



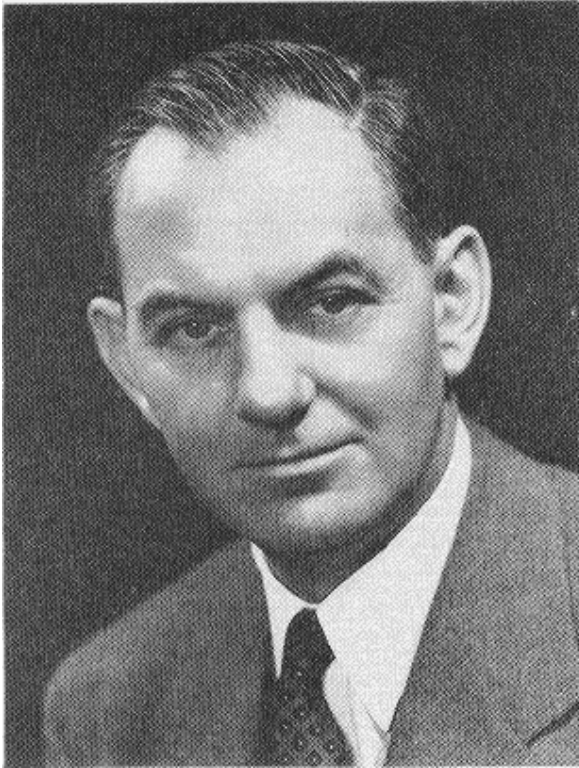
*"Smart Cookies,"
These E-L Men!*

**ERIE-LACKAWANNA
MAGAZINE**



**NOV.-DEC.
1961**

The President's Page



AS employees of the railroad, but even more important as citizens of the United States, I am sure you agree that our country must have a strong and healthy transportation system not only to take care of our industrial and social needs in times of peace, but our military needs in case of war.

The stepped-up defense measures that are now taking place as an outgrowth of the Berlin crisis and the continued aggressive acts of the Russian communists bring this fact home to us more clearly than ever before.

However, as a result of continued neglect and indifference toward the establishment of sound government policies and practices, the nation's transportation capacities are not being used as efficiently or as constructively as they could be.

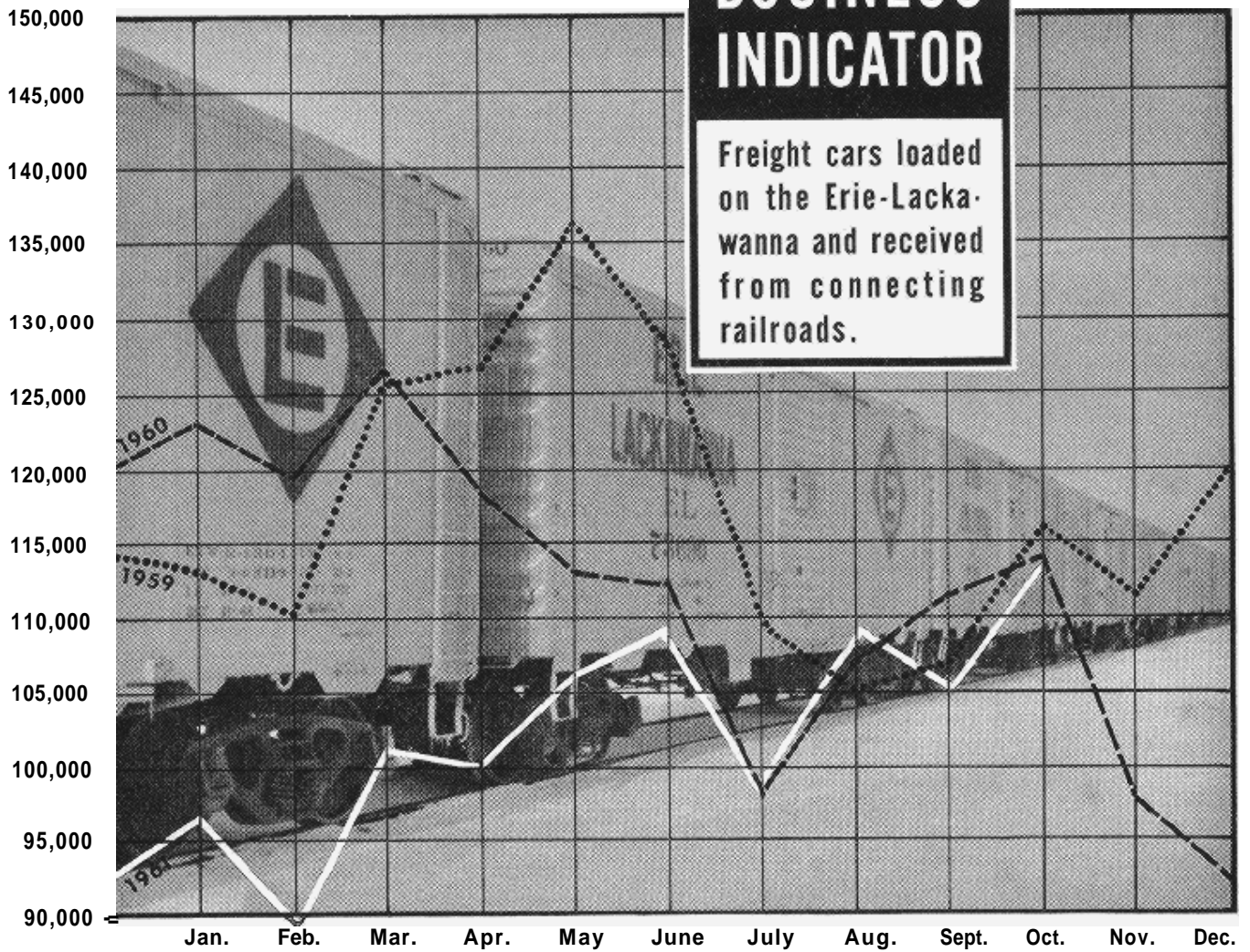
The consequences of such neglect are graphically illustrated in the article entitled "The Gathering Transportation Storm" starting on page 5 of this issue of the Magazine. I urge you to study it carefully--become so familiar with the story that you can show it and explain it to your friends and neighbors. Better still, do whatever you can to bring it to the attention of your Congressmen and Senators. That is where real action will have to be generated to bring about the needed corrective measures.

Our nation cannot afford to take the risk of having a transportation system that would not be equal to the demands it may be called upon to perform should an emergency arise.

A handwritten signature in dark ink, which appears to read "J. Edgar Hoover". The signature is fluid and cursive, written on a light background.

BUSINESS INDICATOR

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



Dollar figures at a glance

| | | Amounts Received | Amounts Spent | Net Loss |
|------------------------------|-------|------------------|---------------|------------|
| Month of October | | | | |
| 1961 | | \$ 19,734,373 | \$ 20,520,112 | \$ 785,739 |
| 1960 | | 19,308,634 | 20,262,915 | 954,281 |
| Ten months ended October 31, | | | | |
| 1961 | | 177,023,921 | 201,723,600 | 24,699,679 |
| 1960 | | 189,175,390 | 202,928,651 | 13,753,261 |

ERIE-LACKAWANNA RAILROAD MAGAZINE

The Oldest Railroad Magazine

NOV./DEC., 1961

Vol. 57, No. 6

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

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

THE COVER

With the advent of Christmas, and in keeping with the happy spirit of the season, we'd like to introduce you to our "ginger-snappy" train crew.

They are real, old-fashioned ginger-bread men, made by Cleveland's Hough Bakeries, Inc.

Resplendent in their frosting finery, the smiles on their faces, and the "conductor's" outstretched arms, embrace you all as we exchange greetings for the happiest holiday ever.

"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

ANOTHER RATE UMBRELLA has been opened to deprive shippers of the benefits of fast, low-cost transportation. Railroads have been prevented from reducing carload rates by six cents on 40,000-pound minimum shipments of electric cable and wire between Worcester, Mass. and Houston, Tex. An ICC division ruled the reductions posed a threat to "the continued existence of the coastwise water carrier industry". Thus the railroads continue to be their brothers keeper.

REFRIGERATED BATHTUBS must be a new way to keep cool in Georgia. A Federal inspector stopped a refrigerated truck in that State. The driver produced a waybill showing his load consisted of fresh vegetables which are exempt from ICC regulations. The inspector looked inside and found a load of bathtubs - a high-rated commodity under ICC regulation for railroads and common carrier truckers. Just one more example of illegal trucking by private operators which has grown to such proportions that one out of every four trucks on the highways are now operating illegally.

A NEW 25-MINUTE COLOR MOVIE FILM "Science Rides the High Iron" produced by the AAR and narrated by news commentator Chet Huntley is now available for public showing. The film dramatically shows how new scientific developments are helping to modernize and improve railroad operations. E-L employees interested in arranging bookings before service clubs, church groups or other organizations should write to the Public Relations Dept., Midland Bldg., Cleveland 15, Ohio, indicating date wanted and name of organization.

PUBLIC OFFICIALS are sometimes carried away by exaggerated enthusiasm for their pet projects. Speaking at a meeting called to stimulate interest in the construction of the Ohio River-Lake Erie Canal, a Congressman cited the recent Los Angeles brush fire and blamed it on the lack of water in the area. Despite threats to 11,000 railroad jobs if the canal is built, he was further quoted as saying he could not believe an American would sign a petition opposing the canal.

AIR PASSENGERS travel "in the public interest" but those who ride the railroads do not, it must be interpreted from tax commission testimony in Ohio. When the county sought to reduce taxes on the Cleveland Union Terminal, used by four railroads and two transit lines, the City of Cleveland opposed the cut because it would reduce municipal revenues. However, when an assessment was proposed for the city airport used by about the same number of commercial airlines, the officials opposed any taxation because it exists for "public purposes".

CAUSING DAMAGE to freight moving in interstate commerce has become a Federal offense. An act of Congress came after new automobiles shipped via railroad piggyback cars or auto rack cars had been damaged by acid sprayed on them while in transit.

THE ST. LAWRENCE SEAWAY between Montreal and Lake Ontario was scheduled to close on Nov. 30 because of weather and ice conditions. As it has for every year since it started operation, the Seaway again failed in 1961 to handle the tonnage predicted for it on which its supporters based their justification for spending taxpayers' money to build it. Already some self-serving interests are advocating the reduction of tolls which would, of course, divert more traffic from taxpaying railroads.

THE GATHERING TRANSPORTATION STORM



... ITS CAUSES ... ITS IMPACT ... ITS CURE

AMERICA has one of the most diverse and highly developed transportation systems in the world. Over our railroads, highways and waterways, and through pipelines and airways move the most mobile people on earth and the mountains of raw materials and finished products of an intensely productive economy.

Nothing is more basic to how Americans live than this network. Transportation is a \$100 billion annual business, accounting for one-fifth of our entire gross national product. It is a primary determinant of output levels, prices, individual living standards, and national defense capability.

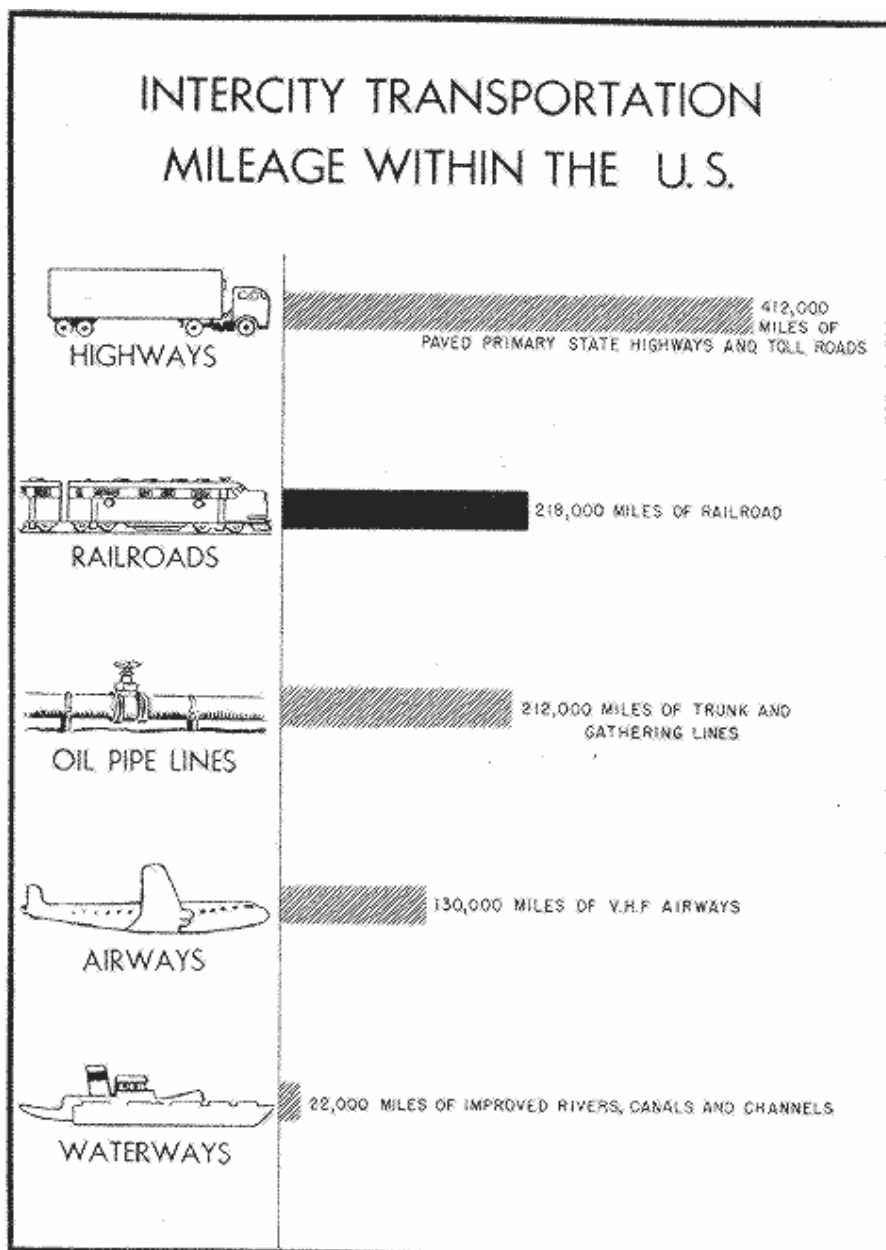
Growth and progress in technology among America's major carriers mask increasingly serious defects in the transportation structure, however. As a special Study Group of the Senate Commerce Committee reported on January 3, 1961:

"There are trends which give cause for concern for the future overall adequacy and efficiency of our transportation system and for the health, if not the very existence, of common carriers."

