

A Smile Wins Friends...



... For *"The Friendly Service Route"*

**ERIE-LACKAWANNA
MAGAZINE**



**MAY-JUNE
1962**

The President's Page

This issue of the Magazine announces the winners of the Loss and Damage-Prevention Slogan Contest, in which many Erie-Lackawanna employees participated. The winning system slogan, "Safe Handling Makes Dollars and Sense," hits the nail right on the head.

It certainly doesn't make any sense to mishandle the freight a customer ships our way. It only means we have a dissatisfied customer and we have to pay out claim dollars that could be used for more useful purposes. Reducing these loss and damage claims, which amounted to over \$3,700,000 last year, is one of the best ways to help balance our outgo with our income and to help preserve what business we have.

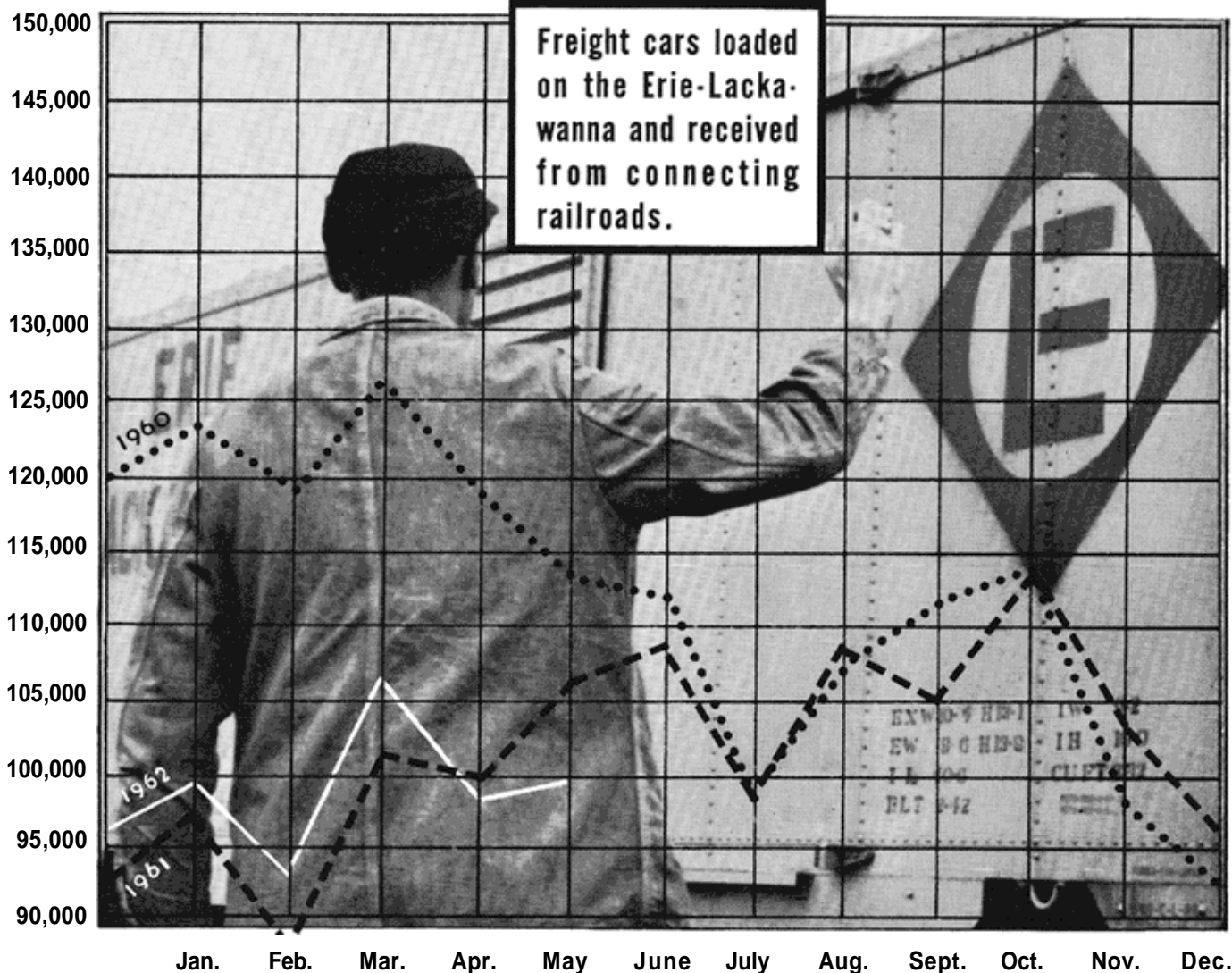
We all know the railroads have been losing business steadily to other forms of transportation, including companies that are now handling their own freight. To reverse this trend, we must increase our usefulness to shippers by supplying them with on-time, damage-free service.

By earning their confidence, we can 'build a greater future for the Erie-Lackawanna and the people who work for it. The job ahead is to see that George Pullen's winning slogan, "Safe Handling Makes Dollars and Sense," becomes a reality. I am sure we can do it if we all work at it.

A handwritten signature in dark ink, appearing to read "G. Pullen", written in a cursive style.

BUSINESS INDICATOR

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



Dollar figures
at a glance



	Amounts Received	Amounts Spent	Net Loss
Three Months Ended:			
March 31, 1962	\$53,730,067	\$58,682,905	\$4,952,838
March 31, 1961 ..	50,839,456	61,344,349	10,504,893

ERIE-LACKAWANNA RAILROAD MAGAZINE

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

May/June 1962 Vol. 58, No. 4

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

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THE COVER

By way of introduction to former Lackawanna people who may not be acquainted with "Smiley," he was Erie's Ambassador of Good Will for many years. His pleasant smile helped to make many friends for the railroad.

You will note he is now wearing the emblem of the merged Erie-Lackawanna Railroad. He is back on the active list to remind all of us that a smile can do wonders in getting along better with people--important people, like fellow employees, customers, or just plain anybody. There's a story about smiles on Page 9.

"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

SOVIET RAILROADS, according to the Kremlin, are profitable compared to those in the United States. Why shouldn't they be? Soviet railroads pay no interest on capital investments, the average Soviet railroad worker is paid only about \$25 per week, and Moscow rail lines have almost no competition from automobiles and trucks.

* * * * *

ST. LAWRENCE SEAWAY is expected to operate at another loss during its fourth shipping season which opened late this year because of a damaged lock. Income is expected to cover operation and maintenance costs but will again fail to meet interest payments on the \$465 million invested by the United States and Canada to construct the waterway, which means the taxpayer will have to make up the difference.

* * * * *

An "UMBRELLA" RATE ruling by the Interstate Commerce Commission was annulled by Federal District Court recently. The Missouri Eastern District Court over-ruled the ICC which refused to approve a general rail rate cut on agricultural implements and similar machinery. The Court criticized the Commission for its refusal to recognize "the rails' inherent advantage of being able to haul increasingly heavy loads at reduced rates."

