



*"Go Ahead!"*

**ERIE-LACKAWANNA  
MAGAZINE**



**OCTOBER  
1961**

# *The President's Page*



**T**HIS month, October 17 to be exact, marks the first anniversary of the Erie-Lackawanna merger. While the financial results have been far from satisfactory, the primary cause has been the unprecedented low level of freight traffic moving by rail. This is a situation that has been plaguing most of the railroads operating in the East.

Percentage-wise the decline in Erie-Lackawanna freight revenue has not been as great as that experienced by some of our neighbors. This is small consolation, but at least it indicates to me that the merged company is able to give a good account of itself in competing for available traffic.

On the expense side, we are now beginning to see some tangible results from the merger. Many of our operating and office procedures have been combined, which will bring about increased efficiency and lower costs. The original study made prior to the merger indicated we could make savings of about \$1,300,000 in the first year. In spite of unforeseen delays in working out some of our plans, as well as changes in business conditions and traffic requirements, we are going to achieve that goal. These savings will increase in future years as merger projects progress.

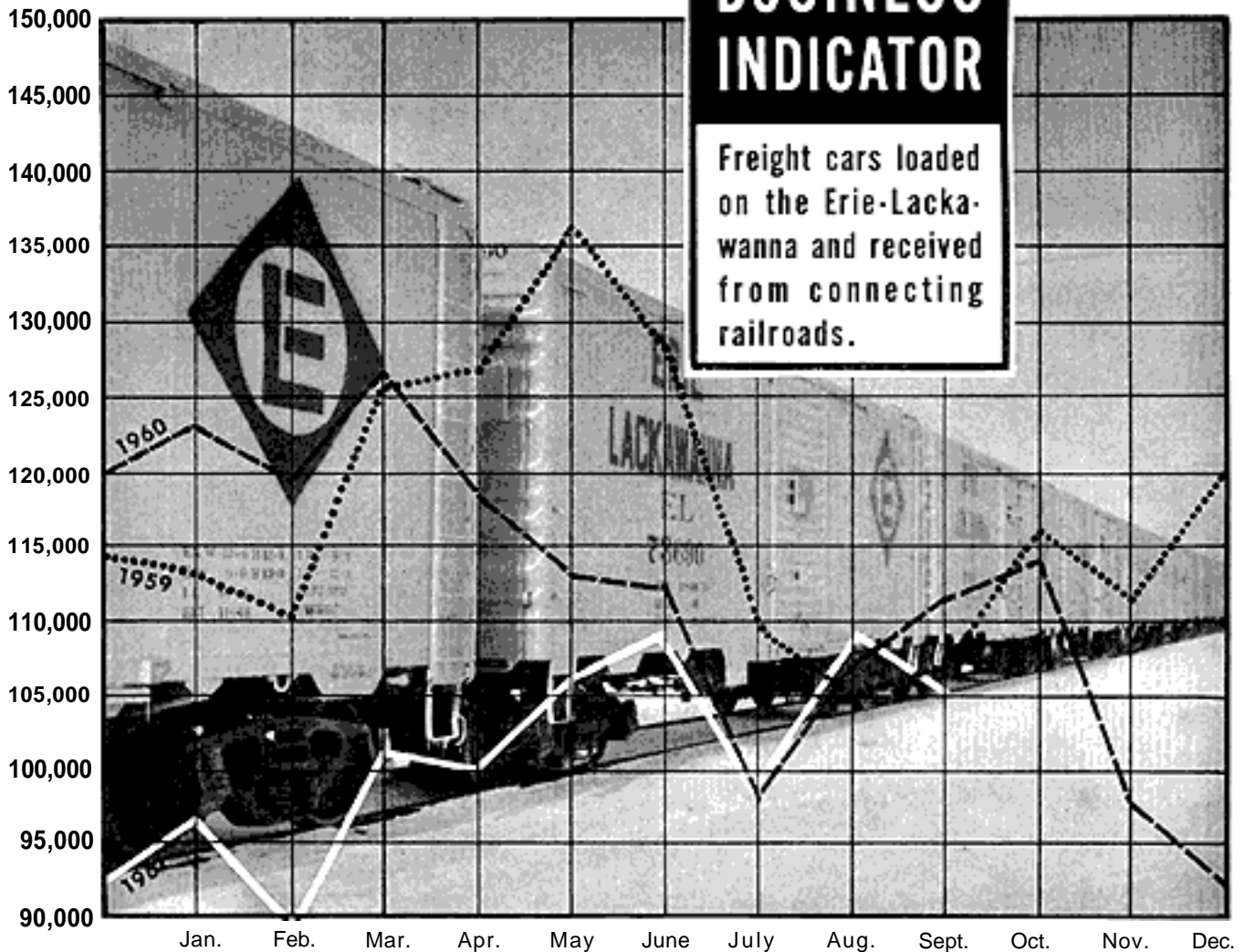
I feel confident we have turned the corner and can look forward to more favorable times ahead. The business outlook is more promising than it has been for some time. Our greatest need is more traffic. With greater revenues many of our problems would disappear.