The Group predicted a major crisis if the trends continue unabated.

What's wrong in this vital national industry?

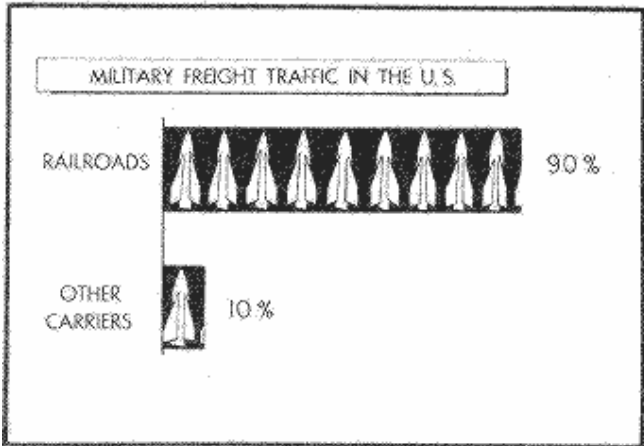
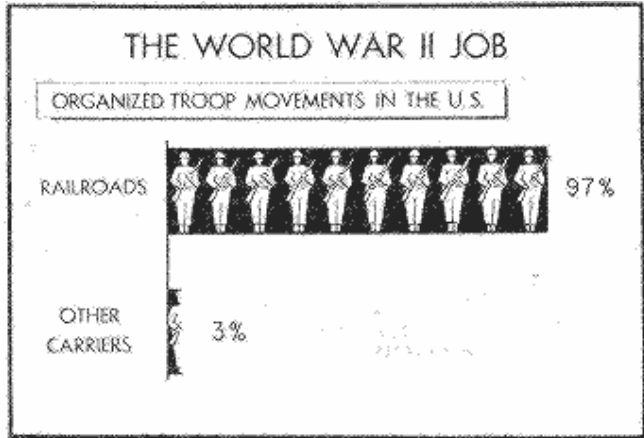
The answers are depicted graphically on the following pages.



Of all the forms of transportation serving the nation, railroads are the most important commercial carrier, both in terms of the vital job they do and their far-reaching role as employer, purchaser of the products of other businesses, and taxpayer and citizen in the communities they serve.

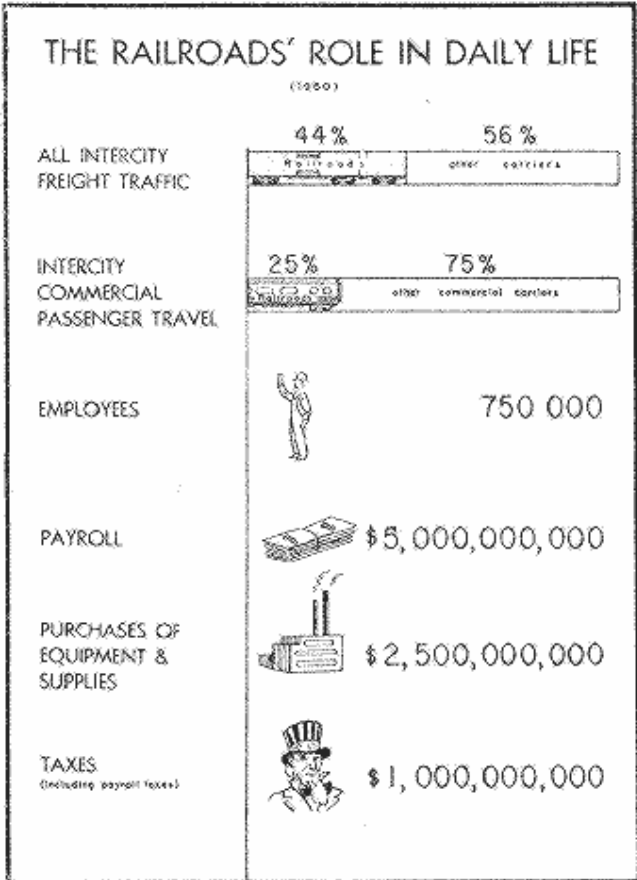
No carrier is more important than railroads to the national mobilization of men and materials in time of war. In World War II, while U. S. railroads rose to the greatest challenge in the nation's history manpower and materials shortages significantly reduced the role played by the other carriers.

The priority defense role of rail transportation continues despite changes in military strategy. Recent Congressional hearings into military preparedness, concluded with a report emphasizing that "military logistical planning is built around the railroads . . . the other forms of transport, important as they are to the total need, are auxiliary and supplemental to the railroads."

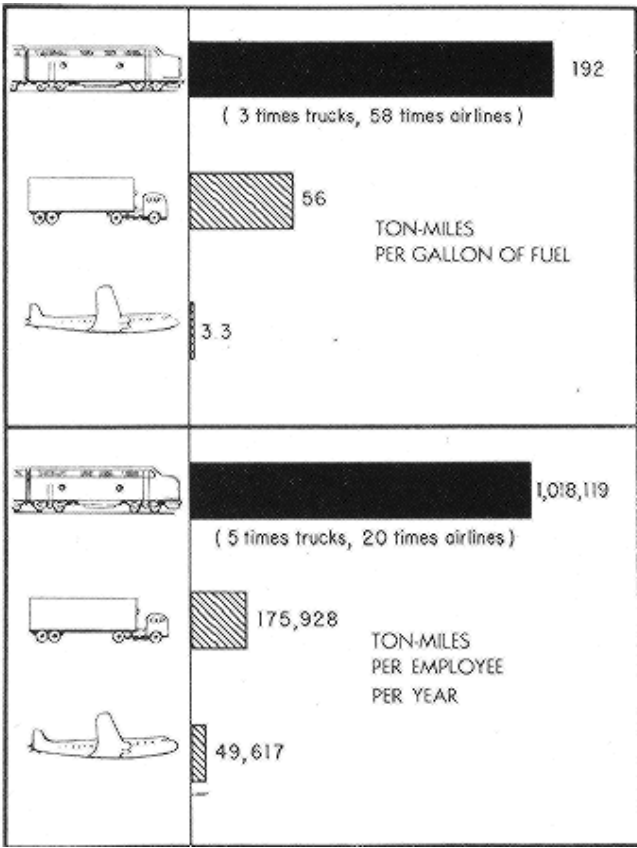


Basic to the nation's dependence on railroads in emergencies is their superior economy in the use of fuel and manpower. Railroads handle over 3 times as much freight traffic per gallon of fuel as intercity truckers, and 58 times as much as airlines. In terms of manpower, railroads handle more than 5 times as much freight traffic per employee as intercity truckers, and 20 times as much as airlines.

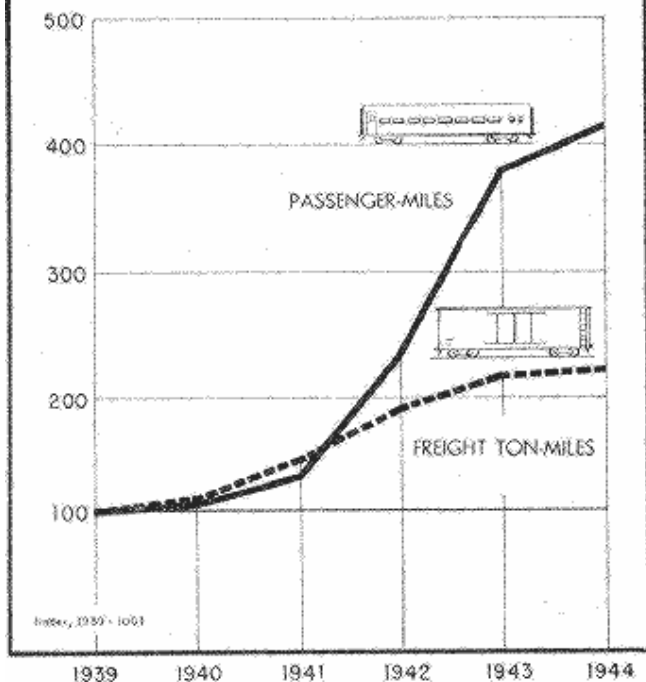
This superior economy of rail services is crucial at a time when all resources must be devoted to national survival,



RAILROADS PRODUCE THE MOST FOR THE LEAST

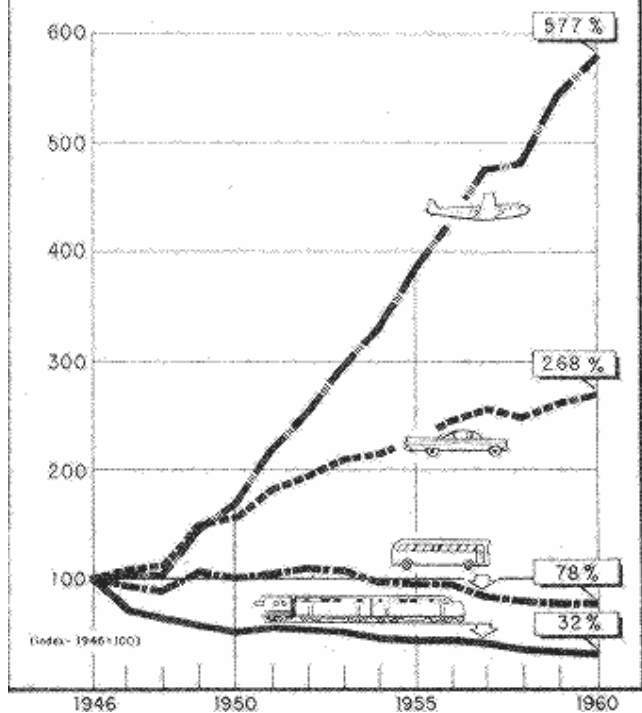


HOW RAILROAD TRAFFIC EXPANDED IN WORLD WAR II



Despite railroading's acknowledged operating efficiency, the carriers have lost heavily in competing for the expanding postwar freight traffic market. By 1960, the freight volume moving between our cities by truck stood at more than 3-1/2 times the 1946 level. Freight traffic on rivers and canals multiplied to over 4 times the earlier level. Meanwhile, railroad freight volume remained substantially unchanged and in 1960 was 4 per cent less than in 1946.

CHANGES IN PASSENGER HAULING

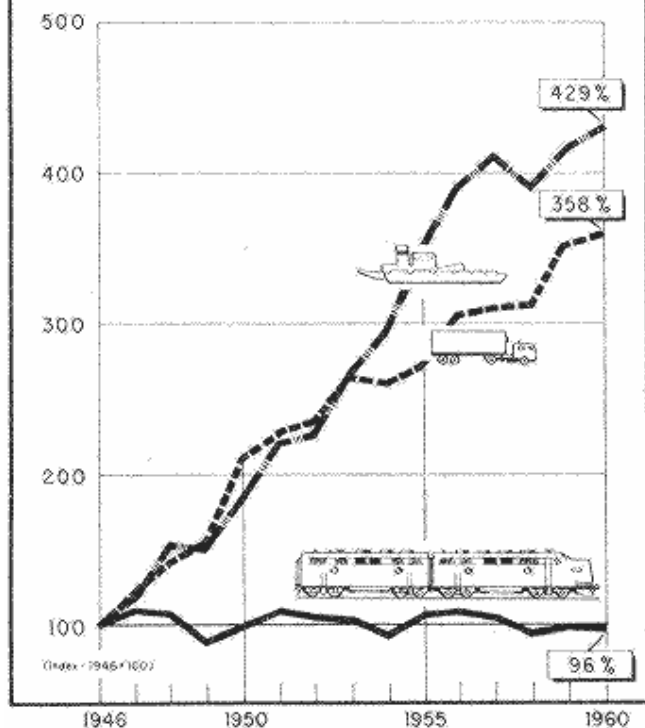


The railroads' primary defense contribution is also based on their ability to handle greatly expanded volumes of traffic without corresponding boosts in equipment requirements. Thus, railroads in World War II *doubled* their freight traffic and *quadrupled* their passenger volume over the pre-war year.

Other carriers need far greater input of essential resources to get comparable increases in output.

A key factor in winning World War II was the large surplus of rail rolling stock unused during the depression. This "cushion" of extra equipment is not now available to the nation.