* * * * *

COAL PIPELINE BILL hearings were resumed on May 21 after being abruptly adjourned on May 4 by Senate Commerce Committee with indications that they would be shelved until 1963. The measure opposed by the railroads and their unions, would give the right of eminent domain to pipelines moving pulverized coal suspended in water between certain coal fields and a few large coal consumers, even though the pipeline companies would not be common carriers serving all of the public. Sensing threats to traffic and their jobs, Erie-Lackawanna employees sent hundreds of letters to their Congressmen opposing the bill.

* * * * *

AT LEAST 80 TRUCKERS have agreed to pay the disputed \$5 piggyback fee to the welfare fund of Jimmy Hoffa's Teamsters union, despite the fact that such payments have been outlawed in five states. The \$5 fee is to be paid for each highway trailer moved by rail and was intended to discourage shippers from using rail piggyback service. It was reported the truckers did not want to run the risk of a strike by obeying the law and refusing to pay the fee. Hoffa filed charges of unfair labor practices against the truckers before the National Labor Relations Board, claiming they had refused to bargain in good faith on the piggyback issues.

* * * * *

RAILROADS HELP many types of industries through purchases of day-to-day supplies which amounted to \$1,262,220,000 last year. This total does not include \$646,452,000 spent for capital equipment and improvements such as locomotives, cars, bridges, buildings and roadway structures.

THEY'RE GETTING THEIR WHISKERS THE MODERN WAY

WHISKERS are important on the railroad. When a fellow is beginning his career he lacks two things: Experience, and seniority on the job. As far as old-timers are concerned, such a man "doesn't have his whiskers."

E-L has about 125 young men who are getting their whiskers the modern way. They are the apprentices in the crafts that keep the railroad running.

In Meadville, Pa., for example, there is George L. Hart, whose experiences as an E-L apprentice are typical of all the young men now "serving their time."

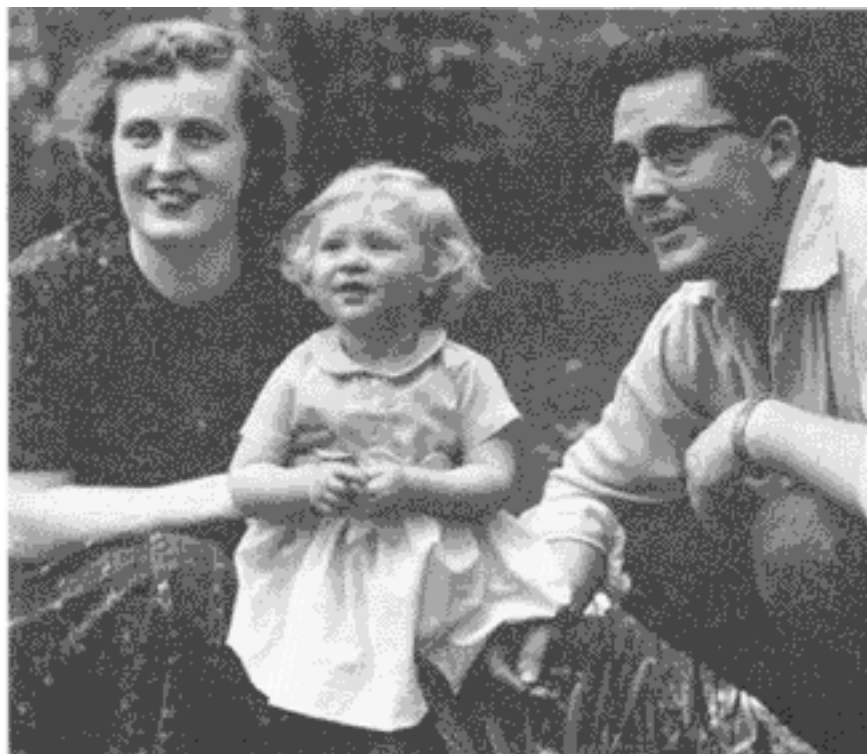
George's bosses, General Foreman Jim Horvat and Shop Superintendent Jay Rentz, will tell you that George has a bright future, and for two good reasons.

First, his work is of superior quality. He approaches his tasks with enthusiasm, and with a sincere confidence in the future of his company. He is many lessons ahead in his studies, and, most important, he likes what he is doing.

The second reason why the futures of George and his fellow apprentices are so bright is a reason we learned from R. C. Keenan, Supervisor of Apprentices, from Jim Horvat and Jay Rentz, and from everyone else with whom we talked: The vast majority of our management (Please turn to page 11)



Superintendent Jay Rentz believes that the pupil-coach method of learning is the very best, and pupil George Hart gets expert coaching from veteran welder Anthony Frisina. The box car that they are working on will glide out of the Meadville shops all gleaming gray and maroon, a fine advertisement for the quality of the men's work.



Looking ahead to a bright future as an E-L railroader is carman apprentice George L. Hart. His wife Marilyn and 2-year old Susan will share the future they are helping him to build. Not shown are the pet pup and the new house just across the way, which George and Marilyn have started this summer.

Here They Are! THE WINNERS IN OUR LOSS & DAMAGE PREVENTION SLOGAN CONTEST



System winner, and winner on the "Ninth Division," George E. Pullen, gets his Savings Bonds prizes and congratulations from, L. to R., L. D. Thomas, Freight Claim Agt.; W. J. Manning, Asst. Comptroller, Rev.; Mr. Pullen; Milton G. McInnes, President; G. C. White, Vice President, operations; and E. S. Root, Comptroller.

SAFE HANDLING MAKES DOLLARS AND SENSE.

That's the way George E. Pullen a claim investigator in the Revenue Accounting Department in Cleveland, O., feels about perfect shipping. The judges in our Loss and Damage Prevention Contest felt the same way, because Mr. Pullen's entry was chosen as the Erie-Lackawanna system winner.

It is no mere coincidence that a man who spends his working days investigating claims against our company for imperfect shipping should take top kudos in our contest. All George had to do was to translate his daily experiences into ten words or less, and this he did with precision and wit.

His efforts in creating the winning slogan have made him \$75 richer in U.S. Savings Bonds--a \$50 Bond as his system-winner award, and a \$25 Bond as the outstanding entry on the "Ninth Division" for General Office and Off-line employees.

When notified of his success, George Pullen's reaction was a nice mixture of surprise tinged with the confidence of a man who knew what he was doing all along.

"How about that!" he said. "I knew that what I had there was good, but I didn't know it was *that*

good!"

Well, it *was* that good, and we on the Magazine, representing the sponsors of the contest, the American Railway Magazine Editors Association, would like to offer our warmest congratulations to Mr. Pullen, and to the winners on the eight divisions of our railroad; and we'd like to send our heartfelt thanks to the more-than-1500 employees from New York to Chicago, who felt strongly enough about loss and damage to take the time to submit entries.

