKER  
R & D Clerk



CONRAD G. SCHROEDER  
Freight Sales Representative



ALAN M. NABINGER  
Transit Clerk

EMMETT GUINANE  
Rate Clerk



JOHN M. HUMPHREY  
Yardmaster



# Income Governs Enjoyment of Leisure in Retirement

## Plans Made Early in Career Make for Later Happiness

**I**NCOME in retirement will have a lot to do with how much you enjoy your years of well-earned leisure. As a railroader, you will have the benefit of the generous provisions of the Railroad Retirement Board pension--to which you and the Erie-Lackawanna have both contributed. (See Erie Magazine for May 1960.)

However, all of us would like more money than we have and if you begin to plan early in your career for additional income you will be that much happier in the days when you have ceased working for a living and should be able to take it easy with a minimum of financial worries.

No time is too early to begin to save, of course. But saving for retirement is a special sort of saving.

You may, of course, be looking forward to some sort of paid work after your retirement. However, do not depend on it; the work you do then should be done primarily because you want to do it, not because you must do it.

Too, plans to work after retirement are hedged around by many "ifs." Your wife (or husband) or doctor may forbid it; laws may limit it, and general economic conditions, increasing payroll taxes and the like, may make employers unwilling to hire the retired when it comes your turn to bask in the sun.

### Begin Plan Early

So, the sooner you begin to set aside a special sort of nest egg for your retirement, the better. Certainly, if you have not begun such an accumulation sooner--or if the education of children has caused you to "raid" your own savings--a regular plan should begin at least 10 years before you retire.

According to the United States Chamber of Commerce, a man needs about \$16,000 in cash at age 65 to purchase a lifetime income of \$100 a month.

At 3% compound interest and beginning at age 35, you can accumulate \$16,000 at 65 by saving about \$6 a week. But if you start at 45, you will need to save about \$11 a week. And at 55, you would

need to put aside about \$26 a week, a neat trick if you can do it 52 weeks a year.

This \$100--or whatever income you might select--would represent a basic income of your own that you could count upon, over and above the RRB pension.

Beyond this you should, if possible, have some money in a savings account, where it will be handy if you should need it. And, as a general rule, some should be used to buy your own home. Another part should be accumulated through your life insurance plan.

These three things--savings account, home ownership and life insurance are the principal elements most people think about in planning retirement income.

At least a few hundred dollars in the savings bank is one of the best investments you can make. Not only will it earn interest there, but you will be able to use your savings deposits to finance your larger purchases, and thereby avoid paying interest and financing charges.

Also, if some unexpected expense, or, happily, some unexpected opportunity occurs, you will be better able to keep out of debt, with consequent paring of expense.

Of course, whenever you draw money from your savings account, you must try to replace it as soon and as rapidly as you can. In case you find your savings growing larger and larger, you may wish to convert part of it to another form.

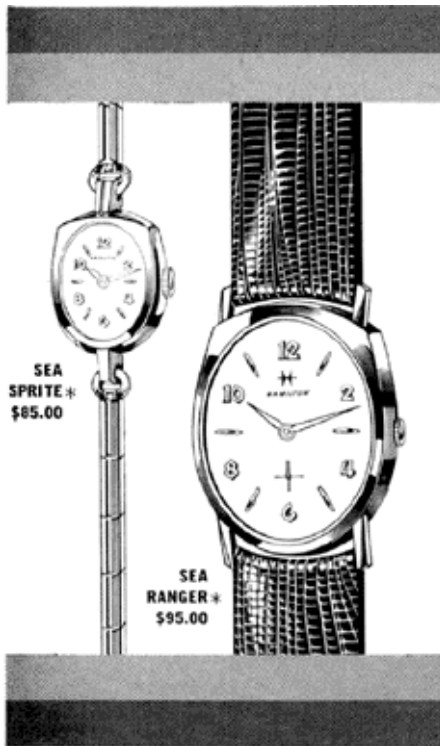
*(This is the second of a series on looking forward to retirement.)*



**FRANK V. KELLEHER**, who retired as freight claim agent after more than 44 years with the railroad, and **George W. Oakley** (left), vice president, accounting, exchange smiles at the party given to Kelleher. The Kellehers will continue to live at 19820 Riverview Avenue, Rocky River, to be near their two children and five grandchildren.