CHANGES IN FREIGHT HAULING

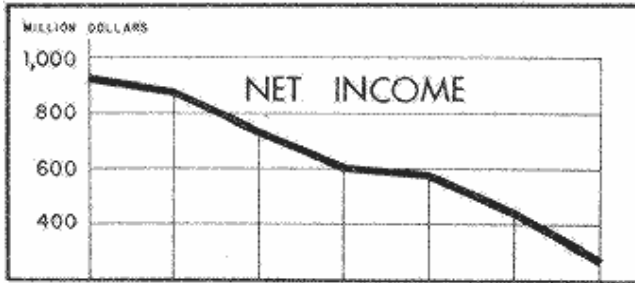


Even more radical changes have occurred among the different carriers in postwar passenger movements. By 1960, air travel between cities was up to nearly 6 times the 1946 level and travel by private auto (which accounts for 90 per cent of all inter-city passenger-miles) had risen to over 2-1/2 times the 1946 level. Meanwhile, passenger-miles handled by intercity bus fell off 22 per cent and travel by rail dropped to only *one-third* of the 1946 total.

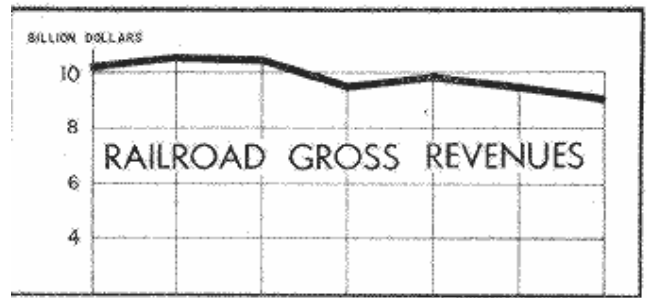
... SIGNS OF TROUBLE IN

RAILROADING

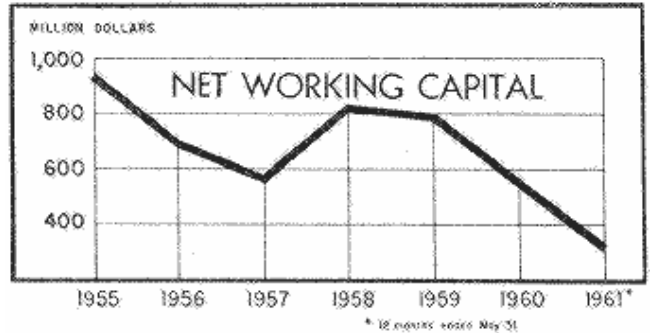
The traffic declines of recent years have brought a gradual slippage in gross revenues of the railroad industry, and a steep decline in net income.









Net working capital at the end of May was down to \$316 million--equivalent to less than 18 days' cash operating expenses.



Railroad net income for the year ending May 31, 1961, amounted to less than a third of that earned in 1955, confronting the industry with the gravest financial crisis since the depression of the 1930's. Operations for all railroads in the first five months of 1961 barely broke even as 38 out of 107 Class I railroads ran in the red.



The earnings position of railroads among American businesses underscores the severity of the carriers' difficulties. In 1960, Class I railroads ranked at the bottom of the list of 73 industries and industry groups, with a profit rate of only one-fourth that of other public utilities and manufacturing. Class I railroads received a return on their net assets of only 2.6 per cent, while truckers, for example, were earning over 10 per cent.

| | |
|---|---|
| ✓  | 28,000 DIESEL LOCOMOTIVES |
| ✓  | 900,000 FREIGHT CARS |
| ✓  | 30,000 MILES OF CENTRALIZED TRAFFIC CONTROL |
| ✓  | 40,000 RADIO TRANSMISSION UNITS |
| ✓  | PUSH-BUTTON CLASSIFICATION YARDS |
| ✓  | MECHANIZED RAILWAY MAINTENANCE EQUIPMENT |

... THE RAILROADS' COUNTER ATTACK

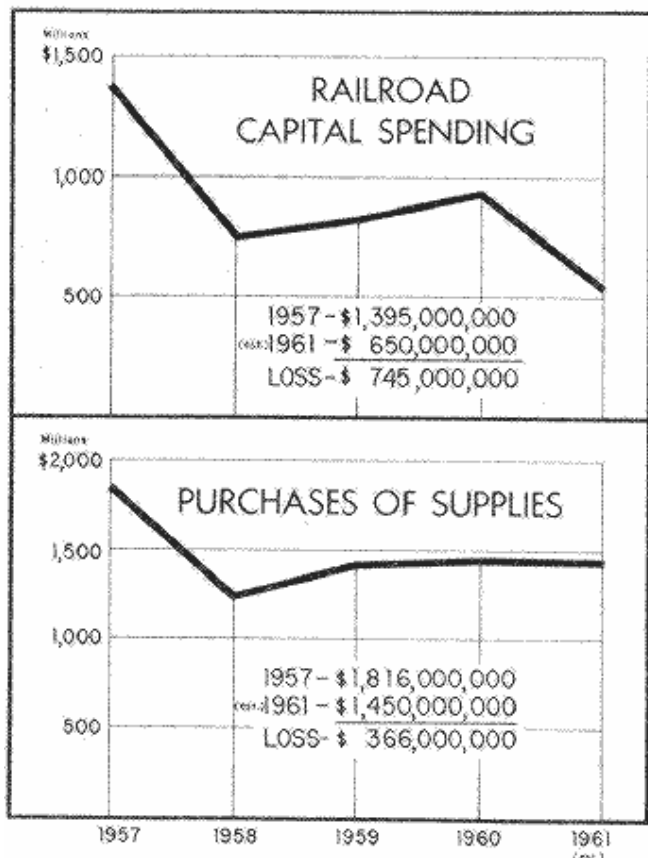
Railroads have put dramatic self-help measures into effect in an all-out effort to cope with increasing competition. Working a virtual revolution in plant and operating methods, they have spent more than \$16 billion for capital improvements in the postwar period, an average of a billion dollars annually.

The results of these streamlining moves shows up in such efficiency indicators as these: Since 1946, average freight train speeds have been stepped up by 22 per cent, and the hourly transportation output of the average freight train has been increased by 70 per cent.

Without the giant strides in operating efficiency made possible by their modernization program, the entire railroad industry would long ago have gone broke. Yet so severe has been the competitive squeeze that not even this dramatic counter-attack has solved the problem. One of the most painful results of rail losses has been borne by employees. By 1960, 578,344 jobs had disappeared on the railroads, and by June of 1961, employment stood at barely half the 1946 level.

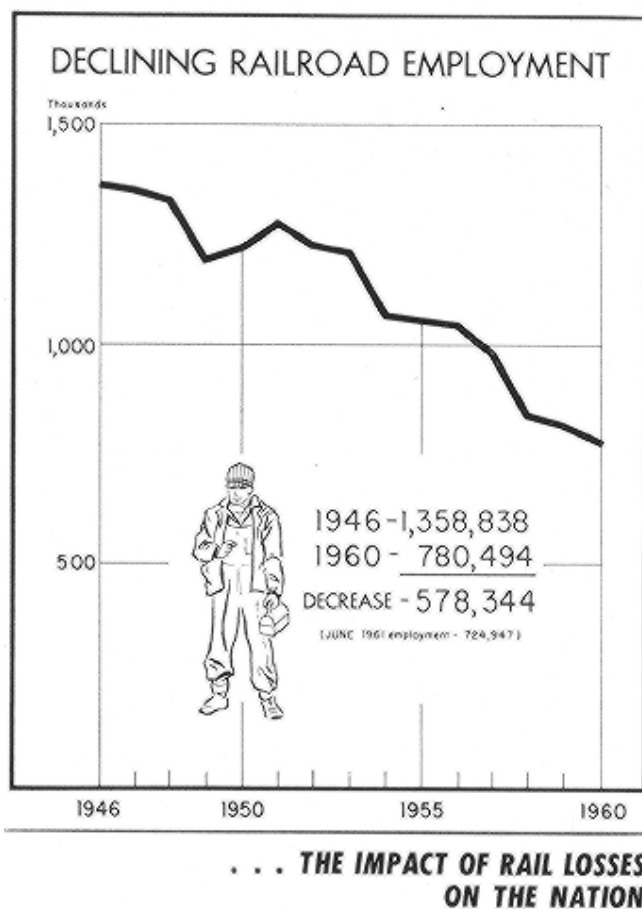
Another disruptive impact of rail losses has been sustained by the railway supply industry--companies which make and sell railroads everything from sledge hammers to locomotives. Capital spending cutbacks have been so deep it is estimated that the railroads' 1961 investment outlays will amount to \$745 million less than in 1957. Lower railroad spending for fuel, operating materials, and supplies, meanwhile, will result in a further loss of \$366 million in this type of purchase.

The result has been not only lost sales and profits for other segments of the economy, but also heavy unemployment among rail supply businesses.

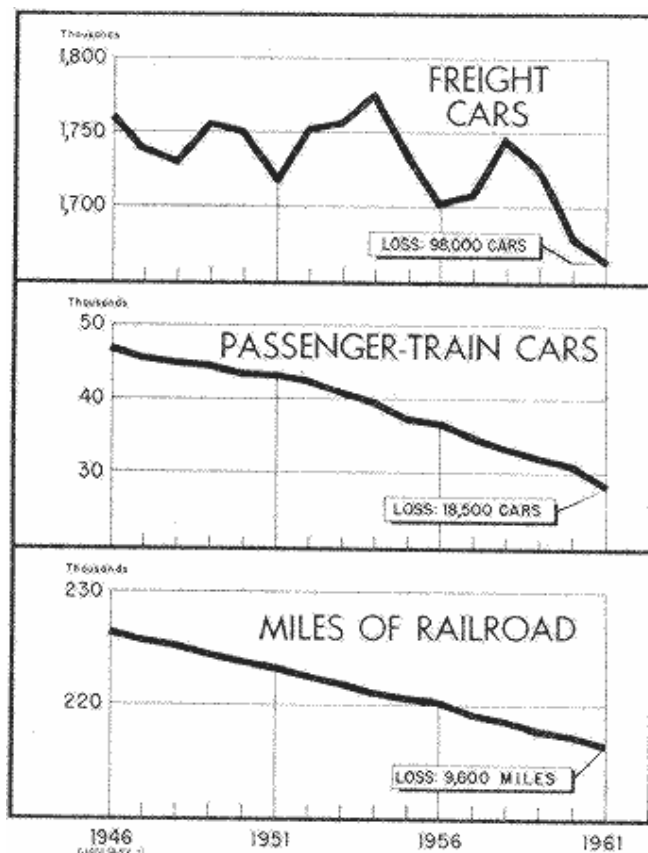


The entire nation has been hit hard by losses in railroad capabilities. In the postwar period the freight car fleet has shrunk by nearly 100,000 units (though total carrying capacity has risen slightly due to larger new cars). The number of passenger-train cars has decreased by 40 per cent. Some 9,600 miles of railroad have been abandoned.

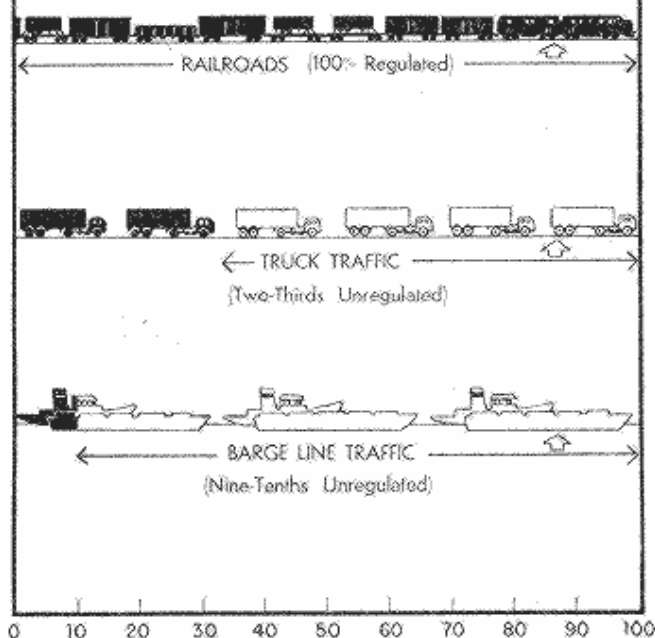
Passenger-car declines would make it impossible in a new national emergency for railroads to handle any-



thing like their tremendous travel load of World War II.



INEQUITIES IN TRANSPORT REGULATION

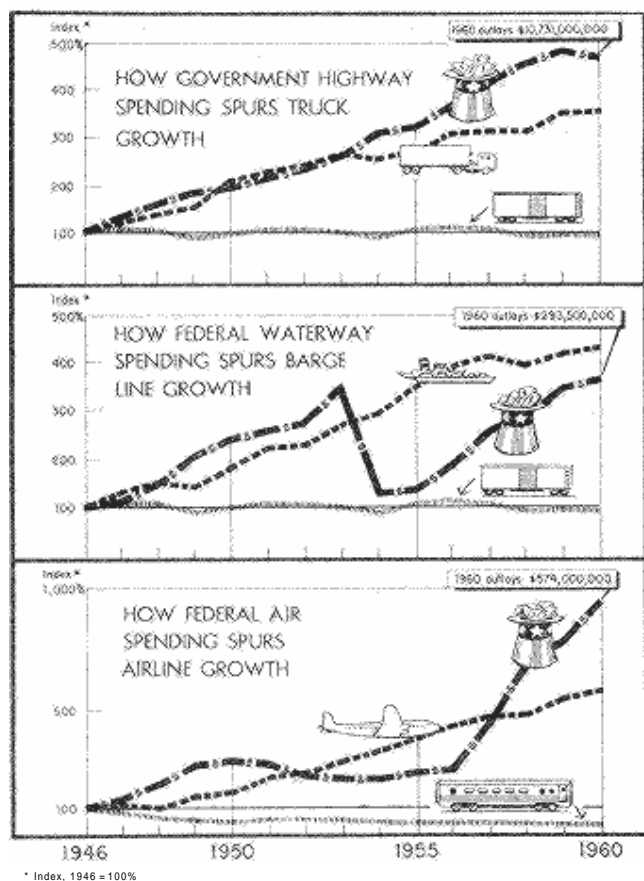


While rates of all railroad commercial freight movements are tightly regulated by government authorities, major exemptions and loopholes in the Interstate Commerce Act have combined with inducements to private operation so that today *two-thirds* of truck traffic and *nine-tenths* of inland waterway traffic are completely unregulated. Yet the railroads, with *all* of their rates subject to regulation, must compete with ever-increasing volumes of highway and water transportation subject to *no* rate regulation.