George Pullen translated loss and damage prevention into ten words, now all of us ought to translate his slogan into positive action to help reduce the loss and damage claims against our company. In 1961 those claims cost us \$3,730,-058.00!

The eight division winners surely gave George a run for his money when it came to picking the system winner, and the run was worth a \$25 Bond to each of the following:

New York Division: Edgar Gilbert, Ticket Agent, Summit, N. J.--"Stop, Look, and Listen--Loss & Damage Will be Missing."

Scranton Division: John F. Armitage, Jr., Conductor, Scranton, Pa.--"No Damage, No Delay. Shippers Come Another Day."

Susquehanna - Delaware Division: Frank L. Decker, Mail Handler, Binghamton, N. Y.--"Damaged Freight A Useless Cost Shippers --Jobs-Revenue Lost."

Buffalo Division: Dennis P. Signer, Road Conductor, E. Buffalo, N. Y.--"Loss & Damage Prevention Needs Careful Handling Attention."

Allegany-Meadville Division: Lawrence A. Armstrong, Fireman, Hornell, N. Y.--"One Jolt May Shake the Confidence of Many Shippers."

Mahoning Division: Carl J. Meyer, Agent, Atlas, O.--"Damage Free Handling is a Must--For All of US."

Kent Division: Lawrence Buckingham, Jr., Clerk, Rittman, O.--"It's Our Job to Haul It, Not Maul It."

Marion Division: Stanley Jordan, Agent-Operator, Servis, Ind.--"Perfect Shipping -- Do Your Share---Handle Every Car With Care."

There you are! Every one of them "top drawer," and we don't envy the judges one little bit!

Trying to pick only nine winners from all of the really great entries that came in was a task Herculean in its proportions. Special thanks (Please turn to page 15)

THE forgetfulness of Erie-Lackawanna passengers has been a boon to many less-fortunate people around the world. These passengers are those who forget--or lose--their eyeglasses while riding our trains, and then compound the oversight by forgetting to claim them from the Lost and Found Department.

As a result, and without realizing it, they have helped a little girl to read better . . . an old man to tell the weeds from the flowers in his garden . . . a mother to pass on the lore of literature to her children . . . and a goodly number of other people to step from the world of dark gray blur to a world of clear, colorful reality.

The glasses--about 600 pairs in the last six years--have been collected at Hoboken from all over the railroad. From time to time the spectacles are shipped to an organization known as "New Eyes For The Needy, Inc.," at Short Hills, New Jersey.

"New Eyes For The Needy" is a unique venture in its field, having been founded 30 years ago by the late Mrs. Arthur E. Terry of Short Hills. It is a charitable organization that never solicits funds, but obtains money through the collection of discarded eyeglasses, gold and silver scraps, and odd bits of jewelry which are refined and then redeemed to provide operating funds.

During the depression of the early 30's, Mrs. Terry was working as a volunteer in a Red Cross Food Depot in New York City. So many applicants had impaired vision that she began to collect old eyeglasses from her friends, which she passed out to those who needed them--as a gift from her and her friends. She quickly realized, however, that the real need of these people was for new eyeglasses prescribed for each individual.

To raise money for this venture, Mrs. Terry consulted the president of a gold refinery in Newark. Sympathetic to her cause, he assured her that the gold rims of the glasses she had collected were valuable in quantity when melted down and refined. The good man promptly took over that side of the project. With the money thus realized, she

Eyeglasses **LOST** *On Our Trains,* **AND** *Unclaimed, Are* **FOUND** *To Be of Value*

sent a few of the needy people to an optician in New York, who prescribed new glasses at a minimum cost.

With a workable plan now in operation, Mrs. Terry wrote countless letters to newspapers and magazines and made speeches to clubs and on the radio to solicit discarded glasses. The response was immediate, and packages began to pour into the Short Hills Postoffice from all over the United States.

The undertaking has grown to be a community project, and it is now operated by the Junior Service League.

About 225,000 people have been helped by New Eyes For The Needy, and almost two million pairs of glasses have been distributed. The work of sorting, testing, packaging, and acknowledging is carried on by volunteers in space donated by the Christ Church of Short Hills.

Simple, non-astigmatic glasses are sent to medical missions all over the world, good plastic frames are re-used, and all metal frames and gold and silver scrap go to the refinery. This finances new prescriptions arranged for through hospitals and welfare agencies for

those in need.

Who contributes? People like Ed Sullivan, Groucho Marx, Robert Q. Lewis, Arthur Godfrey, Herbert Hoover, and V.I.P.'s like you and me who are always losing things.

You say you just lost a pair of glasses? Good! We hope they wind up at Short Hills, New Jersey.



More volunteer ladies sort the gifts into colorful, plastic "dishpans." Frames, lenses, bits of valuable metal, all find a use in giving aid and comfort to needy humans all over the world.

Every day the little boy came home crying, because a neighbor child was picking on him. Deciding it was time to teach his son self-defense, the father taught him how to make a fist and let fly the next time his playmate picked on him.

The next day the boy came home all smiles, shouting, "Daddy! I did it, I did it! I hit her right in the mouth!"

An ailing Indian was in the hospital and was visited by a friend. "How you feel?" asked the visitor.

"Ugh," replied the patient.

"How you like nurse?"

"Ugh, Ugh, Ugh!"

"I ask simple question," the visitor frowned, "don't make um long speech!"



Volunteer workers unpack cartons of glasses and jewelry from all over the U. S. "New Eyes For The Needy" proves that even forgetfulness can be an unwitting virtue at times.

HORNELL HACKERS WILL HOST E-L SYSTEM DIVOT DIGGERS

The Seventh Annual Erie-Lackawanna System Golf Tournament has been set for Saturday and Sunday, July 28th and 29th, and this year the hackers will be hosted at the Hornell Country Club.

Assistant Chairman of the tournament committee, Bob Willey, Labor Relations, Cleveland, tells us that the management of the Hornell Country Club has gone all-out to ensure a memorable two-day meet. There will be lockers and showers available, a fine clubhouse with all facilities, refreshments on and off the course, and if you can tear your-

self away from all of this, there is also a sporty, well-developed 9-hole set of cups for you to aim at.

Plenty of hotel and motel space will be available, but it is always a good suggestion to get your bid in early if you plan to stay over the second day. We're including an entry blank to help make the job easier for you.

Fee for this year's divot doings will be \$5.00, and will cover greens fee for tournament play, prize money, and administration expenses.

On Saturday only there will be a practice round, with greens fees of \$2.50 payable at the pro shop.