# Give a Hamilton...

For all  
the  
hours  
of  
a lifetime



\* Weatherproof—waterproof, dustproof, provided  
Original seal is restored if opened for servicing.

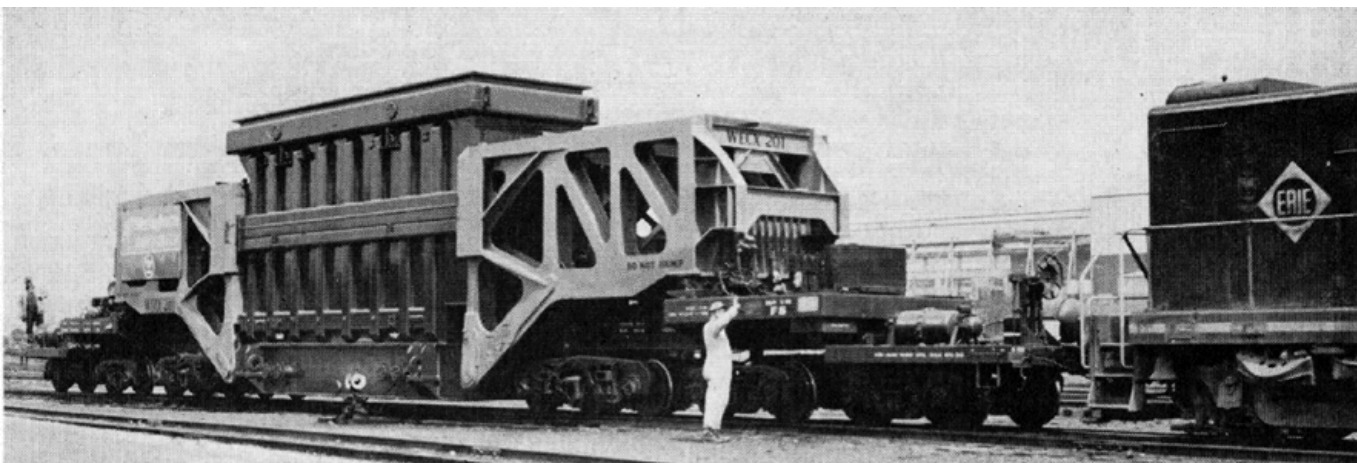
**X** Admired styling,  
the confident expectation of  
good performance go with  
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or Time Inspector. He will  
show you the latest models  
in a wide range of prices.  
Hamilton Watch Company,  
Lancaster, Pa.

## HAMILTON

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"The watch of railroad accuracy"®