Of all the general freight haulers, *only* the fully-regulated railroads have suffered a *decrease* since World War II in their volume of freight traffic.

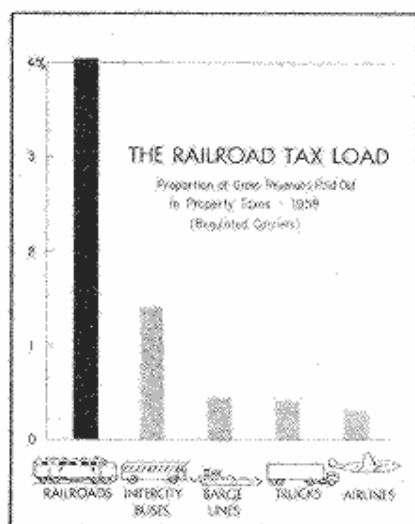
As a result of this unequal regulation and competition, the railroads are losing more and more of the total freight business to both the regulated and unregulated motor and water carriers. Declining common carrier services by railroad, confronted with chaotic competitive conditions, are the grim fruits of Present-day inequities in regulation.

... GOVERNMENT POLICY INEQUITIES

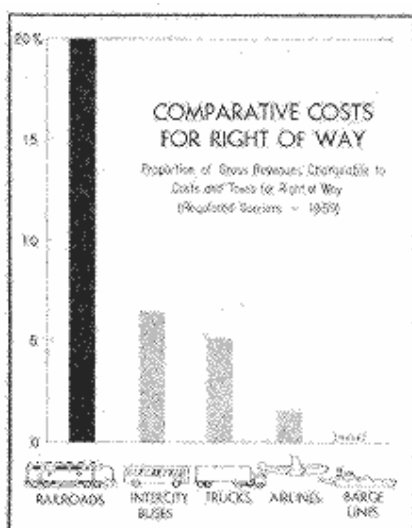


Rising government outlays have sharply influenced the competitive position of U. S. carriers. As annual government spending for highways rose by 1960 to 4-1/2 times the 1946 level, truck traffic expanded to 3-1/2 times. Likewise, Federal outlays have enabled bargeline traffic to expand to more than 4 times the 1946 level, and air travel to expand to nearly 6 times.

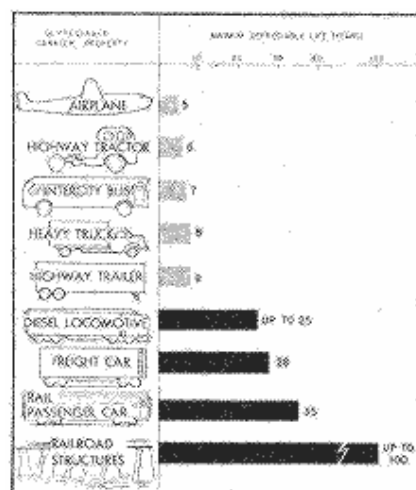
In sharp contrast to these vast public aids for others, railroads receive nothing. They build their own rights of way and also pay heavy taxes on these. (Even their so-called land grants of the 1800's were paid for many times over in reduced freight rates for government traffic.)



In 1959 railroads were saddled with a state and local tax burden which was nearly 3 times as much as bus lines, 9 times as much as water carriers, 10 times as much as truck lines, and 14 times as much as air lines.



In measuring the costs of owning, building, and maintaining the facilities over which their vehicles run, railroads bear 3 times as much as buslines, 4 times as much as trucks, and 13 times as much as domestic airlines. Barge-lines pay nothing whatever toward the costs of navigation works.



Railroads are hurt further because equipment used by competitors has far shorter taxable lives. Thus, airlines are able to recover their investment in new airplanes in as little as 5 years. Buses can be written off in 7 years, and truck equipment in 6 to 8 years. Rail freight cars, on the other hand, are considered to have an average life of 28 years, and rail passenger cars up to 35 years.

... SOLVING THE PROBLEM

On March 20, 1961, the nation's railroads issued a call for a sweeping legislative program establishing a "Magna Carta for Transportation."

The *Magna Carta* would put all carriers on a more even competitive footing, allowing each to grow on the basis of its own abilities, and not on the basis of those built in by government subsidies and favoritism.

The *Magna Carta* program includes eight major legislative goals. Details on these remedial steps, as well as on the problems behind each, are included in a special booklet available from the Association of American Railroads: "*Magna Carta or Major Crisis*."

Magna Carta

The Four Freedoms

FREEDOM FROM
DISCRIMINATORY REGULATION

FREEDOM FROM
DISCRIMINATORY TAXATION

FREEDOM FROM
SUBSIDIZED COMPETITION

FREEDOM TO DIVERSIFY

Magna Carta's LEGISLATIVE GOALS

- Establish a National User Charge Commission to collect fees for commercial use of tax-built facilities.
- End discriminatory state-local property taxes.
- Shorten tax write-off period for new investment to stimulate plant modernization.
- Repeal 10% excise tax on travel.
- Remove restrictions that prevent carrier diversification.
- Repeal regulatory exemption given trucks hauling agricultural goods—or extend to railroads.
- Repeal exemption given barge lines hauling commodities in bulk—or extend to railroads.
- Keep rate regulation from being used to deprive public of benefits of low-cost transportation.

Magna Carta's

FOUR FREEDOMS FOR THE PUBLIC

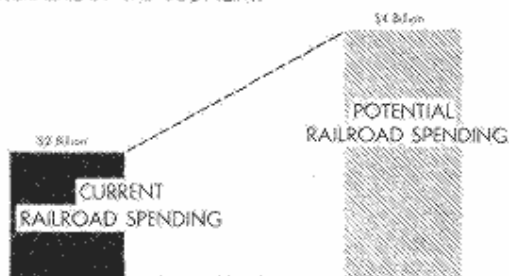
- Freedom from paying subsidies to commercial carriers.
- Freedom from bearing the burden of the waste of tax funds for excessive transportation facilities.
- Freedom from the fear of socialization and the endless perpetuation of waste in transportation.
- Freedom to enjoy the most efficient, lowest-cost and most streamlined transportation service possible from all carriers, including the railroads.

The *Magna Carta for Transportation* would establish basic freedoms not only for the nation's carriers, but also for all the people. These "four freedoms" for the public would take some of the politics out of transportation and head off the gathering storm in this vital industry by giving every American a better break . . . whether as a traveler, a shipper, a consumer, or taxpayer.

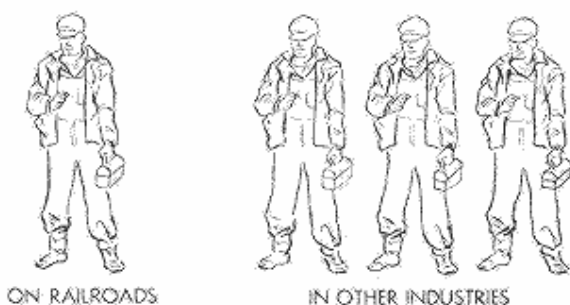
**. . . SOLVING THE GOVERNMENT
POLICY PROBLEM**

HOW THE NATION WOULD BENEFIT FROM HEALTHIER RAILROADS

HEALTHIER RAILROADS = MORE SPENDING
THROUGHOUT THE ECONOMY



+ MORE JOBS



Magna Carta benefits for America can also be measured in practical terms--in more jobs, more sales, and in economic resurgence.

A sound and healthy railroad industry would be hauling more traffic and providing more jobs in running additional trains and elsewhere on the railroads. A strong railroad system would also purchase more goods from other businesses--for instance, it should be spending *double* present outlays for new equipment and supplies. This extra \$2 billion would provide more jobs among manufacturers supplying the railroads with basic products. And since these companies buy from others throughout the economy, the chain reaction effect could mean thousands of extra jobs everywhere.

In short, weak railroads mean a weak America. And conversely, strengthened railroads mean a strengthened nation and new props under prosperity.

Sally Makes Unscheduled Run

There were all the elements of a "Gay 90's" melodrama: the unfortunate victim caught on the railroad tracks; the hot-shot freight train thundering toward the scene; the last minute rescue by the hero, who flagged the train and freed the victim.

"Sally" was the victim. She's a palomino mare belonging to 15-year old Larry Burrows of Elgin, Pa. The train was Erie-Lackawanna's "Flying Saucer," a fast freight, on its way from Chicago to Jersey City. The hero was a composite of Ward Wilson, division superintendent at Salamanca, engineer Walter McCain of Meadville and his train radiotelephone system, Clyde Proper, E-L section foreman of Union City, Pc., who actually performed the rescue operation, and assorted employees, and lookers-on.

Neighbors first noticed that Sally had broken out of her barn and tried to capture her. They notified young Larry that his pet was cavorting up and down the E-L tracks at Corry, Pa., but when capture seemed imminent, the horse panicked and dashed down the eastbound tracks. Crossing a bridge, her feet slipped between the ties, and there she lay--belly on the ties, her four legs dangling below the structure.

Neither Larry nor his neighbors could free the poor animal, and the Flying Saucer was due momentarily. Someone in the crowd ran up the track and flagged the rushing train to a stop.

When engineer McCain saw what had happened, he used his train radiotelephone to notify John Wirtner, operator at MS tower near Corry.

Wirtner in turn called Salamanca, where Mr. Wilson recalled that section foreman Clyde Proper was also a part-time horse dealer. A call to Union City brought Mr. Proper from his home to the scene of the dilemma.

Proper blindfolded the animal, rolled her over on her side to free



her legs, then using planks he skidded Sally from the bridge onto solid ground.

While all this was going on, the noble Flying Saucer had conceded temporary defeat and was backing up five miles to Union City, where it would be routed over the westbound tracks for more than 16 miles to a crossover leading back to the eastbound track. This final phase of "Operation Bangtail Barrier" was engineered by Kenneth Morrison, agent-operator at Union City, who lined up the route and blocked any possible traffic on the westbound track during the emergency move.

All's well that ends well. But Walter McCain is probably pondering the injustice of the 4,800 mechanical horses in his diesel being forced into a 16-mile detour by one little flesh-and-blood type horse.

And Sally is no doubt convinced that the next time she takes to the track it will be one of the oval variety reserved for the sport of kings.

NKP to Share Buffalo "Push-Button" Yard

In the August/September issue of your magazine, we reported the start of E-L's new "push-button" freight classification yard in Buffalo.

During the latter part of October, an announcement was made that ownership and operation of the electronic yard would be shared by Erie-Lackawanna and the Nickel Plate Railroad. E-L and NKP are each the largest connection of the other in the volume of traffic interchanged in the Buffalo area, and joint ownership and use of a common yard will expedite car switching and will reduce expense.

In a news release issued jointly by the two roads, Milton G. McInnes, president of E-L, and Felix S. Hales, president of the Nickel Plate, said: "The new yard will permit both roads to give better service to shippers and will provide each of us with a more mod-

(Turn to Page 22)

MOVING UP ALONG THE LINE

| NAME OF EMPLOYEE | PROMOTED TO |
|--------------------------|--|
| RAYMOND B. CONNELL | Assistant Supervisor, Wage Bureau, Cleveland |
| THOMAS T. HANLEY | Sales Representative, Philadelphia |
| THEODORE J. KRAMER | Chief Clerk, Scranton Division, Scranton |
| JOHN J. MacAULAY | District Sales Representative, Akron |
| RAYMOND J. PIERCE | Division Engineer, Terminal Division, Hoboken |
| JAY D. RENTZ | Shop Superintendent, Program Car Shop, Meadville |
| FRANK A. ROBERTS | Valuation Engineer, Cleveland |
| MICHAEL H. ROZELSKY, JR. | Chief Clerk, Wage Bureau, Cleveland |
| WALTON E. SMITH | Division Engineer, Mahoning Division, Youngstown |
| THOMAS R. SWITALA | Office Engineer, Cleveland |
| LEONARD VanOLDEN | Division Storekeeper, Jersey City |
| ROBERT O. WALTER | Assistant Division Engineer, Susquehanna-Delaware Division, Hornell |
| JAMES K. WEIKAL | Division Engineer, Allegany-Bradford-Meadville and B&SW Divisions, Salamanca |
| JAMES H. WILLIAMS | District Sales Manager, Omaha |

our MAN in Chicago

IN Chicago's bustling Dearborn station the words "Erie-Lackawanna" and "Phil Morgan" are synonymous. They mean exactly the same thing to E-L travelers who may need help when they are in the Windy City. As far as those folks are concerned one would not exist without the other--at least they would not be the same.

Phil is E-L's highly-personable passenger agent in Chicago, who makes friends easily because he has a basic flair for wanting to help people.