SEVENTH ANNUAL ERIE-LACKAWANNA RAILROAD

GOLF TOURNAMENT

ENTRY BLANK

JULY 28 & 29, 1962

HORNELL COUNTRY CLUB

HORNELL, NEW YORK

18-HOLE MEDAL PLAY

SATURDAY OR SUNDAY

\$5.00 ENTRY FEE

MALE EMPLOYEES ONLY

TROPHIES -- PRIZES

NAME

OCCUPATION

E-L MAIL ADDRESS

PREFERRED TIME & DATE OF TEE-OFF (TOURNAMENT ROUND)

PRACTICE ROUND (SATURDAY ONLY--FEE PAYABLE AT PRO-SHOP)

MOTEL __ HOTEL __ TOURIST HOME __ DATE

HOW MANY?

STEAK DINNER SATURDAY NIGHT--\$3.50: YES __ NO __

MAKE CHECKS PAYABLE TO C. H. ZIMMERMAN, CHIEF TRAIN-

MASTER, HORNELL, N. Y.



John Paul Clark; OUR MAN ON THE MOVE IS MOVING ON

Everybody calls him Paul, and we mean *everybody*!

The men he works with will tell you with mixed admiration and awe, that Paul Clark probably has more friends between New York City and Akron, Ohio, than any other man who travels those 600-odd miles as regularly as he does.

In case *you* didn't know, Paul is E-L's Division Passenger Sales Manager in Akron.

From Girl Scouts to garden clubs; from high school students to holiday revelers, Paul knows them all, and all of them have tramped behind his tour-guide flag on one or more of the countless trips he has guided since going to work for the old Erie in 1929.

Paul can't tell you how often he has seen some of the popular Broadway shows, but he can tell you about the blizzard of '54, when the only life you could see in New York City was his tour group plodding up the middle of Sixth Avenue on their way to Radio City Music Hall.

He probably has no idea of the number of miles he has traveled, but he can remember that one of those miles stopped short in the Holland Tunnel when a chemical truck exploded and trapped his two buses of tourists. There were anxious moments as the drivers fled in panic.

But the show must go on, and (Please turn to page 10)



When you look at this happy smile of Jim Hogan (he was a work train conductor on the New York Division when we took his picture), note your own reaction. We'll bet you can't help but smile yourself. Doesn't it make you feel better already? Try it on the next person you meet. You'll be surprised how friendly folks can be if you give them half a chance. A smile gets you off to a good start.

MARK Twain once wrote that "Wrinkles should merely indicate where smiles have been."

Now, that's a pretty nice saying--on paper, but in actual practice, it just doesn't seem to work out that way. Take a good look at the people you work with, and while you're at it, take a good look in the mirror. How many of the wrinkles that you see were put there by smiles?

What has all of this got to do with running a railroad? Plenty!

Right now your railroad, and al-

most every line in the country is fighting for existence. We've got to lick unfair competition; we've got to lick unfair regulation; we've got to lick unfair taxation, and a host of other problems. In order to win all these battles, we've got to have people on our side---lots of people; people who are buying our services, and people who don't even realize how much they depend upon railroads almost every day of their lives.

But the sad truth is that right now, when we need all the friends we can get, we are rapidly gaining

The World Looks a Lot Brighter

From Behind

A

SMILE!

the reputation of being an industry of snarling, grumpy, grouches.

An editorial in the latest issue of "Modern Railroads" said: "Lackadaisical service and lack of courtesy are all too prevalent.... The smile, the friendly wave, the pleasant voice haven't disappeared entirely. We see them in many places on the railroads and don't by any means want to discourage those who are using these priceless ingredients. That shows it can be done. But it sorely needs doing on a bigger scale, and by more railroaders."

Let's get a couple of things straight: We know as well as you do that there are times when you are getting something rammed down your throat, and it gets pretty tough to smile. And we know, too, that a smile, all by itself, isn't going to cure any of the problems which beset us--collectively or individually. But we also know that if friendliness, cheerfulness, and courtesy can help the railroads' cause, then the place to start is right here on Erie-Lackawanna, and the thing to start with is a good, warm smile.

After all, we are "The Friendly Service Route."

Keep this in mind: it requires the use of about 97 muscles to make a frown, but only 36 to make a smile. So go ahead, frown if you want to, and make your face work overtime, or smile and shorten its working day.

And if you *really* want to make your day happier, try this: When the other fellow doesn't have a smile, give him one of yours.

Efficient Service is Given a Boost By New "System Rate Section"

SINCE April 2, Erie-Lackawanna has been operating its bureaus of freight rate construction, tariff publication, and rate divisions in a System Rate Section at New York City. Formerly handled in New York and Chicago, centralization of these functions will enable the company to serve our customers, and the shipping public in general, more efficiently.

The subject of freight rates is vast and complex, and so a word of explanation may help.

Rate Construction is the name given to the task of pricing railroad service in freight traffic. If we carry a package for a company, we are entitled to payment for our service; but it isn't as simple as we make it sound.

Considering the complexities of Interstate Commerce Commission regulations, factors of competition, and actual costs of operating a railroad, this business of setting a price on moving any given commodity is one to try the Wisdom of Solomon and the patience of Job.

Tariff Publications are exactly what the name implies: Printed lists which show the shipper just how much it will cost him to ship a certain quantity of a certain commodity a certain distance.

The tariff publications are required by law; are approved by the Interstate Commerce Commission are published in accordance with that body's rules, and are kept on file at Commission offices, as well as at designated E-L offices along our system.

The easiest way to explain Rate Divisions is to give a couple of examples. In last month's issue of the Magazine, we told you about two newsworthy shipments: The movement of the Monorail train from Hoboken to Seattle, and the delivery of new subway cars from St. Louis to New York City.

In the case of the Monorail train, it was loaded on our cars at Hoboken and moved to Griffith, Indiana. The cars were picked up there by

the Elgin, Joliet and Eastern Railroad and were taken the rest of the way to the west coast over several other railroads.

The subway cars, on the other hand, were shipped from St. Louis via Wabash; were delivered to us at Buffalo, and we took them into New York City.

In each case more than one line helped to transport the material being shipped, and each participating line was entitled to its share of the price of moving the shipment.

The Rate Divisions section has reached agreements with connecting roads as to the division of charges, so the auditor of revenues knows immediately how to divide the freight charges.

The new System Rate Section Will be under the jurisdiction of H. C. Well, Assistant Vice President-Rates,

and will be supervised by W. J. Stumpf, Freight Traffic Manager-Rates.

In the new operation, located at Pier 7, New York City, the man to see for tariff publications is F. J. Nelson, Chief of Tariff Bureau. F. K. Noonburg, General Freight Agent, will handle requests for rate quotations; and questions of rate divisions Will be taken care of by K. E. Pritchard, Chief of Divisions Bureau.

Coal and coke rates and divisions will continue to be handled by R. T. Phillips, General Coal Traffic Manager, in Cleveland.