# Retirements

NAME	TITLE	LOCATION	DATE	YEARS SERVICE
Ferdinand L. Beyl	Car Repairer	Jersey City	3-27-61	42
Frank Bierfeldt	Carpenter Helper	Salamanca	3- 3-61	33
Harry T. Boren	Yard Conductor	Youngstown	3- 2-61	35
Herbert B. Bowlby	Engineer	Hoboken	2-12-61	46
Thomas J. Brennan	Painter, Letterer & Varnisher	Scranton	11-30-60	38
Stanley C. Brunswick	Switchtender	Susquehanna	3-17-61	39
Harry L. Brutcher	Yard Conductor	Meadville	2-28-61	45
Herman A. Bublitz	Leading Signalman	Secaucus	2-24-61	46
Ralph Campanozzi	Barge Captain	Hoboken	3-16-61	43
Michael Cammerota	Laborer	Scranton	1-16-61	36
David J. Carr	Chief Clerk to Asst. V.P.	New York	4-21-61	43
Juan Carr	Laborer	Scranton	1-23-61	33
Edgar S. Combs	Engineer	Hornell	3- 8-61	43
Julia E. Dayton	Telephone Operator	Hoboken	4-30-61	23
Pantaleone De Candia	Extra Trucker	New York	1-24-61	22
Andrew DiBernardo	Janitor	Dover	3-20-61	46
Norris E. Dickson	Engineer	Marion	2-27-61	49
Cornelius Dittmer	Bridge Tender	Newark	1-23-61	23
George T. Dolan	District Sales Manager	New Haven	4-30-61	36
James E. Fallon	Drill Foreman	Paterson	11- 9-60	41
William K. French	Switchman	Hoboken	910-17-60	40
Rosario Genovese	Laborer	Scranton	2-27-61	39
George Girard	Car Inspector	New York	3-30-61	28
Harry R. Haack	Locomotive Engineer	Hoboken	3- 4-61	44
LeRoy Hagen	Locomotive Engineer	Buffalo	3- 8-61	45
Edison D. Hastings	Road Conductor	Marion	3-22-61	42
Herbert T. James	City Passenger Agent	New York	4-30-61	44
Leon C. Johnson	Trackman	Waverly	3-20-61	22
William E. Kane	Asst. to Aud. Disbursements	Cleveland	3-31-61	47
Frank V. Kelleher	Freight Claim Agent	Cleveland	3-31-61	44
Percy H. King	Work Equipment Operator	Paterson	3-24-61	50
Roy J. Knapp	Stockkeeper	Meadville	3-10-61	47
Leon E. Krees	Switchman	East Buffalo	3-31-61	41
William A. Lenox	Marine Engineer	Jersey City	2-28-61	34
Henry H. Malone	Assistant Agent	Jersey City	2-28-61	36
Eugene Marks	Engineer	Hoboken	2-27-61	52
John J. McCormick	Towerman	Scranton	2-23-61	52
William Moffitt, Jr.	Trainman	Hoboken	10-31-60	45
John Mruk	Car Inspector	East Buffalo	2-16-61	38
Joseph Muller	Hostler	Hoboken	3-31-61	50
Edward R. Munford	Sales Representative	Jamestown	4-30-61	43
William J. Newby	Patrolman	Jersey City	3-31-61	29
Norbert P. O'Neil	Contract Clerk	Youngstown	3-30-61	42
John F. Padden	Machinist	Scranton	1-31-61	35
Ernest E. Rowe	Switchman	Port Morris	2-28-61	45
Judson H. Sherwood	Baggage and Mail Porter	Binghamton	3- 2-61	37
James A. Snyder	Conductor	Hoboken	10-24-60	47
Fred. C. Soldwedel	Patrolman	Buffalo	3-24-61	42
Albert V. Spicciati	Towerman	Elmira	2-28-59	32
John Stankiewicz	Carman	East Buffalo	3- 6-61	37
John H. Sullivan	Yardmaster	Hoboken	2-28-61	45
Andrew E. Sunder	Tug Master	Hoboken	3-31-61	41
Thomas F. Tansey	Baggage Porter	Hoboken	3-31-61	36
Nick Tarabochia	Laborer	Hoboken	1-31-61	34
Walter R. Thoen	Conductor	Buffalo	2-10-61	50
Robert Thomson	Machinist	Scranton	12-22-60	37
Richard A. Trezise	Switchman	Port Morris	2-11-61	44
Alex D. Trushi	Laborer	Hoboken	2- 6-61	20