We wanted to find out why so many satisfied customers take the time to write letters of commendation after passing through Chicago. We found no magic formula for success; but we did find a happy man who is carrying on a grand love affair with his work and the company he works for, with his city, and with people in general.

That's a tough combination to beat--but it's an easy one to achieve. Phil Morgan does it!



▲ *"People love it when you make them feel important. I try to treat everyone the way I'd want to be treated if I were traveling. I give everybody the red-carpet treatment, and it don't matter if a man is traveling on a pass or paying full fare--he's still a passenger. Besides, you can't tell but what the man with the pass might have 5 or 6 revenue passengers with him."*

Watching Phil meet the E-L trains, you share his pride as travel-worn faces light up with smiles of gratitude. Worries about connections, transfers, or departure-times disappear when Morgan takes over.



▲ Phil's passengers don't usually have to worry about red caps. Men like William Van Allan are glad to give Morgan a hand, because they know he understands their problems. They like him as a friend, and they respect him as a good worker.

◀ Phil "is at his best when he can help to solve someone's problems. Dan Hickman, heading for Marion, O., and Dwight McGinnis, on his way home to Gainesville, Mo., were grateful for our man's help.

We wondered: "Do you ever come up against a passenger you just can't please?"

"You Betcha!"

"Did you ever win an argument with a customer?"

"Never tried to! When I'm at the end of my rope, I take the second thought with a cup of coffee and forget it."

the PHIL MORGAN story



▲ Mary Glass hadn't arrived in Chicago on Erie-Lackawanna, and she was heading for Mobile, Ala., on another line, but she was in trouble and Phil Morgan was there to help her. Red cap McKeel discovered that a conductor had collected the wrong ticket, and Mrs. Glass was in danger of missing her connection at LaSalle Street station. By the time things were straightened out, Mrs. Glass was sure of only one thing: an Erie-Lackawanna man had helped her to catch her train. That's the kind of public relations that money cannot buy!

Old friends make a point of seeing Phil whenever they are in Chicago. Elmer Benson, Hornell, N. Y., is a retired E-L general foreman. He is one of 6 brothers and their dad, all E-L railroaders!

Benson passes through Chicago frequently on visits to his son's home in Rockford, Ill., and he always takes the time to talk over old times with his good buddy, Phil Morgan.

As busy as he is, Phil will never be too busy to greet an old friend ---or to make a new one.



▲ We don't know how much German Phil speaks, but he managed to help little Susan Krivacik and her mother, Emmy, on their way home to West Germany. And Phil's friend, officer Gust Demetrial, is always ready to help shavers like Jimmy Forssander, who get lost in Dearborn's crowds. ▼



Charles Crim, E-L Passenger Sales Representative in Chicago, tells the Phil Morgan story this way: "I've worked with Phil for 12 years, and in all that time we've never had a serious disagreement. That's unusual. Generally when you work with a person for that long, sooner or later there is friction-but not with Phil. When he comes up against a bad situation he has trouble expressing himself. If he can't say something nice about someone, he seems to be at a loss for words."



Retirements

| NAME | TITLE | LOCATION | DATE | YEARS SERVICE |
|-------------------------|----------------------------|---------------------|----------|---------------|
| Alessandro Avagnano | Trackman | Sufferen, N.Y. | 10-23-61 | 33 |
| Gaylord A. Beiter | Yard Conductor | Youngstown, O. | 9-29-61 | 47 |
| James L. Bidwell | Engineer | Meadville, Pa. | 9-30-61 | 44 |
| Win. Harrell Bier | Machinist | Brier Hill, O. | 10-31-61 | 48 |
| Thomas R. Blackton | Tugboat Deckhand | Marine Dept. | 10-14-61 | 44 |
| Charles A. Boehler | Yard Conductor | Jamestown, N.Y. | 10-18-61 | 45 |
| Daniel W. Bond | Road Conductor | Port Jervis, N. Y. | 9-27-61 | 54 |
| Florence H. Brennan | Stenographer | Hoboken, N. J. | 10-31-61 | 32 |
| William H. Burke | Yard Conductor | Buffalo, N. Y. | 9-25-61 | 39 |
| John Bussanich | Floatman | Jersey City, N.J. | 10-15-61 | 35 |
| Martin G. Cawley | Claims Investigator | Scranton, Pa. | 9-27-61 | 46 |
| Frank R. Conner | Machinist Helper | Scranton, Pa. | 10-14-61 | 41 |
| James Copley | Road Hostler | Buffalo, N. Y. | 9-19-61 | 43 |
| Charles C. Cottone | Ferry Deckhand | Marine Dept. | 1- 6-61 | 35 |
| John A. Cross | Signal Helper | Paterson, N. J. | 9-30-61 | 35 |
| John A. Culkin | Yard Conductor | Cleveland, O. | 10- 3-61 | 33 |
| Alexander De Fee | Floatman | Marine Dept. | 10- 9-61 | 40 |
| Michael Demko, Jr. | Machinist Helper | Scranton, Pa. | 10- 4-61 | 33 |
| Joseph DeSandis | Foreman | Avoca, Pa. | 9-30-61 | 49 |
| Mary L. Doyle | Report Clerk | Youngstown, O. | 11-30-61 | 44 |
| Joseph Drozd | Carman-Welder | East Buffalo, N.Y. | 10-31-61 | 44 |
| Gerald L. Dye | Electrician | Huntington, Ind. | 10-30-61 | 34 |
| Bolls Ezor | Carman Helper | Hammond, Ind. | 10-31-61 | 50 |
| Daniel S. Fordham | Ticket Agent | Jamestown, N. Y. | 11-30-61 | 41 |
| Marion E. Fosnaugh | Asst. Section Foreman | Marion, O. | 9-30-61 | 39 |
| Clement Frantz | Engineer | Hoboken, N.J. | 10-18-61 | 42 |
| Henry Fuchs | Machinist | Hoboken, N.J. | 10-31-61 | 44 |
| Carlo Furno | Shop Hostler | Meadville, Pa. | 10-31-61 | 53 |
| Francis W. Glasford | Ticket Clerk | Olean, N. Y. | 10- 2-61 | 42 |
| Frank R. Herren | Machinist | Avoca, Pa. | 10-26-61 | 39 |
| George M. Hiltz | Chief Clerk | Hornell, N. Y. | 9-26-61 | 44 |
| Arthur C. Hofer | Chief Tariff Compiler | Chicago, Ill. | 11-30-61 | 39 |
| Grover C. Howe | Asst. District Sales Mgr. | Milwaukee, Wis. | 11-30-61 | 47 |
| John J. Huelbig | Crane Engineer | Marine Dept. | 9-30-61 | 35 |
| Richard H. Kester | Engineer | Marion, O. | 10-25-61 | 46 |
| Walter J. Klink | Rd. Foreman of Engines | Hoboken, N.J. | 11-30-61 | 45 |
| Alvin C. Knauss | Switchman | East Buffalo, N. Y. | 9-30-61 | 41 |
| John Libitz | Tugboat Deckhand | Marine Dept. | 10-16-61 | 34 |
| Sylvester J. Malone | Trainman | Elmira, N.Y. | 7-25-61 | 43 |
| Bernard Markle | Structural Steelman | Port Jervis, N.Y. | 11- 6-61 | 43 |
| Willis J. Mayfield | Car Oiler | Hoboken, N. J. | 7-31-61 | 24 |
| Clyde G. McClenathan | Yard Conductor | Marion, O. | 9-30-61 | 47 |
| Francis J. McConnell | Engineer | East Buffalo, N. Y. | 1-31-61 | 40 |
| Edward J. McEvoy | Extra Clerk | Batavia, N.Y. | 9- 2-61 | 49 |
| John J. McKiernan | Division Storekeeper | Jersey City, N. J. | 10-31-61 | 42 |
| John J. McNeill | Tugboat Mate | Marine Dept. | 10-15-61 | 22 |
| John J. Merritt | Chief Clerk | Sales & Service | 11-30-61 | 46 |
| Harry Meyers | Tugboat Deckhand | Marine Dept. | 10-14-61 | 35 |
| Edith M. Mullen | Clerk | Buffalo, N. Y. | 9-30-61 | 44 |
| Joseph O. Newell | Car Inspector | Hammond, Ind. | 11-15-61 | 48 |
| Michael B. O'Meara | Master Mechanic | Scranton, Pa. | 11-30-61 | 39 |
| Nicholas Passarelli | Cashier | Jersey City, N. J. | 19- 3-61 | 44 |
| Patsy Perrone | Ferry Deckhand | Marine Dept. | 10-13-61 | 42 |
| Alexander A. Ralicki | Machinist | East Buffalo, N. Y. | 10-17-61 | 40 |
| George H. Russell | Tugboat Mate | Marine Dept. | 10-14-61 | 33 |
| Catherine C. Schumacher | Clerk | Scranton, Pa. | 8- 8-61 | 44 |
| Henry F. Schutz | Yard Clerk | Port Jervis, N. Y. | 10-13-61 | 24 |
| Edward A. Sheppard | Engineer | Buffalo, N.Y. | 4-10-57 | 31 |
| Leland G. Sills | Machinist | Hornell, N.Y. | 11-2-61 | 38 |
| Earle A. Smith | Accountant-Miscellaneous | Scranton, Pa. | 10-13-61 | 39 |
| Rudolph L. Stahl | Engineer | Hoboken, N.J. | 9-29-61 | 45 |
| William T. Taylor | Ferry Engineer | Marine Dept. | 10-21-61 | 32 |
| Tony Tesone | Car Repairer | Brier Hill, O. | 10-31-61 | 41 |
| Griffin O. Tibbett | Machinist | Avoca, Pa. | 10-31-61 | 51 |
| Emanuel Wade, Jr. | Mail Handler | Hoboken, N.J. | 9-30-61 | 28 |
| Ralph Watts | Foreman | Hoboken, N.J. | 8-31-61 | 28 |
| Joseph E. Wayne | Electrician | Scranton, Pa. | 10-14-61 | 34 |
| Philip Zampino | Car Cleaner | Hoboken, N.J. | 10-31-61 | 44 |
| Apollinary Zarembo | Carman | East Buffalo, N.Y. | 10-31-61 | 41 |
| Bernard E. Zurn | Car Foreman | Chicago, Ill. | 11-30-61 | 37 |
| Charles L. Nicholl | Transfer Agent | New York, N.Y. | 11-30-61 | 51 |
| Howard W. Abrams | Laborer | Marion, Ohio | 9- 6-61 | 41 |
| Porter L. Andrus | Carman Helper | Hornell, N. Y. | 9-28-61 | 25 |
| Gino Angeli | Machinist | Scranton, Pa. | 9-11-61 | 38 |
| William A. Bachmann | Lighterage Clerk | Jersey City, N. J. | 8-31-61 | 46 |
| Edwin W. Bendig | Helper | Buffalo, N. Y. | 7-14-61 | 49 |
| Cornelius J. Brady | Extra Gang Foreman | North Randall, O. | 9-16-61 | 33 |
| Edward W. Brady | Asst. Chief Yard Clerk | Hammond, Ind. | 9-20-61 | 39 |
| Albert J. Campbell | Patrolman | Akron, Ohio | 9-30-61 | 23 |
| Russell L. Clabaugh | Passenger Brakeman | Huntington Ind. | 9-30-61 | 45 |
| Irving Conklin | Trainman | Elmira, N.Y. | 8-31-61 | 48 |
| Edward F. Cunningham | Demurrage Clerk | New York, N.Y. | 8-30-61 | 32 |
| Thomas J. DeLacey | Clerk | Scranton, Pa. | 7-30-61 | 46 |
| William IV, Denn | Locomotive Engineer | Kingstown, Pa. | 7-31-61 | 43 |
| Harold V. Doty | Chief Accountant-Shop | Scranton, Pa. | 8-31-61 | 48 |
| Stephen Finnerty | Engineer | Scranton, Pa. | 7-19-61 | 49 |
| Arthur P. Fisher | Trainman | East Buffalo, N. Y. | 8- 4-61 | 41 |
| Henry Gorman | Tug Deckhand | Hoboken, N.J. | 8-31-61 | 37 |
| LOUIS J. Grant | Time & Material Clerk | Hoboken, N.J. | 10-31-61 | 42 |
| Herman N. Halper | Valuation Engineer | Cleveland, Ohio | 9-30-61 | 43 |
| Joseph M. Hannagan | Station Accountant | Jersey City, N.J. | 8-31-61 | 48 |
| James P. Hart | Telegraph Operator | Youngstown, Ohio | 9-12-61 | 25 |
| Thomas J. Henry | Bargeman | Hoboken, N. J. | 8-14-61 | 22 |
| Joseph A. Horey | Agent | Addison, N. Y. | 9-28-61 | 53 |
| Ethel B. Huggins | Yard Clerk | Kent, Ohio | 9-30-61 | 28 |
| William T. Hughes | Box Packer | Marion, O. | 10-4-61 | 32 |
| Feral M. Johnson | Freight Conductor | Huntington, Ind. | 9-20-61 | 42 |
| Frank A. Kenney | Clerk | Scranton, Pa. | 7-21-61 | 42 |
| Margaret H. Kilieen | Expense Bill Clerk | Jersey City, N. J. | 7-14-61 | 40 |
| Genevieve V. Lavelle | Clerk | Scranton, Pa. | 6-16-61 | 41 |
| Alco J. Lawrow | Gen. Foreman & Wreckmaster | Hornell, N.Y. | 10-31-61 | 45 |
| Elmer R. Lewis | Air Brake Rackman | Jersey City, N. J. | 10- 2-61 | 36 |

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Merger Possibilities with Enlarged N&W System

On October 30, when the I.C.C. hearing on the Norfolk & Western-Nickel Plate-Wabash merger-lease application was reconvened, M. C. Smith, Jr., Vice President and General Counsel, notified the Commission that the Erie-Lackawanna Railroad was withdrawing its opposition and would support the proposed merger.