In addition to the System Section in New York, an office to serve our midwest customers and to act as liaison, will be located in Chicago under the supervision of L. M. Schukei, Freight Traffic Manager.

MOVING UP ALONG THE LINE

NAME OF EMPLOYEE	PROMOTED TO
FRED R. BALL	Freight Agent, Warren, O.
ELSTON A. BLAIR	Agent, Mansfield, O.
HAROLD A. DEAN	Assistant Superintendent, Marion Division, Chicago, Ill.
KARL W. DINGLE	General Yardmaster, 51st St., Chicago, Ill.
EDWARD I. HIGGINS	General Yardmaster, Kent, O.
JOSEPH A. MICKUNAS	General Yardmaster, Leavittsburg, O.
J. M. MOONSHOWER	Assistant to Vice President, Cleveland, O.
EDWARD A. NOLAN	Freight Terminal Trainmaster, New York Division, Hoboken, N. J.

John Paul Clark

(Story begins on page 8)

when it did Paul Clark's 90 friends were in the audience---only 15 minutes late.

This is the thing Paul thrives on rather the challenge of meeting the many little crises that occur every trip. It's the thing he loves about his work.

Well, John Paul Clark is saying "goodbye" to Erie - Lackawanna when he retires at the end of June. A lot of people in New York and Akron are going to be asking,

"Where's Paul?"

They won't be asking long, because you know what he wants to do after retirement? He wants to travel!

Maybe there'll be more time to do almost as much as he did before.

1st idiot what's yellow weighs 1,500 pounds, and sings

2nd Ditto: "I give up. What?"

1st Idiot: "Two 750-pound canaries."

THEY'RE GETTING THEIR WHISKERS

THE MODERN WAY



General Foreman fire Horvat, George, and Superintendent Jags take time out to bring their star pupil up to date on his progress. Ex-Navy man Hart is Mr. Rentz' favorite kind of apprentice. "Those boys have learned discipline and the value of good, hard work. They know how to lead men."

(Story begins on page 5)

merit today is made up of men who "earned their whiskers" by "serving their time" in one job or another, then rising up the ranks. That's reason enough for anyone.

There are three apprentice programs--two of them in active use now. We're training men in the Regular Apprentice Program and in the Helper Apprentice Program as machinists, electricians, carmen, and pipe fitters.

They are in the locomotive department at Jersey City, Secaucus, Port Jervis, Hornell, Buffalo, Salamanca, Meadville, Brier Hill, and Marion.

The car department has men in those same places and at Susquehanna, Cleveland, and Huntington.

Helper apprentices are men who were already employed by the company and who had at least two years of service as a helper.

To qualify as a helper apprentice, a man must be able to read and write English, must understand the 4 fundamental rules of arithmetic, and must be between 18 and 35. The training period is for 3 years, divided into six 130-day periods.

Regular apprentices are between the ages of 16 and 23. They must have a high school education, or the equivalent in math and science,

and must meet mental standards, determined by intelligence tests, and physical standards set by the company's chief surgeon.

Most regular apprentices are sons or relatives of men now working for E-L, but any young man who meets the standards may apply.

Regular apprentices go through a program of eight 130-day periods, a total of 4 years.

Both groups of men must pursue and complete satisfactorily a course of lessons. The course we use is prepared by the Railway Educational Bureau, and the scope is limited only by the skill and speed with which the student completes each lesson.

An apprentice is not limited as to the number of lessons he may take during his training, and Erie-Lackawanna pays the entire cost.

A record, is kept of each man's progress in the shop and of his lesson grades. Mr. Keenan knows at any moment where an apprentice stands in relation to his total program.

In addition, superintendents feel it is important to have frequent conferences with their boys. These meetings give them a change to urge a fellow on when he is falling behind, and to inspire a man to greater achievement when he works ahead of his group.

George Hart gets plenty of help at home, too. His wife, Marilyn, doesn't help him with his studies, but she darned-sure makes certain he gets them done.

She wants George to have some time this summer to work on the house they are building.

Please turn to page 14)



A painting of the Kent, O., E L Railroad station, the work of Prof. Elmer Novotny, head of the Kent State University School of Art, hangs in the Kent Free Library as a memorial to the late George E. Hinds. Mr. Hinds had been the Erie Railroad agent at Kent, and it was he who pioneered the library movement in that city. Actually, the first library was housed in the railroad station and was operated by the employees of the Atlantic & Great Western Railway, Erie's forerunner in Kent. The painting is the gift of Mrs. Jessie H. Spelman and Miss Carrie Hinds, daughters of Mr. Hinds. Above, from left, are Dick D. Donaghy, member of the library board of trustees; Mrs. Spelman; Miss Hinds, and Professor Novotny.

HELP!



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.

EVER get the feeling that you're talking to a stone wall? You know the feeling.

Something big happens in your life, or you get really excited about something, and then you beat your brains out trying to find someone to tell it to; someone who will be just as excited as you are and who will share your enthusiasm.

It's a frustrating feeling, like trying to explain a fine moral point to your teen-ager, while he sits uncomprehending, staring blankly at you as though you were some kind of blabbering, congenital idiot.

Yessir, Brothers and Sisters, it's a frustrating feeling. And you know what? We get that feeling every 45 days here in the magazine office.

Eight times a year we send out about 30,000 copies of the magazine, and each time we say, "There, by jingoos! That'll make 'em sit up and take notice."

But each time we wind up saying, "Where'd everybody go?"

What we'd like to know is: How come you never let us know what you think of your magazine? We've made a lot of changes in the past few months, and we don't know if they have been good changes, or bad. You haven't said.

Of course, no news is good news, but, believe us, we'll take our chances if you'll take the time to drop us a line now and then.

Why not let us know what you think is good about the magazine, and let us know, too, what you think could be improved.

A railroad is a big, vital, dynamic thing; thousands of people doing thousands of big jobs; all kinds of interesting hobbies to tell about; all kinds of families working together toward all kinds of goals; children and parents winning new honors, doing new things.

There's no end to the things we could tell about if you'd only help us.

We'll promise you one thing: If you write to us, YOU won't be talking to a stone wall!