James M. Turnbull	Supervisor	Cleveland	4-30-61	36
Benjamin Turner	Trackman	Narrowsburg	3- 7-61	31
Lloyd A. Walters	Pipefitter	Scranton	3- 6-61	32
Elmer E. Wilbur	Locomotive Fireman	Scranton	3-31-61	43
Elsie M. Williams	Clerk	Scranton	3-10-61	44
Robert S. Willis	Communications Supervisor	Jersey City	4-30-61	44
Frank Worozbyt	Laborer	Scranton	2-16-61	44
David F. Abbey	Locomotive Fireman	Scranton	3- 2-61	47
Christian H. Boblenz	Section Foreman	Kenton	4- 6-61	37
Elmer Bogert	Clocket Clerk	Newark	4-25-61	40
Mary M. Caffrey	Clerk-Comptometer Operator	Scranton	4-17-61	49
Stanley B. Chase	Hostler	Scranton	12-19-60	43
Theodore Coffman	Train Baggageman	Scranton	4-30-61	42
Harold N. Dayton	Revision and Corr. Clerk	Cleveland	5-31-61	37
Leo F. Donlon	Fireman	Hornell	4-18-61	20
Richard J. Dowling	Roadmaster	Scranton	3-31-61	41
Francis J. Dugan	Chief Clerk--M. of W.	Salamanca	5-31-61	43
Arthur J. Fiaherty	Trainman	Hoboken	4-30-61	49
Fred Geiger	Machinist	Scranton	4- 5-61	38
Joseph P. Gibbons	Locomotive Fireman	Scranton	2-17-61	45
Harold M. Groat	Conductor	Salamanca	3-31-61	46
Ernest Hasfurter	Repairman Helper	Buffalo	1-31-61	39
John R. Helsler	Chief Signal Engineer	Cleveland	4-30-61	35
Raymond M. Jackson	Passenger Conductor	Hornell	4-26-61	48
Raymond J. James	Leading Signal Maintainer	Jersey City	4-27-61	35
Irwin R. Jayne	Clerk	Scranton	4- 8-61	41
Henry Kaegi	Revision Clerk	Jersey City	4-30-61	40
Lillian M. Karl	Form 913 Clerk	Hornell	3-31-61	44
Delmer R. Kester	Camp Maintainer	System	4-10-61	26
Joseph L. Kiely	Agent	New York	4-30-61	40
Lawrence L. Larsen	Superintendent	Hoboken	4-30-61	51
Eric B. Lathrop	Road Freight Conductor	Buffalo	4-28-61	41
Eugene J. Le Vigne	Yardman	Hammond	4-14-61	35
Jane A. Maloney	Chief Telephone Operator	Youngstown	4-30-61	42
Rudolph Marrazzo	Carpenter	Scranton	4-13-61	36
Thomas J. McAndrews	Locomotive Engineer	Scranton	3- 8-61	43
William R. McCobb	Engineer	Meadville	4-23-61	46
Howard C. Moore	Chief Rate Clerk	Akron	4-30-61	49
William Morgan	Conductor	Scranton	3-21-61	54
John Netzel	Car Repairer	Buffalo	1-30-61	38
Elizabeth E. Nicholson	Clerk	Jersey City	4-20-61	43
Frank Pagano	Section Foreman	East Buffalo	10-31-60	49
John B. Reardon	Car Repairer	Hornell	3-31-61	37
Arthur F. Reissinger	Road Conductor	Marion	4-25-61	42
Mary C. Rhodes	Key Punch Machine Opr.	Hammond	3-24-61	34
Augustus J. Riggs	Yardmaster	Port Jervis	4-26-61	43
Charles J. Russo	Baggageman	Summit	5- 3-61	21
Richard N. Stanley	Leading Signalman	Youngstown	4-20-61	39
Owen J. Sullivan	Clerk	Pier 19, N. Y.	4- 6-61	46
Ernest R. Swisher	Trainman	Hoboken	5- 4-61	46
Philip Treacy	Trackman	Campbell Hall	4-26-61	30
Russell Trimmer	Locomotive Engineer	Hoboken	3-15-61	48
Alfred L. Tufano	Switchtender	Port Jervis	3-11-61	27
Mike Vlasy	Crossing Watchman	Cleveland	4-11-61	26
Eldon B. Wygant	First Transitman	Huntington	5-31-61	41
Louis N. Youngman	Engineer	Cleveland	4-17-61	39
Gertrude S. Moogan	Accountant & Timekeeper	Hornell	4-30-61	45
Burley Melton	Foreman Floatman	Hoboken	4-30-61	38