This action resulted from an agreement reached with the Norfolk & Western and the Nickel Plate which specifies that immediately upon approval by the I.C.C. of the present application, negotiations would be entered into in an attempt to work out a plan for some form of affiliation whereby the Erie-Lackawanna could become a part of the enlarged Norfolk & Western System.

In a statement read into the record, Stuart T. Saunders, President of the N&W said, "Since the proposed N&W-Nickel Plate-Wabash system and the Erie-Lackawanna, to an appreciable extent, serve the same territory, have a substantial amount of duplicating or paralleling lines, and connect a number of common points, it would appear that the Erie-Lackawanna would be a logical component of the N&W-Nickel Plate-Wabash system."

As an indication of "earnestness" in carrying out such an agreement, the N&W agreed to invest not less than \$1 million and the Nickel Plate not less than \$500,000 in Erie-Lackawanna securities before December 31, 1962.

Further hearings on the N&W-Nickel Plate-Wabash application are to be resumed in Washington on December 11 before I.C.C. examiner Lester R. Conley.

The father asked his son, "What happened to that waterproof, unbreakable, shock-proof, anti-magnetic watch I gave you?"

And the son replied, "I lost it!"

PEOPLE who are approaching retirement can usually be divided into two distinct groups. There are those who are afraid and apprehensive; worried about the years beyond, because they feel they will no longer be of use to themselves, to their families, or to society. People in this group usually have failed to plan ahead. Quite often they were just too busy to establish the hobbies and outside interests which could occupy them during those golden, leisure years.

In the other group are those whose lives have been rich and full. They have formed the habit--usually quite early in life--of making every minute count. They work hard, and they play hard. Their range of interests soars beyond the limits of their jobs.

As they approach retirement, they do not ask, "What will I do now?" Rather, their concern is, "When will I find time to get it all done?"

James A. Gilchrist of Scranton, Pa., is very definitely in the second group.

Throughout his life, Mr. Gilchrist has been occupied by three main interests: his work as a railroader, a desire to be of service to his community, and a desire to become a writer. He has been eminently successful in all three--sometimes against great odds.

In 1890 Gilchrist's father went to work for the Lackawanna railroad. The son, James, was then 6 years old. Eleven years later the father died, and the boy found himself the head of the family, and the sole support of his mother and three younger sisters.

Three days after the death of his father, James Gilchrist became a messenger boy for the Lackawanna. Moving up through the years, he subsequently worked as a trainman, a freight conductor, and a passenger conductor. He had been offered appointments as

the GOLDEN years



JAMES A. GILCHRIST

trainmaster and general yardmaster, but had declined in favor of remaining a conductor. He retired in 1951, fifty years away from the teen-ager who had begun delivering messages in 1901.

So far the story reads much the same as hundreds of others. But those fifty years had been rich in service to the city of Scranton, and to Lackawanna County.

During his life Mr. Gilchrist has been a founder, director, or member of the board of virtually every civic, charitable, and beneficial institution in his community.

He was Scranton president of the Brotherhood of Railroad Trainmen, and served later as a member

of the Brotherhood's state legislative board.

He was a co-founder of the Scranton - Dunmore Community Chest, and former Governor Gifford Pinchot appointed him a member of the board of trustees of Scranton State Hospital.

On and on the list goes, with more items than we could comfortably fit on this page. The life pattern had been established; the plan for retirement would take care of itself. It was a plan of active service, active interests, achievement of goals.

James Gilchrist had left school at the age of 13. With some seven years of formal education to show, one would not expect him to qualify as a professional writer. With typical enthusiasm, however, he beat the odds again, and in 1956 became an editor-columnist for the Scranton Times.

He is called the "Retired Folks Columnist," and his weekly column reports the activities of "golden agers," together with helpful suggestions for an enriched retirement.

Gilchrist's most recent accomplishment was the founding of a group known as Seniors International, with members in the U. S., Canada, and Mexico.

Last July the new group met in Wichita, Kansas, and elected Mr. Gilchrist its international president.

What about the future?

"Well, I'm going to keep busy boosting this wonderful country in which we live, and also the good old Erie-Lackawanna railroad, with whom I received my living for more than half a century.

"About the only thing I have not done is run for mayor of Scranton. I may do that yet."

Bernard Baruch once said, "To me---old age is always ten years older than I am."

He probably heard that from James A. Gilchrist.

Retirements

Elsie Lewkowicz
Walter 3rd Mack
Ida IVth Madden
William V. Manley
Leon L. Mayer
John M. McCarthy
Louis J. McMaster
Joseph P. McNulty
Eddie McWilliams
Jacob Meyer
Giachina Mezzofante
Joseph IVth Murphy

Cashier's Clerk
Electrician
Order Clerk
Car Inspector
Yardmaster
Machinist
Mail Handler
Passenger Conductor
Machinist
Pipefitter
Chief Stowman
Stationary Engineer

Jersey City, N. J.
Buffalo, N.Y.
Cleveland, Ohio
Susquehanna, Pa.
Buffalo, N. Y.
Buffalo, N. Y.
Hoboken, N. J.
Huntington, Ind.
Marion, Ohio
Jersey City, N. J.
Chicago, Ill.
Jersey City, N. J.

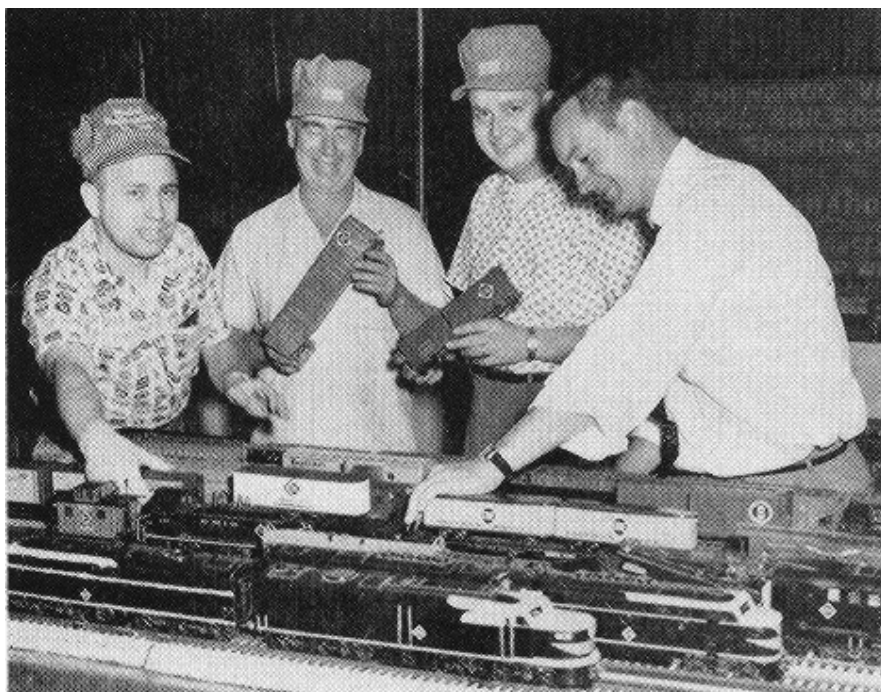
8-17-61
8-17-61
9-29-61
9-15-61
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8- 2-61
9-10-61
9-29-61
9-11-61
9-30-61
9-30-61
9-19-61

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37

(Please turn the page)

If you don't believe it, try it yourself: Take your age, multiply by 2, add 5, multiply by 50, subtract 365, add the loose change under a dollar in your pocket, then add 115. The first two figures in the total are your age, and the last two are the change in your pocket.

E-L Men Caught "Stealing the Show!"



PROUD OF THEIR PIKE, featuring former Erie rolling stock, are Calvin Banse, A. W. Bennett, D. F. Rupert, and John Ciechanski.

More than 800 members of the National Model Railroad Association met in Cleveland for their annual convention, and a group of Erie-Lackawanna men were the stars of the show.

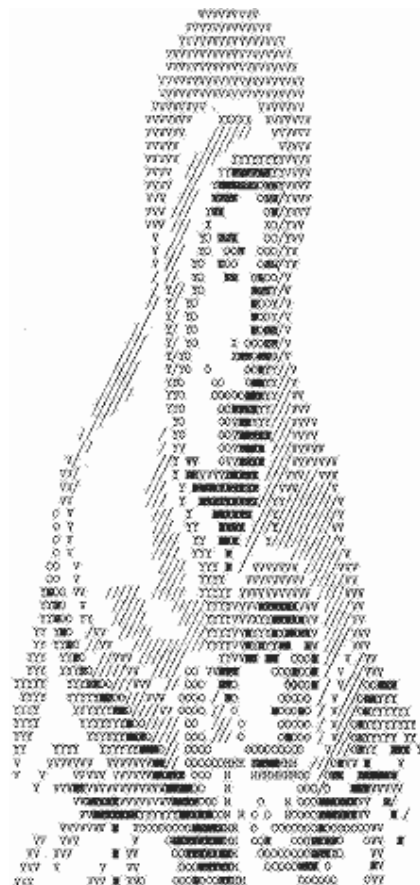
Calvin Banse, extra train dispatcher, Youngstown; A. W. Bennett, signal maintainer, Cleveland; D. F. Rupert, operator, Shenango Tower, and John Ciechanski, assistant signal maintainer, Cleveland, were representing the Shenango Valley Model Railroad Club of Sharon, Pa. It was their O-gauge layout of beautifully-detailed rolling stock that kept onlookers two- and three-deep around their "right of way" throughout the meeting.

On the club's portable pike, built especially for exhibition at conventions and shows, 150 cars and engines travel on 1000 feet of track. Unlike the three-rail "tin-

plate" track so familiar to little boys at Christmas time, the Shenango Valley's trackage is an exact duplicate of the real "high iron," complete with a realistic "clickety-click" built into carefully-spaced rail joints.

More than 50 per cent of the club's rolling stock is the creative work of Calvin Banse, and appreciation of his efforts could be seen in the faces of spectators who watched, eyes agleam, as the Shenango Valley steamers came driving down the main line.

A surprising number of cars and engines on the layout bear the old Erie and DL&W heralds. We suppose that like its prototype, the Shenango Valley road is faced with the task of converting the old heralds into the now-familiar maroon and gray with the big E-L diamond.



Long before the last shred of Thanksgiving turkey has been reduced to soup or hash, Christmas bursts upon our cities.

In store windows, and in advertisements, we find ourselves being pushed into the Yule spirit before we are quite ready to accept it.

It takes a while for man's emotions to catch up with the advertisers' pre-planning; but eventually the infectious gaiety of the season gets to us. We find ourselves humming snatches of carols, and getting serious about the shopping list we meant to take care of "earlier" this year.

Even our editorial typewriter is affected, producing, for example, its version of the Mother and Child shown above.

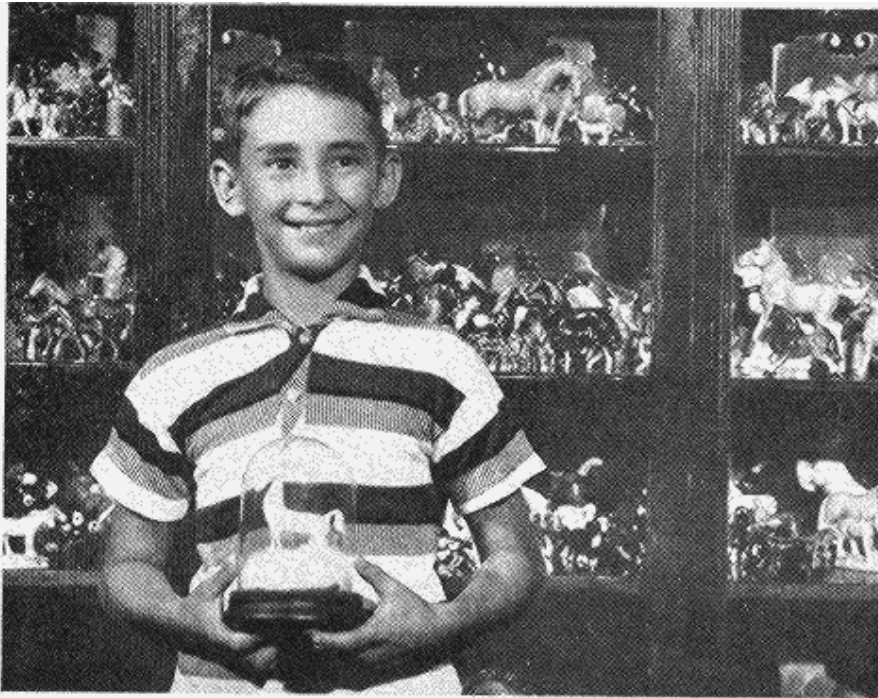
It's our way of saying Merry Christmas to you. From all of us to all of you -- and in the New Year, may the most you wish for be the very least you get.