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Russell H. Angle	Trainman	Hoboken, N.J.	4-20-62	45
Ralph C. Antrim	Engineer	Buffalo, N.Y.	3-18-62	44
George S. Austin	Cashier	Hoboken, N.J.	3-21-62	45
David E. Atkinson	Engineer	Hoboken, N.J.	12-15-61	44
Harry W. Beck	Passenger Conductor	Marion, O.	4-23-62	45
Dayton A. Bennett	Passenger Carman	Susquehanna, Pa.	4-16-62	40
Fred P. Besser	Traveling Auditor	Scranton, Pa.	4-30-62	41
Rudolph Brown	Electrician	Scranton, Pa.	4-12-62	20
Nick Bucci	Car Repair Helper	Ferrona, Pa.	4-19-62	23
Simon J. Bulger	Switchman	Binghamton, N.Y.	3-28-62	49
Frank W. Burgh	Road Conductor	Hoboken, N.J.	4- 5-62	44
Louis H. Burke	Car Inspector	Binghamton, N.Y.	2-23-62	44
Maxwell J. Bowen	Road Freight Conductor	Buffalo, N.Y.	3-21-62	39
Leroy D. Burman	Work Equipment Repairman	Susquehanna, Pa.	4- 5-62	27
Mason A. Campbell	Engineer	Hoboken, N.Y.	4-30-62	47
Frank D. Carmen	Switchman	Elmira, N.Y.	4-16-62	43
John D. Carpenter	Foreman	Jersey City, N.J.	5- 4-62	36
Wallace C. Carrier	Road Freight Conductor	Hornell, N.Y.	3-19-62	43
Louis C. Checko	Crane Operator	Scranton, Pa.	3-19-62	39
George D. Clark	Car Inspector	Binghamton, N.Y.	4- 5-62	39
William J. Clark	Engineer	Hoboken, N.J.	3-23-62	34
Americo F. Coppola	Caulker	Jersey City, N.J.	1-29-62	28
Emery M. Corll	Yard Brakeman	Youngstown, O.	4-13-62	25
Cecil E. Davis	Welder	Jamestown, N.Y.	3-17-62	43
Charles F. DeBoo	Fireman	Hoboken, N.J.	1- 4-62	38
Patsy G. DeLuca	Car Inspector	Hoboken, N.J.	4-16-62	39
Anna G. Dockery	Revision Clerk	Jersey City, N.J.	3-23-62	48
Andrew F. Doyle	Track Supervisor	Goshen, N.Y.	6-30-62	42
Floyd T. Donahue	Passenger Conductor	Hornell, N.Y.	3- 5-62	47
Thomas R. Dutton	Yard Conductor	Marion, O.	4-13-62	36
Norman T. Emrick	Road Foreman of Engines	Hammond, Ind.	6-30-62	45
Joseph Esposito	Foreman-in-Charge	Washington, N.J.	3-13-62	32
Burtis A. Everett	Agent-Operator	Nichols, N.Y.	4- 3-62	51
Pasko Fatovic	Tug Fireman-Watchman	Hoboken, N.J.	4-30-62	23
Harold P. Finch	Agent	Honesdale, Pa.	4-20-62	48
Marguerite P. Flannery	Chief File Clerk	Youngstown, O.	5-30-62	42
Martin J. Fincken	Watchman	Weehawken, N.J.	4-30-62	27
Leo A. Fleming	Gang Foreman	Port Jervis, N.Y.	4-30-62	46
John W. Fogarty	Warehouse Foreman	Cleveland, O.	3-31-62	37
Rudolfo Gafforio	Receiving & Delivery Clerk	New York, N.Y.	2-14-62	20
Harold A. Gates	Boilermaker	Hornell, N.Y.	2-22-62	41
Walter F. Gibson	Trainman	Hoboken, N.J.	9-27-61	38
John A. Gilligan	Machinist	Scranton, Pa.	2-27-62	36
William J. Glass	Claim Investigator	Cleveland, O.	4- 2-62	41
Earl Green	Water Tender	Scranton, Pa.	5- 6-61	31
Arthur R. Gromlich	Station Agent	Lake Ariel, Pa.	4- 9-62	47
Carl W. Hailer	Machinist	Scranton, Pa.	3-12-62	39
William N. Hauser	Machinist	Scranton, Pa.	3-23-62	37
Paul L. Heidelberger	Sales Representative	Detroit, Mich.	5-31-62	37
Betty K. Hill	Interline Clerk	Cleveland, O.	4-20-62	30
Antoinette V. Holcomb	Sales Representative	New York, N.Y.	5-31-62	44
Frank B. Holmes	Carmen Helper	Susquehanna, Pa.	3-31-62	35
Joseph Horsley	Relief Foreman	Buffalo, N.Y.	3-31-62	39
Frank Horvath	Carman	Scranton, Pa.	1-26-62	38
Edward H. Jordan	Switchman	Buffalo, N.Y.	3- 8-62	37
Robert B. Kohnstam	Coal Agent	Hoboken, N.J.	1-15-62	44
Herman J. Last	Agent	Wayland, N.Y.	3- 8-62	45
John M. Lee	Agent-Operator	Maitland, O.	3- 3-62	47
Clarence L. Lehmer	Boilermaker Helper	Kingsland, N.J.	3- 9-62	29
Albert D. Loomis	Road Conductor	Youngstown, O.	4-13-62	36
Lillian M. Lovell	Lighterage Clerk	New York, N.Y.	4-16-62	45
Fred J. Lutz	Car Inspector	Jersey City, N.J.	4- 4-62	32
Jane S. Lynch	Stenographer	Youngstown, O.	5-31-62	42
Ira F. Maloney	Caller	East Buffalo, N.Y.	3-27-62	42
Guisepp Mastropietro	Engine Preparer	Susquehanna, Pa.	3-14-62	37
Richard H. Milford	Pipefitter	Scranton, Pa.	2- 2-62	23
Raymond T. Noblit	General Foreman	Port Jervis, N.Y.	6-30-62	45
Daniel L. Norton	Freight Traffic Manager	New York, N.Y.	4-30-62	40
Michael J. O'Donnell	Yard Conductor	Jersey City, N.J.	1- 3-62	43
Victor Occhiuzzi	Section Foreman	Garrettsville, O.	6-30-62	41
Ferdinando Pacifici	Machinist Helper	Susquehanna, Pa.	3-14-62	44
John J. Pisarski	Trackman	Scranton, Pa.	2-28-62	35
Joseph J. Plotnicki	Locomotive Engineer	Buffalo, N.Y.	3-26-62	42
Nick Quattropani	Car Repairer	Hammond, Ind.	3-28-62	40
Bert T. Ratcliff	Rate, Percent & Report Clerk	Cleveland, Ohio	3-30-62	38
Rexford P. Reebel	Signal Agent	Warren, Ohio	4-30-62	45
George E. Reisenwietz	Signalman	Jersey City, N.J.	2-19-62	46
Frederick M. Riggs	Crossing Watchman	Oswego, N.Y.	2- 9-62	22
Frank A. Rooney	Yard Brakeman	Jersey City, N.J.	2-21-62	43
William M. Ross	Yard Conductor	Buffalo, N.Y.	3-12-62	35
Layton H. Singer	Yard Conductor	Jersey City, N.J.	3-30-62	32
Louis Sirio	Watchman	Jersey City, N.J.	1-31-62	38
Andrew Smith	Laborer	Elmira, N.Y.	1-29-62	20
Acel C. Stuck	Trackman	Rush Creek, N.Y.	12- 7-61	21
Hugh Sturm	Night Engine House Foreman	Scranton, Pa.	4-30-62	45
Richard L. Taylor	Freight Conductor	Lockport, N.Y.	3-31-62	31
Joseph Tutino	Car Repairer	Jersey City, N.J.	3-21-62	36
Charles H. Warren	Clerk-Operator	Middletown, N.Y.	3-31-62	47
Clifford G. Williams	Laborer	Owego, N.Y.	10-26-61	43
George J. Zimpfer	Yardmaster	Buffalo, N.Y.	3-30-62	39
Charles Zukowski	Car Inspector	Hoboken, N.J.	3-24-62	36

There will never be any progress in prison reform until we start sending a better class of people to jail.