**THIS WESTINGHOUSE** transformer moved from Ferrona Yard to Lima over the high and wide Erie-Lackawanna early this month, destined for a new Westinghouse plant at Muncie, Ind. The load was 19 feet high and the bottom of the load was less

than seven inches from the rail. The car, the largest Schnabel car in the United States, is owned by Westinghouse. With this load it weighed 770,440 pounds; it has a light weight of 299,600 pounds, and a load limit of 750,000 pounds.

## Veteran Outing Set for July 15

### DEAR Veterans:

At the Annum Business Meeting it was decided to reconstitute our association as the "Erie-Lackawanna Railroad Veterans Association" and a committee was appointed to revise our Constitution and By-Laws as required. This is under way.

To promote mutual friendship among all employees of our railroad, it was agreed we accept all former members of the Lackawanna Railroad Veterans Association, Inc., who have fifteen or more years of continuous service into our association as a group. We extend a warm welcome to them, and all are invited to attend our outing at Conneaut Lake Park.

I have visited Jersey City, Dunmore - Avoca, Youngstown and Cleveland Chapters and the activities indicate a happy and virile organization.

Our Annual Outing will be held on Saturday, July 15, 1961, at Conneaut Lake Park. As has been the custom for many years, we are conducting three contests to determine (1) The oldest veteran in age, (2) The oldest veteran in years of service, (3) The youngest veteran in age with 20 years or more service. Prizes will be awarded to the winners. Your Chapter

Secretary has the contest rules and official entry blanks. Join in the contests and come out to the lake and meet your old friends and meet some new friends. If the weather is favorable we can assure you will have an enjoyable time.

Fraternally yours,  
**C. J. R. Taylor**  
President

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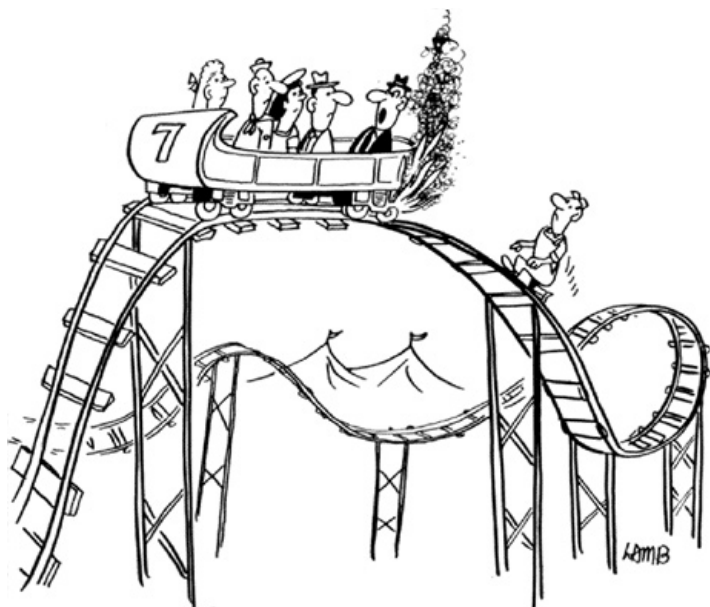
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POWER HAND BRAKES

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| <input type="checkbox"/> Carman             | <input type="checkbox"/> Wireman                 |
| <input type="checkbox"/> Car Inspector      | <input type="checkbox"/> Fireman                 |
| <input type="checkbox"/> Sheet Metal Worker | <input type="checkbox"/> Engineer                |
| <input type="checkbox"/> Pipefitter         | <input type="checkbox"/> Draftsman               |
| <input type="checkbox"/> Boilermaker        | <input type="checkbox"/> Engineering Dept.       |
| <input type="checkbox"/> Blacksmith         | <input type="checkbox"/> Signal Maintainer       |
| <input type="checkbox"/> Apprentice         | <input type="checkbox"/> Official, Chief Clerk   |
| <input type="checkbox"/> Lineman            | <input type="checkbox"/> Mechanical Dept. Office |

Other \_\_\_\_\_

Name \_\_\_\_\_

RR \_\_\_\_\_ Job \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_



AMONG THOSE FROM SCRANTON who played in the tournament were Larry Dacey (left), Hugh Graham and James Diskin.

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**This Bank is proud to have been for many years the  
Erie Railroad depository in the Youngstown area  
and welcomes the new Erie-Lackawanna Railroad.**

**THE UNION NATIONAL BANK OF YOUNGSTOWN, O.**

## Bowl

(Story begins on page 6)  
announced by the committee, were:

### Five Man Team

1st, Stores Department, Youngstown, 3013; 2d, Lares' Lugs, Cleveland, 2989; 3d, Yard No. 1, Meadville, 2981; 4th, New York 98, Youngstown, 2974; 5th, Gene's Sunoco, Akron, 2971.

### Doubles

1st, Zacccone, DiPiero, Youngstown, 1346; 2d, B. Jerome, H. Carr, Marion, 1282; 3d, A. Fitch,



CHIEF ROBERT CROUSE led an all-Indian team from Jamestown.