Retirements

| | |
|-----------------------|-----------------------|
| John Pawlusiak | Leading Car Inspector |
| Grant G. Purdy | Asst. Chief Clerk |
| Philip J. Quinlan | Accountant |
| Harold M. Rahn | Chief Clerk |
| Francis R. Reed | Carman |
| Lafayette H. Reynard | Trackman |
| Bernard L. Richardson | Agent-Operator |
| Willard C. Ripley | Ticket Agent |
| Frederick Robben | Bargeman |
| John H. Rumsey | Car Inspector |
| Charles B. Ryerson | Engineer |
| Frank L. Scheb | Machinist |
| Vincent P. Sheehan | Sales Representative |
| Lebo Spenoso | Carman Helper |
| Wilfred J. Werner | Clerk |

| | | |
|--------------------|----------|----|
| Chicago, Ill. | 8-31-61 | 36 |
| Cleveland, Ohio | 8-16-61 | 52 |
| Jersey City, N.J. | 8-17-61 | 42 |
| Rochester, N.Y. | 10-31-61 | 41 |
| Avoca, Pa. | 9-19-61 | 45 |
| Dalton, N. Y. | 8-31-61 | 30 |
| Millington, N. J. | 9-20-61 | 23 |
| Buffalo, N. Y. | 9-30-61 | 47 |
| Hoboken, N.J. | 9-30-61 | 26 |
| Newburgh, N. Y. | 9-30-61 | 34 |
| Hoboken, N. J. | 5-23-61 | 43 |
| Port Jervis, N. Y. | 9-30-61 | 48 |
| Buffalo, N. Y. | 10-31-61 | 45 |
| Chicago, Ill. | 9-30-61 | 43 |
| Port Jervis, N. Y. | 9-17-61 | 38 |

The "NEIGHS" Have It!



DAVID ADAMS shows the graceful miniature that started it all.



Folks around Essex Falls, N. J., will tell you that commuter Harry Lee is a man who takes his safety responsibilities seriously. Fellow E-L commuters watched each morning as Lee assumed the duties of unofficial, self-appointed guardian of the Oak Lane crossing while the 7:20 was pulling in. Conductor Frank B. Belling watched, too, and decided that such a worthy activity should be rewarded. And so in an early-morning ceremony conductor Belling and his crew presented Lee with a railroad cap and a red flag, and dubbed the happy gentleman in the right foreground of our picture the "Official Watchman at Oak Lane Crossing for the 7:20 Train." We add our congratulations, and wish Mr. Lee many more years of safe, happy E-L commuting.

November/December 1961

Lives there a lad who does not become starry-eyed at the thought of horses and railroad trains? David Adams of Roanoke, Ind., is a mighty lucky boy, because his young life is amply filled with both. The railroad is important in young David's life because his dad, Corwin O. Adams, is a conductor on the Marion Division at Huntington, and as if that weren't excitement enough for any fellow, David is the owner of 650 horses!

To be sure, David's horses are not the real thing. They are miniature replicas. But that's even better because there is none of the problem of currying and feeding and exercising that the real thing would demand. A twice-yearly dusting job keeps the boy's "stable" in prime condition.

A graceful white horse beneath a bell jar was the start of it all. This miniature, a gift to Mrs. Adams from her father, was the inspiration for her collection, which grew to 200 statues. David took over when he was six years old, and has more than tripled the number of horses in the five years he has been a serious collector.

It has been said that when you've seen one horse you've seen them all. Not so in David's case, for his animals range in size from one-half inch to over a foot in height. They represent workmanship in almost every substance known, and there are statues of infinite grace and beauty, along with sway-backed, snaggle-toothed, spavined beasts.

They come from every state in the Union and from 14 different countries of the world. David's goal is 1,000 statues, and judging from reports of help the boy has gotten from friends and dad's E-L co-workers, he may have passed that figure while this is being written.

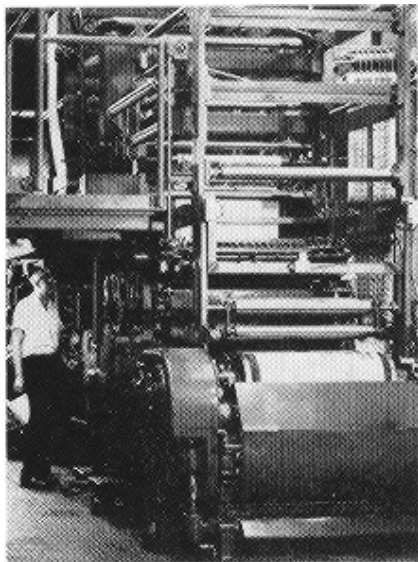
"What can I do about this terrible toothache?" the suffering victim asked his friend.

"Well," said the friend, "when I get a toothache I go to my wife; she puts her arms around me and caresses and comforts me, and the toothache goes away."

"Wonderful!" exclaimed the victim, asking: "Is she home now?"

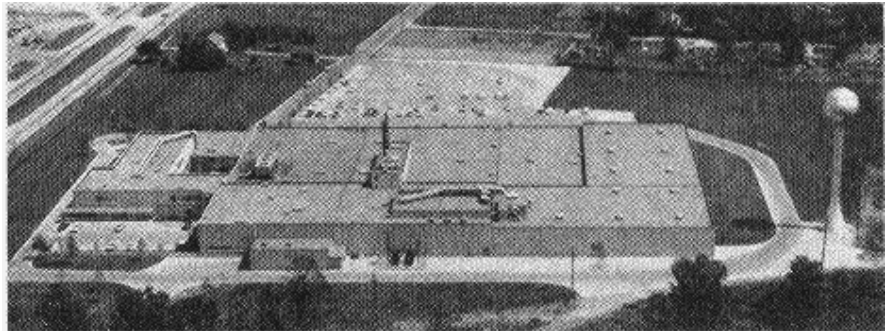


As a background for our title we have used a picture of the main entrance to the handsome new building. You can't see it in the photograph, but above the doorway is a design of symbols representing Truth, Christ, and the Printed Word. The designs may be translated into this thought: "The truths of Christ through the printed word." The designs are the work of Martin E. Greven, Huntington, Ind., an employee of *Our Sunday Visitor*.



OSV's giant rotary newspaper press can simultaneously produce three 32-page or two 48-page tabloid newspapers each at the rate of 40,000 copies per hour. Another magazine press can turn out a 144-

page digest magazine or a 72-page news format at the rate of 30,000 copies per hour. Both presses produce color work, as well as black and white printing.



In the aerial view above, we can see the expanse of the new OSV plant. The Erie-Lackawanna spur enters rear of the building between trees and water tower at lower right of picture.



A familiar sight to Catholic families all over the world is their weekly copy of *Our Sunday Visitor*. Nearly one million copies of the tabloid magazine are distributed from Huntington, Indiana each week with the help of the Erie-Lackawanna R. R.

Founded in 1912, OSV has been a good friend to our railroad through all the years of the Catholic weekly's growth.

About the same time that we were changing our name to Erie-Lackawanna, *Our Sunday Visitor* was moving into beautiful new quarters on land purchased from our company. Located on E-L's main line in Huntington, the new building--240,000 square feet in all --is served exclusively by Erie-Lackawanna.

Other publications produced by *Our Sunday Visitor* include "Family Digest," "The Priest," "My Daily Visitor," and more than 600 book and pamphlet titles. The company also prints and distributes more than 300 million church collection envelopes each year.



The Chapel of the Holy Spirit is located on the second floor of the building. As many as 150 persons may attend Mass here at one time. Outdoor patio provides employee recreation area as well as separating office and production areas.

Erie-Lackawanna Magazine

"Daddy Won't be Home Tonight"

THERE is no accounting for the strange workings of the human mind during periods of extreme crisis. People have been known to dash back into a burning house to rescue a laundry list, or some other piece of worthless trivia.

That's the way Steve's mind was working now.

Each night when it was time to tuck 4-year old Cindy into bed, Steve would romp with her before leaving for work. He loved to hear the sound of her laughter, and he loved to hear her say, "It feels good when you tickle me, Daddy."

That's the way it had happened less than five hours ago. Now, lying half-drugged, dimly aware of all that had taken place in those five hours, the big thought throbbing in his brain was, "How am I gonna tickle Cindy?"

How, indeed?

Steve's right hand was smashed; his fingers gone. Looking at the swathe of bandages he was only half conscious of the full impact of his tragedy. Sooner or later he would get around to asking himself another important question: "How am I gonna earn a living for my baby; give her the kind of life I want her to have?"

How many times had Steve said, boastfully, "Man, I could couple those cars in my sleep!" He cursed himself now with the thought that that is just what he had been doing. He had been so sure of his skill that he had gotten to the point where safety rules were just something for the bosses to talk about.

And the sad part is that Steve is not alone. He is just one of a tragically-growing list of workers who are suffering every kind of accident from simple sprains to death--just because "safety" was not uppermost in their minds while doing their work.

You take a job that has even the slightest element of risk, and add to that man's uncanny knack for carelessness, and you've got a potentially lethal situation.

It should be a matter of great concern to all E-L employees that their safety record has taken a sharp drop compared with last year. This is particularly disturbing considering that on three occasions during the past 12 years, our company was the winner of the coveted Harriman Award because of its fine safety record.

The record now shows that for the first nine months of this year, our personal injuries have increased 55% over last year!

Apart from the personal tragedy involved, these figures have an extremely bad effect upon the reputation of the employees and the company they represent.

Since 1910 the safety performances of all railroads have been published by the I.C.C., and have become a matter of record. In addition, the National Safety Council also publishes the figures. Rest assured that the results are carefully observed by our customers and by the public in general.

A poor safety record says to shippers, "They don't care about their own bodies, why should they worry about the safety of our shipments?" A company is judged, in part, by its safety record--especially when that company is to be entrusted with another man's goods.

As Mr. H. E. Shaughnessy, Superintendent of Safety, so aptly said:

"It is impossible to hide or brush a poor safety performance under the rug. The whole traffic world knows where Erie-Lackawanna stands, and judges us accordingly --for good or bad."

"Since safety is largely a personal responsibility, I am asking all of our employees to do everything in their power to avoid injuries in the future. I am confident that with your personal cooperation our safety record will improve."

Right about now, Steve's wife is telling little Cindy, "Daddy won't be home tonight."

How about you? Will you be

home tonight? In one piece?

To help get you there, we'd like to reprint this poem we found. Paste it in your locker or your lunch box, or put it in your hat--but read it and heed it."

If everyone who goes to work could lie a month in bed,

With broken bones and stitched-up wounds, or fractures of the head, And there endure the agonies that many people do,

They'd never need preach safety any more to me or you.

If everyone could stand beside the bed of some close friend,

And hear the doctor say, "No hope," before that fatal end,

And see him there unconscious, never knowing what took place, The laws and rules of safety I am sure we'd soon embrace.

If everyone could meet the wife and children left alone,

And step into the darkened home where once the sunlight shone, And look upon the vacant chair where Daddy used to sit,

I'm sure each careless worker would be forced to think a bit.

If everyone who goes to work would say a little prayer,

And keep in mind the ones at home depending on his care,

And make a vow, and pledge himself never to take a chance,

The great crusade for safety then would suddenly advance.

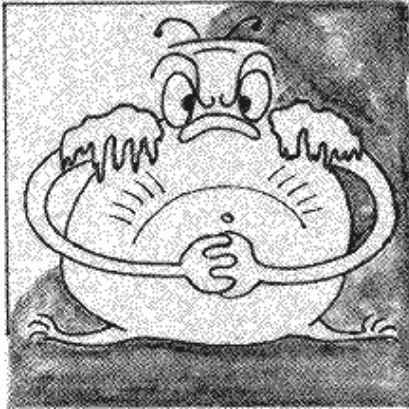


Communication is the life line of any business. It is especially vital in railroading, the very existence of which depends upon a smoothly-functioning teamwork.

Almost invariably when the job gets fouled up it is because somewhere along the line of communication someone didn't get the message.

The causes of this lack of good communication can usually be recognized quite easily, and we've decided to start a zoological collection of the little beasts that are at fault.

Beginning with this issue, we are going to show you some of the culprits. If you find that one of these animals is attached to you, do your best to rid yourself of the nasty little thing, and see how much easier your work will be for you and those around you.

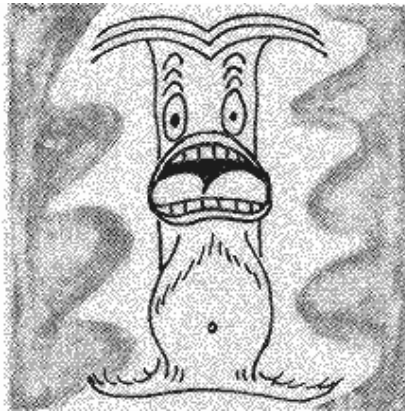


THE COLD-SHOULDERED TOUCH-ME-NOT

Young "Touch-Me-Nots" are rare. Almost always they are crochety old beasts who defy communication by their frosty, imperious attitude. Down deep they are usually very gentle animals, but it is difficult to crack their icy exteriors.

THE PUFFINGBIG-MOUTHED "I"

The ridiculous "I" is one of the most commonly-found animals in our collection. He loves the sound of his own voice, and he usually sees only his own point of view on any given subject. It is awfully difficult to communicate with him, because his constant and raucous cry, "I, I, I, Me," makes it impossible for him to receive others' ideas.



THE SLUGGISHMEMO-MISER

This silly animal is usually a rather quiet blob; for the most part he just couldn't care less. But let him get his paws on an urgent memo or an instruction sheet and he holds on with a fierce tenacity. He loves to see the job fouled up by co-workers who never got the message.



ern facility for less capital expenditure and at lower operating costs."

In their joint application for necessary I.C.C. approval, the companies estimated that savings to both roads would exceed \$3 million a year, while construction costs were estimated at \$9,911,900.