There are more men than women in mental hospitals. Which just goes to show who's driving who nuts.

New Passenger Route From Buffalo Will Reduce E-L Operating Costs

TWO of the primary objectives of any merger are the consolidation of properties and the elimination of costly duplicate operations, so that the new company can offer the same services, but in a wider scope and at less cost.

These were the basic aims of the merger of the Erie and the Lackawanna railroads, and from time to time the Magazine has reported the completion of these objectives as they occurred.

The latest step forward was announced on May 28, when Erie-Lackawanna notified the New York Public Service Commission that all passenger train service between Corning and Buffalo, via the former Lackawanna line, would be re-routed over the former Erie right-of-way through Hornell. The new route will become effective on July 1.

As a part of the overall plan, E-L also intends to discontinue use of the old Main Street passenger terminal in Buffalo. Future passengers will be served at a more modest station to be located at the Niagara Food Terminal on Clinton Street.

The action to re-route the trains was proposed during the merger hearings in 1959, before the Interstate Commerce Commission.

The giant \$10 million electronic freight yard, now under construction in Buffalo, would be in the path of passenger trains if they were to continue to use the present route. Unless the trains are re-routed, the yard construction would require them to be backed up over the former Lackawanna line to a connection with the former Erie line. That would entail delays and require track construction at an estimated cost of \$275,000.

In addition, re-routing the trains and using the new station is expected to reduce annual operating and maintenance expenses by approximately \$1,400,000.

The sale of materials salvaged from track and signal systems no

longer needed will bring in about \$1,700,000; and construction or replacement costs of \$470,000 will be avoided.

The decision to abandon the Main Street station was made because of the need to replace the building's heating boilers immediately at an estimated cost of \$195,000. There was also the expensive annual operating costs of \$700,000 to consider. Operation of the new station at Niagara Food Terminal is expected to save E-L about \$410,000 annually.

Another expected saving of \$850,000 will result from the removal of the signal system along the one main track and passing sidings to

be eliminated between Corning and Depew, a distance of 121 miles, thus reducing the need for continued roadbed maintenance along that stretch.

In its notice to the Public Service Commission, Erie-Lackawanna pointed out that there were frequent days when the train crew outnumbered the passengers along the line now being used. Patronage has been very light, and the Company told the P.S.C. that continuance of the service along that particular route was no longer in the public interest.

This latest step is all a part of a master plan to get Erie-Lackawanna back on the track to prosperity.

"Let's have some fun tonight," said the wife.

"Okay," said the husband, "but leave the hall light on in case you come home before I do."

The bathtub was invented in 1850 and the telephone in 1875. Had you been living in 1850, you could have sat in the bathtub for 25 years without the phone ringing once!



Ninety co-workers and friends gathered in Meadville, Pa., to attend a testimonial dinner given in honor of retiring Captain of Police, Mahoning Division, John O. Sheets. With John, center, are Charles Pageler, L., who succeeded Mr. Sheets as Captain, and A. J. Pierce, General Superintendent Property Protection and Fire Prevention.

Apprentices

(continued from page 11)

The Harts live in the second-floor suite of what was once a little red school house.

After he has finished a lesson and sent it in, George keeps his eyes on a table in the downstairs hall. If he comes home and sees the report of his lesson on the table, he knows he goofed. Marilyn gets the mail, checks his grade, and if it isn't up to what she knows he can do, she won't even carry it upstairs.

The next time around you can bet the grade is up around "perfect."

Ask Jay Rentz if he could run his shops without these men, and he'll say, "Certainly, but it wouldn't be forward-looking. We always need to be training new men --men who can bring new ideas to old jobs, and new solutions to old problems."

Taking it all in all, we would say that when our apprentices finish serving their time, the only thing that will stand between them and the top of the ladder will be the ladder itself.



When Harry C. Rath, Jr., retired as Assistant Auditor of Revenues in March, his co-workers partied him and presented him with a gift and a signed scroll of appreciation. With Mr. Rath (C) are E. S. Root (L), Comptroller, and W. J. Manning (R), Auditor of Revenues.

VET'S PICNICIS 'GO' July 14 is The Day

All you Veterans . . .
On your marks . . .
Get set . . .
Go!

To the annual picnic of the Erie-Lackawanna Railroad Veterans Association. This year, again, you'll meet at Conneaut Lake Park.

Saturday, July 14, will be the big and gala day.

Despite the fact that special Pullman trains will not be operated this year, the Association hopes to encourage as many veterans as possible to attend. Drive, ride a bike, take a train, fly (ugh!), or walk! Just get there for the biggest blast

Of the year.

The Association is concluding arrangements for a special train from Hoboken, but you'll hear more about that when it is set.

In a recent letter, Milton G. McInnes, President (and a regular attendant on the big day), expressed the hope *"that every effort will be made so as to have good attendance"* at the picnic.

We'll be there--at least our Strong Right Ann, photographer Johnny Long, will be, to get as many of your happy faces as we can for the August issue of the Magazine.



The young man on the right in our picture is Murrie G. Wells, a locomotive engineer in the yard at Rochester, N. Y. The camera caught him as he was receiving his Gold Pass on the occasion of his 50th anniversary with the Company. And he's still going strong! Making the presentation is Mr. C. W. Rossa, Road Foreman of Engines.

Painter, to another who is painting the ceiling: "You got a good grip on that brush?"

"Yeah."

"Welt, hang on. I'm gonna move the ladder!"

Perfect gift for a girl who has everything: Penicillin.

A Hollywood agent was very sad. "My new client fights like John Wayne, sings like Nelson Eddy, and acts better than John Barrymore." "So why worry?" said a friend, "You'll make a million off the guy!" "That's the trouble," moaned the agent. "She's a girl!"

SOUVENIR CUPS?

SURE, WE'VE GOT 'EM



We've got a "once-in-a-lifetime" offer that means exactly what it says.

Our Dining Car Department has a supply of demi-tasse cups and saucers--white china with the old Erie emblem in blue--and they're going on sale to employees at \$1.00 a set, packaged and postage paid any place in the U.S.