J. Petonic, Cleveland, "1261; 4th, C. Hunter, F. Banks, Youngstown, 1259; 5th, R. Kramer, W. Gill, Meadville, 1256.

### Singles

1st, Marklund, Detroit, 713; 2d, Wanamaker, Marion, 708; 3d, P. Carbone, Cleveland, 705; 4th, F. Main, Youngstown, 688; 5th, J. Long, Kent, 687.

### All Events

1st, Wanamaker, Marion, 1950, 2d, Zacccone, Youngstown, 1898; Mays, Youngstown, 1897; D. Aucher, Greenville, 1888; Marklund, Detroit, 1887.

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Losses in the E-L Family

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Appell, Robert Francis	Ticket Clerk	New York Division	2-25-61
Appelt, Carl Henry	Painter Snapper	Marine Dept.	1- 6-61
*Boiler, William	Baggageman	Middletown	12-22-60
*Brundage, Leon Wight	Road Brakeman	Buffalo Div.	2- 7-61
*Buzis, Butt LeRoy	Asst. Master Carpenter	Susquehanna Div.	2-21-61
*Carey, Francis Eugene	Rd. Conductor	New York Division	3-13-61
*Clark, Matthew James	Yard Brakeman	Port Jervis	- 2-21-61
Constandina, Ralph Joseph	Trackman	Mahoning Div.	2-27-61
Costello, Henry Martin	Rd. Brakeman	Susquehanna Div.	1-25-61
*Dickson, Clarence Chester	Engineer	Kent Division	3- 9-61
Durkin, John Aloysius Jr.	Plumber Helper	New York Division	3-13-61
*Edwards, Leon William	Station' Agent	Forest City, Pc.	12- 8-60
*Farrell, Frank	Conductor	Hew York Division	12- 4-60
Flgorowo, Ambrose Boswell	Stower	28th St., N. Y. City	11- 7-60
*Fry, Charles Sewell	Painter Helper	Susquehanna Coach Shop	3- 9-61
*Gordon, Michael Joseph	Electrician	Hornell Back Shop	2- 3-61
John, Joseph	Gem Fore. & Wreckmaster	Cleveland Car Shop	3- 15-61
Gulbin, Joseph John	Sec. Foreman	Cortland	12-18-60
Gunther, Edward Gustav	Ex. Truckee	Weehawken	3- 4-61
*Hamilton, George Andrew	Sec. Foreman	B&SW Division	2-25-61
*Henschen, Henry Julius	Machinist	Secaucus Shop	2- 6-61
*Holdrum, Harry	Asst. Chief Rate Clerk	Asst. Compt.-Rev., Cleveland	1-16-61
*Hughes, Edward Francis	Rd. Conductor	New York Division	2- 9-61
*Jota, John	Coach Cleaner	Jersey City Pass. Car Dept.	12-12-60
*Kocot, Walenty Stanley	Painter	Jersey City Shop	3- 3-61
Lake, Violet Zismer	Key Punch Opr.	Asst. Compt.-Rev., Scranton	2- 1-61
Lewis, John Francis	Painter	N. Y. Term. Div.	12-18-60
*McKinney, John	Engineer	New York Division	2- 4-61
Moore, Edwin Morris	Machinist	Marion Shop	2-16-61
*Muir, James John	Machinist	Buffalo Shop	3- 2-61
*Mulherin John J.	Switchman	Scranton	10-18-60
*O Keffe, Cornelius Dennis	Yardmaster	Youngstown	3-4-61
*O'Neill, Timothy Francis	Machinist Foreman	Secaucus Shop	1-12-61
Peabody, Allan Eastwood	Operator	Buffalo Division	2-18-61
Pretlow, Joshua Matthew	Dock Laborer	Weehawken	2- 8-61
*Rice, Edmund Elliot	Freight Auditor	Asst. Compt.-Rev., Cleveland	12-28-60
*Roe, Joseph	Carpenter	Susquehanna Div.	1-23-61
*Rogers, John Thomas	Division Telephone Supvr.	Hornell	3-12-61
*Schilling, Clarence Walker	Agent-Yardmaster	Avon, N. Y.	2-15-61
*Sievers, Paul Peter	Fireman	New York Division	2- 5-61
*Spahr, John Frank	Telegraph Operator	Huntington	2- 7-61
*Tallyn, Louis L.	Division Engineer	Hoboken	10-27-60
*Tierson, Daniel	Engine Dispatcher	Jersey City Shop	2-23-61
*VonStein, William Bernhard	Bookkeeper	Aud. of key. Dept., Cleveland	1- 6-61
*Waggle, Loyd Edgar	Plumber	Kent Division	3- 3-61
*Ward, William Edward	Conductor	New York Division	2- 7-61
*White, Royal Clyde	Engineer	Allegany Division	2-19-61
*Winters, Frank	Conductor	New York Division	3-14-61
*Wright, Arthur Almond	Machinist Helper	Meadville	2-15-61
Allen, Lawrence Warden	Engineer	Marion Division	3-20-61
*Barry, Robert Donald	Engineer	Meadville Division	3-23-61
Beiter, John Peter	Machinist	Jersey City Shop	4-11-61
Boice, Raymond R.	Clerk	New York Division	2-15-61