To accommodate the additional NKP trains, some revisions and expansions will be needed in the original plans.

Two master retarders to regulate the speed of cars will be installed instead of one and expanded servicing facilities will be added to the present plans.

Target date for completion of the yard is late 1962.

E-L Veterans

This is my final letter as your President. It has been a most rewarding year of good-fellowship. I would therefore herewith convey my sincerest thanks to all the officers and members of the Association who have cooperated with me in all our endeavours during the year. This year has been marked by the merging of the Lackawanna Railroad Veterans Association and the Erie Railroad Veterans Association under our new name Erie-Lackawanna Railroad Veterans Association, and has entailed much work and expense from which has emerged a bigger and stronger organization. To all those who cooperated towards this end, my sincere thanks.

To the Officials of the railroad who have sustained and cooperated with me during my term of office, I offer my respectful and sincere thanks.

In November Mrs. Taylor and I were the guests of Huntington Chapter and also Marion Chapter. With this we have visited all Chapters and from our hearts we can say we always received a warm welcome and wonderful hospitality, and to the officers and members of each Chapter, not omitting the Ladies Auxiliaries, our sincere thanks.

To Mr. J. F. Hazzard, our incoming President, I wish success and trust he may have your loyalty and cooperation and the rewarding satisfaction I have experienced from any service rendered.

Faternally yours,
C. J. R. TAYLOR
President

A man telephoned the police. "Thieves broke into my car and stole the steering wheel, the brake pedal, the accelerator, and the dashboard."

The desk sergeant said he would investigate. Moments later the phone rang again.

"Never mind," the same voice said, this time with a hiccup, "I got into the back seat by mistake!"

Train No. 100 Is E-L's "Flying Saucer"

Erie-Lackawanna's fast freight train No. 100, is called the "Flying Saucer," and with good cause. D. R. Thompson, vice president-marketing, announced recently that while the train had been performing on a second-morning schedule between Chicago and New York for a number of years, new departure and arrival times have cut the running time between those two cities by 5 hours and 45 minutes.

Three New England railroads, the Delaware and Hudson, the Boston & Maine, and the New Haven have also rearranged schedules to receive cars from No. 100 for delivery beyond E-L's lines.

Cooperation of these lines puts cars in the Boston area early the second morning out of Chicago--actually more than 7 hours ahead of the time made by previous trains.

The Flying Saucer delivers cars at Binghamton to the D&H, whose train connects with the B&M at Mechanicsville. There, cars destined for Boston are switched to the B&M, arriving in Boston at 8:01 A.M. the second morning.

The D&H train, handling piggy-back traffic, speeds on to the Colnie yard in the Albany Capital district, arriving at 2:30 A.M. the second morning.

Traveling east of Binghamton, the Flying Saucer next delivers to the New Haven at Maybrook, N. Y. The New Haven train reaches Boston at 8:45 A.M. the second morning.



"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 |
|-----------------------------|--------------------------|--------------------------------|---------------|
| *Abs, Charles E. (L) | Tinsmith | B&B Dept., Hoboken, N.J. | 5-16-61 |
| *Arey, Martin Frank | Engineer | Susquehanna Div. | 4-19-61 |
| *Baudisch, Frederick Paul | Telegraph Operator | Mahoning Division | 8-23-61 |
| *Baxter, James (L) | Loco. Fireman | New York Div. | 6-14-61 |
| *Bereich, Michael (L) | Air Brake Machinist | Hoboken Pass. Car Dept. | 7-21-61 |
| *Billick, Michael | Carman Helper | E. Buffalo Car Shop | 8-26-61 |
| *Black, Leon H. (L) | Trainmaster | Bangor, Pa. | 5- 3-61 |
| *Braungardt, John George | Laborer | Susquehanna Coach Shop | 8-25-61 |
| *Buechler, August | Boilermaker | Jersey City Shop | 8-14-61 |
| *Bullis, William Arthur (L) | Switchman | Binghamton, N.Y. | 5-29-61 |
| *Burek, John | Trackman | Meadville Div. | 8-20-61 |
| Cassada, Leon A. (L) | Trainman | Buffalo Div. | 5-20-61 |
| *Christ, Charles F. (L) | Turntable Operator | E. Buffalo Enginehouse | 6-18-61 |
| *Colter, Roy Charles | Engineer | New York Div. | 6- 4-61 |
| *Connolly, William Edward | Car Inspector | Avoca Car Shop | 8- 4-61 |
| *Cummara, Joseph | Engine Wiper | Syracuse Enginehouse | 5-31-61 |
| *Daniels, William H. (L) | Conductor | Hoboken, N. J. | 4-12-61 |
| *Davenport, William Willard | Yard Conductor | Marion, O., Kent Div. | 8-31-61 |
| *David, Edward | Engine Preparer | Waldwick, N. J. | 5-4-61 |
| *Delaney, Thomas Francis | Yard Conductor | Susquehanna Div. | 8-20-61 |
| *Diet, Harold Roger (L) | Yard Conductor | Buffalo, N.Y. | 8-12-61 |
| *Doolittle, Guy Cornell | Loco. Engineer | Susquehanna Div. | 5-13-61 |
| *Dooner, James Aloysius | Frt. Conductor | Wyoming Division | 7-26-61 |
| *Dressier, Edward Earl | Chief Clerk | Hornell Acct. Bureau | 8-24-61 |
| *Endsley, James Milton | Engineer | Kent Div. | 7-15-61 |
| *Farrington, Eugene Calvin | Watchman | Port Jervis Car Shop | 7-15-61 |
| *Forry, Harry Clifford | Machinist helper | Marion Shop | 9- 4-61 |
| *Fortney, Roy Ziegler | Rd. Brakeman | New York Div. | 8-27-61 |
| *Franz, William John | Laborer | Salamanca, N.Y., Allegany Div. | 6-14-61 |
| *Furlong, William Stephen | Conductor | Allegany Div. | 9- 4-61 |
| *Gordon, William Azer | Engineer | Allegany Div. | 6-13-61 |
| Gries, Russell Howard | Communication Maintainer | Susquehanna Div. | 9- 6-61 |
| *Havaic, Isadore | Crossing Watchman | Mahoning Div. | 6-24-61 |
| *Haywood, Oliver G. (L) | Carpenter | B&B Dept., Hoboken, N.J. | 4-11-61 |
| *Hoffman, Paul A. (L) | Chief Clerk | E. Buffalo Enginehouse | 5-23-61 |
| *Jones, Amos Harrison | Monitor | Hornell, N. Y., Susq. Div. | 7- 1-61 |
| *Jurbala, Michael (L) | Laborer | Scranton Stores Dept. | 7-21-61 |
| *Karl, Frank William | Yard Conductor | Elmira, N. Y. | 8-18-61 |
| *Keitel, Frank K. (L) | Engineer | Hoboken, N. J. | 5-26-61 |
| *Kernan, Liguori Hale | Labor Foreman | Hornell Diesel Shop | 9-10-61 |
| *Knoll, Charles A. (L) | Signal Maintainer | Stroudsburg, Pa. | 6-22-61 |
| *Kribe, William Frederick | Conductor | Buffalo Div. | 5- 5-61 |
| *Lind, John V. (L) | Flootman | Marine Dept. | 7-25-61 |
| *Loftus, John W. (L) | Switchman | Hoboken, N. J. | 4-25-61 |
| *Logan, Tony (L) | Coach Cleaner | Hoboken Pass. Car Dept. | 8-15-61 |
| Macri, James Patsy | Laborer | Ferrona Car Shop | 8-31-61 |
| *Maines, Mary Jeanette | Operator | New York Div. | 4- 3-61 |
| *McCabe, Carl B. (L) | Machinist | E. Binghamton, N.Y. | 4-22-61 |
| *McClay, Alexander (L) | Conductor | New York Div. | 5-24-61 |
| *McDonough, Mathew Roy | Agent | Goshen, N. Y., New York DAY. | 6- 7-61 |
| McGuire, Fred | Trucker | 28th St., New York City | 6-12-61 |
| *McGuire, John F. (L) | Trainman | Scranton Div. | 6- 6-61 |
| *McPeck, John I. (L) | Engineer | New York Div. | 4-19-61 |
| *McRae, James Duncan | Trackman | Allegany Div. | 8-12-61 |
| *Moran, Joseph James | Conductor | Delaware Div. | 8-28-61 |
| Myers, Howard Catchpole | Rel. Agt.-Opr. | Buffalo Div. | 6-26-61 |
| *Oakley, Willston W. (L) | Checker | Scranton, Pa. | 7- 9-61 |
| Plunkett, Robert Donald | Yd. Brakeman | Allegany Div. | 9- 7-61 |
| *kessler, George F. (L) | Engineer | New York Div. | 6-28-61 |
| *Riggs, Stacy Washington | Yard Conductor | Meadville, Pa. | 6-13-61 |
| *Scillieri, Joseph | Leading Carpenter | New York Div. | 4-15-61 |
| Scott, Malcolm B. (L) | Loco. Engineer | Buffalo Div. | 8-14-61 |
| *Sharbaugh, Samuel E. (L) | Conductor | Scranton Div. | 6-16-61 |
| Sults, Ella Isabell | Asst. Rate Clerk | 14th St., Chicago, Ill. | 8-27-61 |
| Snow, George A. (L) | Trainman | Scranton Div. | 8-23-61 |
| *Snyder, Fred | Machinist | Meadville Roundhouse | 9- 3-61 |
| *Stone, Charles Raymond | Operator | Kent Div. | 5-26-61 |
| *Stover, Arthur Zeno (L) | Claim Agent | Personal Injury Claim Dept. | 8- 1-61 |
| *Sweeney, John | Operator | N. Y. Term. Div. | 5-26-61 |
| *Teeple, Harvey Judson | Operator-Leverman | Marion Div. | 8-22-61 |
| *Tribble, William H. (L) | Relief Baggageman | Hoboken, N. J. | 6-11-61 |
| *Trumbri, Mike Carlo | Trackman | Kent Div. | 8-16-61 |
| *Tuttle, Benjamin LeRoy | Milk Handler | Jersey City, N. J. | 9- 6-61 |
| *Vasey, Robert Jackson | Car Repairman | Brier Hill Shop | 6-15-61 |
| Walsh, Joseph Xavier | Yd. Brakeman | Croxton Yards, N.J. | 6- 9-61 |
| *Warner, Frederick Anthony | Asst. Wk. Equip. Foreman | East. Dist. Wk Equip. Rep. Sh. | 8-27-61 |
| *Watson, Charles James | Yd. Brakeman | Meadville, Pa. | 6-28-61 |
| *Wheeler, Ora Jay | Baggage Agent | Elmira, N.Y., Susquehanna Div. | 4-13-61 |
| Whitley, Herbert Henry | Machinist Helper | Secaucus, N.J. | 8-26-61 |
| *Winters, Arthenos O. (L) | Loco. Engineer | Bangor, Pa. | 5-13-61 |
| *Wood, Clarence Elry | Yardmaster | Meadville, Pc. | 8-10-61 |
| *Yale, Clare Rene | Electrician Helper | Hornell Diesel Shop | 5-20-61 |
| *Yochum, Charles Edward | Yard Conductor | Lima, O., Marion Div. | 8-15-61 |

*Retired

TO DASH, OR NOT TO DASH, THAT IS THE QUESTION

"Erie-Lackawanna Railroad Company." That's the legal and official name of our company. Just like that--with a hyphen in between the first two words. In writing, however, we frequently use the initials "E-L"--with a hyphen. We do it because it is grammatically correct, and because it often makes our stuff a little easier to understand.

Then one day a fellow says to us, "I thought it was supposed to be 'EL'--no hyphen."

We gulped and allowed as how he had a pretty good point, especially when he told us why.

It seems that when traffic men route freight on bills of lading and waybills, they use initials for the roads over which the shipment is to travel. Well, sir, you stick an "E-L" in there and it looks like two railroads: "ATSF-E-L-D&H-B&M." See?

So we asked a fellow what he thought, and he asked another fellow, and that one asked a whole department, and pretty soon everybody was asking everybody else--to dash, or not to dash?"

What we finally found out was that it all depends upon what you're writing. It becomes a

matter of personal judgment, keeping in mind the need for clarity, proper company identification, and avoiding confusion. We can think of a case, for instance, where a headline like "EL RAILROAD" might be mistaken for some Spanish line.

Anyway, that's the completely-official, up-to-the-minute rule for the use of the hyphen in E-L. Or is it EL? Dash it all! If the company had been named "Erie & Lackawanna", we wouldn't be having all this trouble!

ERIE-LACKAWANNA RAILROAD

MAGAZINE

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Cleveland 15, Ohio

RETURN POSTAGE GUARANTEED

BULK RATE

U. S. POSTAGE

PAID

Cleveland, Ohio
Permit No. 1605

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

The BUSY MAN'S Creed

I BELIEVE

In the firm I am working for; and in my ability to get results.

I BELIEVE

In working, not weeping; in boosting, not knocking; and in the pleasure of my job.

I BELIEVE

That a man gets what he goes after, that one deed done today is worth two deeds tomorrow, and that no man is down and out until he has lost faith in himself.

I BELIEVE

In today and the work I am doing, in tomorrow and the work I hope to do, and in the sure reward which honest effort brings.

I BELIEVE

In courtesy, in kindness, in generosity, in good cheer, in friendship, and in fair competition.

I BELIEVE

There is something doing somewhere for every man ready to do it.

I BELIEVE I'M READY

Right now!

Erie-Lackawanna *Railroad Company*
The Friendly Service Route