When you consider the historical and souvenir value of these little cups and saucers, you know that the sale is going to be brisk; and if the rail buffs find out about it--well, our best advice to you is to get your order in early!

To get yours, just send \$1.00 per set, and your name and address, to J. R. Merideth, Superintendent Dining Car Department, Erie-Lackawanna Railroad, 721 Jersey Avenue, Jersey City, N. J.

Do not send your order to the Magazine! We don't have any sets for sale, and by the time we forward your letter to Jersey City, the place will be sold out to the bare walls, and you'll be out of luck.

May/June, 1962



"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
*Anderson, Frank A.	Conductor	Hoboken, N.J.	12-12-61
*Andrews, Roy Charles	Signalman	Scranton, Pa.	12-28-61
*Anzer, Frank F.	Switchman	E. Buffalo, N.Y.	11-17-61
*Bird, Moses	Switchman	Port Morris, N.J.	11-27-61
*Boerner, William Gottlieb	Loco. Engineer	Scranton, Pa.	11-23-61
*Carino, Carlo	Trackman	Summit, N.J.	11-15-61
*Chase, Stanley Bradford	Hostler	Scranton, Pa.	12-15-61
*Daniels, John	Clerk	E. Buffalo, N.Y.	2-28-62
*Darnack, Harry Frederick	Water Service Mechanic	Scranton, Pa.	12-20-61
*Davidson, Gerald Rnald	Machinist Helper	Marion Shop	3- 7-62
*Dawson, Otis Eugene	Yard Conductor	Kent Division	1-29-62
*Doremus, Rachel Lea	Stenographer	Lighterage Dept.	11-13-61.
*Dunemann, Julius August	Wheelsman	Marine Dept.	12-14-61
*Evans, George Fairchild	Chief Clerk	Asst. Compt.-Rev., Scranton	12-28-61
*Evans, Gounod	Clerk	Asst. Compt.-Rev., Scranton	11-25-61
*Force, Charles Earl	Baggage Agent	Madison, N.J.	11-22-61
*Frederick, Frank M.	Collector	New York Div.	12- 2-61
*Gerrity, Edward Joseph	Car Repairer	Scranton, Pa.	11- 8-61
*Gist, Napoleon	Laborer	Hoboken Piers	11- 8-61
*Gregory, Robert LeGrand	Timekeeper	Asst. Compt.-Disbursements	2-28-62
*Groff, Clarence Albin	Loco. Engineer	Mahoning Division	2-14-62
*Hartnett, Maurice F.	Baggage Porter	Hoboken, N.J.	8-26-61
*Hasley, Fred	Engineer	Buffalo Div.	11-12-61
*Hickey, John Vincent	Crossing Watchman	Susquehanna Div.	8-22-61
*Hogan, Thomas Aloyslus	Wheelsman	Marine Dept.	2- 3-62
*Keating, Louis C.	Clerk	Hoboken, N. J., N. Y. Div.	9-29-61
*Kilgallon, Joseph John	Patrolman	New York, N.Y.	3-17-62
*Klein, Henry Herman	Switchman	Scranton, Pa.	1- 6-62
*Kneiss, Walter Robert	General Agent	Frt. Trf. Dept., San Fran., Cal.	2-20-62
*Knutelski, Joseph George	Carpenter	Kingsland Pass. Car Dept.	12-24-61
*Larison, William	Conductor	Port Morris, N.J.	11- 9-61
*McHugh, Edward John	Chief Clerk-Cashier	Oswego, N. Y.	11-29-61
*Metzger, John Frederick	Maintainer	Marion Div.	3- 3-62
*Morton, Harry Eugene	Car Inspector	Hornell, N.Y.	3-11-62
*newman, Louis Edwin	Dist. Sales Manager	Frt. Trf. Dept., Chicago, Ill.	3-12-62
* Nowak, Stanley Anthony	Laborer	Buffalo Car Dept.	12-13-61
*Pitt, George Henry	Millwright	Jersey City Shop	2-23-62
*Plunkett, Michael Francis	Janitor	Buffalo, N.Y.	9-10-61
*Shoemaker, William R.	Loco. Fireman	Kingston, Pa.	11- 1-61
*Siccardi, Maurice Joseph	Sales Representative	Frt. Trf. Dept., Passaic, N.J.	2-16-62
*Sine, Lewis Jacob	Conductor	Scranton, Pa.	12- 9-61
*Stephen, Harry Valentine	Clerk	Buffalo, N.Y.	12-10-61
*Thomas, George Wack, Sr.	Loco. Engineer	N. Y. Div.	12-21-61
*Thomas, William John, Jr.	Carman	Keyser Valley Car Shop	9-17-61
*Towers, Charles Thomas	Signalman	Scranton Division	10-13-61
*Van Tassell, Arthur H.	Tug Engineer	Marine Dept.	1-14-62
*Waterman, George H.	Crossing Watchman	Waverly, N.Y.	10-14-61
*Webber, George Leon	Trackman	Susquehanna Div.	10- 4-61
*Wellman, Stanley R.	Laborer	Scranton, Pa.	8-11-61
*Retired			

SLOGAN CONTEST WINNERS

(Story begins on page 6)

are due the men who gave of their time to help us out.

On each division the 3-man judging panel was made up of the division superintendent, a representative of a railroad Brotherhood, and a man representing one of our ship-pars.

On the "Ninth Division," the men who had the difficult job of choosing two winners were Mr. Kenneth J. Sutherland, General Manager of Traffic, Sherwin-Williams Company; Mr. J. J. Schruer, Chairman, E-L System Board, Brotherhood of Railway & Steamship Clerks, and Mr. D. C. Mitchell, Superintendent, Station Service and Freight Claim Prevention, all three men located in Cleveland.

In a letter of commendation which accompanied the winners'

bonds, and in his presentation to George Pullen, Milton G. McInnes, President, said, "One of my most important duties is to seek methods by which the Erie-Lackawanna Railroad can provide the best and safest transportation service to our customers. Through your participation in this slogan competition, it is pleasant to know that we are striving toward the same goals."

And that goes for all of you who entered! Now let's get our good wishes behind George Pullen's slogan as it works its way to the top of the national pile, vying for the first-place cash award of \$1,000.

And let's keep working toward perfect shipping--it's a 12-month, year in, year out campaign to put our Road out in front and to keep it there. Remember.--"Safe Handling Makes Dollars and Sense!"

ERIE-LACKAWANNA RAILROAD

MAGAZINE

Midland Building
Cleveland 15, Ohio

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

**THE JOB TO DO IN '62
CONQUER LOSS AND DAMAGE**

EVERYBODY'S NEEDED



TO PRACTICE

**PERFECT
SHIPPING**

Erie-Lackawanna *Railroad Company*

The Friendly Service Route