Bott, Theodore	Machinist	Port Morris, N.J.	3- 7-61
*Browning, Herbert Emmet	Chief Stenographer	Lighterage Dept.	Unknown
*Bryan, George Plummer	Loco. Engineer	Mahoning Division	3-12-61
*Burke, John Joseph	Conductor	Wyoming Division	2-25-61
*Cebak, Steven	Crossing Watchman	New York Division	2-23-61
*Davis, Edwin Leacy	Coach Cleaner	Jersey City Pass. Car Dept.	3- 4-61
*DeFreeze, John Peter	Carpenter	New York Division	2- 5-61
*Delaney, "Michael F.	Laborer	Scranton Enginehouse	1-19-61
Dickerson, Carroll Graves	Bargeman	Marine Dept.	1-31-61
*Dooley, Thomas Francis	Stationmaster	Jersey City	2- 3-61
Dove, Crude	Ldg. High Tension Lineman	Hoboken	1- 7-61
*Driscoll, John Henry	Crossing Watchman	Buffalo Division	2-20-61
*Fordyce, William Frederick	Conductor	Mahoning Division	3-31-61
*Garrity, Martin Thomas	Joint Agent	Johnsborg, Pa.	3-13-61
*Genovese, Ciro	Coach Cleaner	Jersey City Pass. Car Dept.	3-30-61
*Gill, William Alphonsus	Conductor	Susquehanna Div.	2-14-61
*Groeber, August Paul	Statistician	Aud. of Disbursements, Clove.	12-15-60
*Healy, George Edward	Carpenter	B&B Dept., Hoboken	10- 9-60
*Holley, Frank Carling	Engineer	New York Division	1-17-61
Imiolo, Richard Joseph	Plumber Helper	Buffalo Division	4- 4-61
Jefferies, Clarence Roosevelt	Baggageman	Hoboken	3-13-61
Jerome, "Cavanaugh Harlo	Crossing Foreman	Kent Division	2-25-61
Johnson, Harold	Storekeeper	Hornell Stores	4-22-61
*Kamp, Samuel Christian	Crossing Watchman	Mahoning Division	12-29-60
*Kane, Joseph Francis	Yardmaster	Susquehanna	4- 1-61
*Kaselau, Emil Herman	Jr. Engineer	Meadville, Pa.	2- 3-61
Kays, Alfred	Loco. Engineer	Mahoning Division	3-17-61
King, James Patrick	Signal Maintainer	Buffalo Division	2- 9-61
*Kissinger, Harry Edwin	Conductor	Susquehanna Div.	2-18-61
*Lets, Frank	Crossing Watchman	Buffalo Division	12-15-60
*Lombardi, Patrick R.	Bridgeman	Marine Dept.	2- 6-61
*Lotorto, Frank	Fire Cleaner	Port Morris, N. J.	1-31-61
*Harley, Harry Power	Carpenter	Meadville	3-20-61
*Mazzeo, Luigi	Machinist Helper	Secaucus Shop	4-11-61
*Miller, tester	Car Inspector	Syracuse	11-21-60
*Modica, George Orazio	Laborer	Akron, O.	1- 3-61
Morris, Thomas Witfield	Crossing Watchman	New York Division	3-13-61
Myers, Arthur Joseph	Patrolman	Jersey City	4- 2-61
*Myers, Peter	Trackman	Mahoning Division	2-20-61
*Myers, Samuel	Engineer	Kent Division	12-5-60
*Norton, Frank Eliphalet	Yard Conductor	Hornell	2- 3-61
*Pinarski, Frank J.	Switchman	East Buffalo	10-24-60
Pisano, Carmel John	Machinist Helper	Scranton Diesel Shop	3-20-61
Porcelli, Arthur	Tug Deckhand	Marine Dept.	11- 4-60
*Rebolini, Antonio Battista	Ferry Oiler	Marine Dept.	4- 6-61
*Ricchi, Archie Glenwood	Machinist Helper	Hornell	1-10-61
*Rochi, Alexander Frank	Trackman	Buffalo Division	4-15-61
*Roiati, Augusto	Boilermaker	Scranton Enginehouse	11-25-60
*Sack, Julius Frederick	Loco. Engineer	Scranton	10-16-60
Santos, John	Stationary Fireman	Scranton Diesel Shop	3-14-61
*Schlager, John Michael	Crossing Watchman	Buffalo Division	12-20-60
*Simonetta, Pietro	Boilermaker	Meadville Shop	3-15-61
*Smith, Philip	Blacksmith	Jersey City Shop -	3-14-61
*Spencer, Clarence Jay	Chief Car Distributor	Cleveland	1-12-61
Stevenson, Fred	Foreman	Port Morris, N.J.	1-25-61
Swift, Merton Benjamin	Pass. Conductor	Susquehanna Div.	3-20-61
*Traber, Thomas	Section Foreman	Dayton, N. Y.	4- 1-61
*Tufano, Antonio	Laborer	Port Jervis Shop	4- 7-61
*Tyler, George LaVerne	Engineer	Allegany Div.	1- 6-61
*Van Orden, Isaac J.	Freight Caller	Scranton	2-19-61
*Weber, Clarence Henry	Engineer	Wyoming Div.	2-11-61
*Welsh, Mathew	Car Repairman	Syracuse	10-30-60
*White, Frank	Material Deliverer	Susquehanna Coach Shop	3-13-61
*Retired.			

Hoffa

(Story begins on page 5)

senators from people who live in their home states would be very effective.

Other senators from states where many Erie - Lackawanna people live are:

Illinois, Paul H. Douglas and Everett M. Dirksen; Indiana, Homer E. Capehart; New Jersey, Harrison A. Williams, jr.; New York, Jacob K. Javits, Kenneth B. Keating; Ohio, Stephen M. Young; Pennsylvania, Joseph S. Clark.

Forms of Address

All senators should be addressed at the Senate Office Building, Washington 25, D. C.

An identical bill to S. 1197 has already been introduced in the House of Representatives- HR 5937. Be sure to let your congressman know your convictions in this matter. If you do not know him, you can get his name by calling your public library or local newspaper.

When writing to a senator, the following is a correct form of address:

The Hon. . . . .

Senate Office Building

Washington 25, D. C.

You may begin your letter either: "Dear Senator \_\_\_\_\_," or "Dear Senator," or "Dear Mr. Senator." Members of the House of Representatives should be addressed as "Dear Congressman \_\_\_\_\_," or in any of the forms used for addressing a senator, except that the word "Congressman" is used.

Congressmen maintain offices in the House Office Building, Washington 25, D.C.

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After all, if the men you elected to run the government for you do not know how you are thinking, how can they vote intelligently? And certainly your cause is just, and in the broad public interest. Write today !

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- ★ Do your part in making the service the best there is.
- ★ Be proud of the company you work for.
- ★ Sell its service at every opportunity.
- ★ Remember there is no one more important than a customer.
- ★ Be courteous always---all ways.
- ★ Work with the team--not against it.
- ★ Don't let your fellow employes down.
- ★ Be a part of the solution--not part of the problem.
- ★ Smile--you will gain friends for yourself and for the

**Erie-Lackawanna** *Railroad Company*  
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