Basically, we have a good property and capable personnel to do the job. Every employee has a very vital part to play in helping to improve the financial strength of the company. A combination of good service performance and aggressive salesmanship on the part of everyone on the Erie-Lackawanna team will be the important factors that will determine our future success.

A handwritten signature in cursive script, reading "W. G. M. Lums". The signature is written in dark ink 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 August			
1961 .....	\$18,482,991	\$20,517,953	\$2,034,962
1960 .....	18,096,086	20,410,471	2,314,385
Eight Months Ended August 31			
1961 .....	139,152,285-	161,052,790	21,900,505
1960 .....	151,014,231	162,210,723	11,196,492

## ERIE-LACKAWANNA RAILROAD MAGAZINE

The Oldest Railroad Magazine

October, 1961

Vol. 57, No. 5

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

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

October, 1961

## THE COVER

Conductor Rex Kincaid displays perfect safety techniques as he guides engineer Martin J. Digman's locomotive in the Kent, O. freight yard.

Beyond the safety aspects, however, the picture is a symbol of the perfect teamwork which is so vital to successful railroad operation. It is this teamwork that president McInnes is asking from all of us in his letter to you this month.

As we begin the second year of our merger, let's all heed conductor Kincaid's signal and "go ahead" to a brighter future.

"Ideas must work  
through the brains and  
arms of good and brave  
men, of 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

'BOOTLEGGING' does not necessarily have to be confined to illicit stills. Kentucky authorities recently encountered a trucker who iced steel which he was not authorized to haul under ICC regulations. He covered the load with a layer of straw and then a coating of ice in an attempt to make it appear he was hauling vegetables - an exempt, non-regulated commodity.

\* \* \* \* \*

VITAL RAIL TRANSIT SERVICE, once it is permitted to disappear, would place a staggering burden on the purses of taxpayers to provide alternate means, Senator Harrison A. Williams told the Senate Appropriations Committee. "It has been estimated, for example, that it would cost \$31 billion to move the people by highways if just five of our larger cities were to lose their rail commuter service.

\* \* \* \* \*

SOME U.S. AIRLINES' financial health is none too good at the present time for various reasons. Net loss for 11 trunk line carriers for the first six months was \$13,865,000 - the worst in airline history since 1947. To fill up the empty seats, most of the 11 airlines have now instituted a plan which provides travel at half-fare for passengers between the ages of 12 and 21 years. It can be assumed that Federal subsidies will make up any deficits at the end of the year, as has been done in the past.

\* \* \* \* \*

ILLINOIS AND TEXAS legislatures have passed laws making void any teamster contract imposing a \$5 fee on piggyback shipments. These payments to the teamster union welfare fund were to be effective next February 1, and were intended to discourage the use of rail piggyback service by shippers. But the teamsters keep on trying. In September, New York teamsters voted to require 250 trucking firms to accept contract terms calling for the \$5 payments.

\* \* \* \* \*

U.S. Government LOANS to foreign railroads since World War II have totaled \$1.3 billion, or ten times the total loaned to domestic railroads in the same period, according to Congressman J. E. VanZandt of Pennsylvania.

\* \* \* \* \*

RAILROAD RETIREMENT eligibility requirements for certain benefits were liberalized by amendments to the Railroad Retirement Act signed by the President September 22. The most important change is that men with 10 to 29 years of service may retire as early as age 62 on a slightly smaller annuity, instead of at 65 on full annuity.

\* \* \* \* \*

PRESIDENT KENNEDY'S decision to delay sending a special message on transportation matters to Congress until January should spur railroaders to arouse public opinion to such a point that it will persuade their Congressmen that the common carrier situation is important politically and can no longer be ignored. Next year will be a critical one for the railroads from a legislative standpoint.

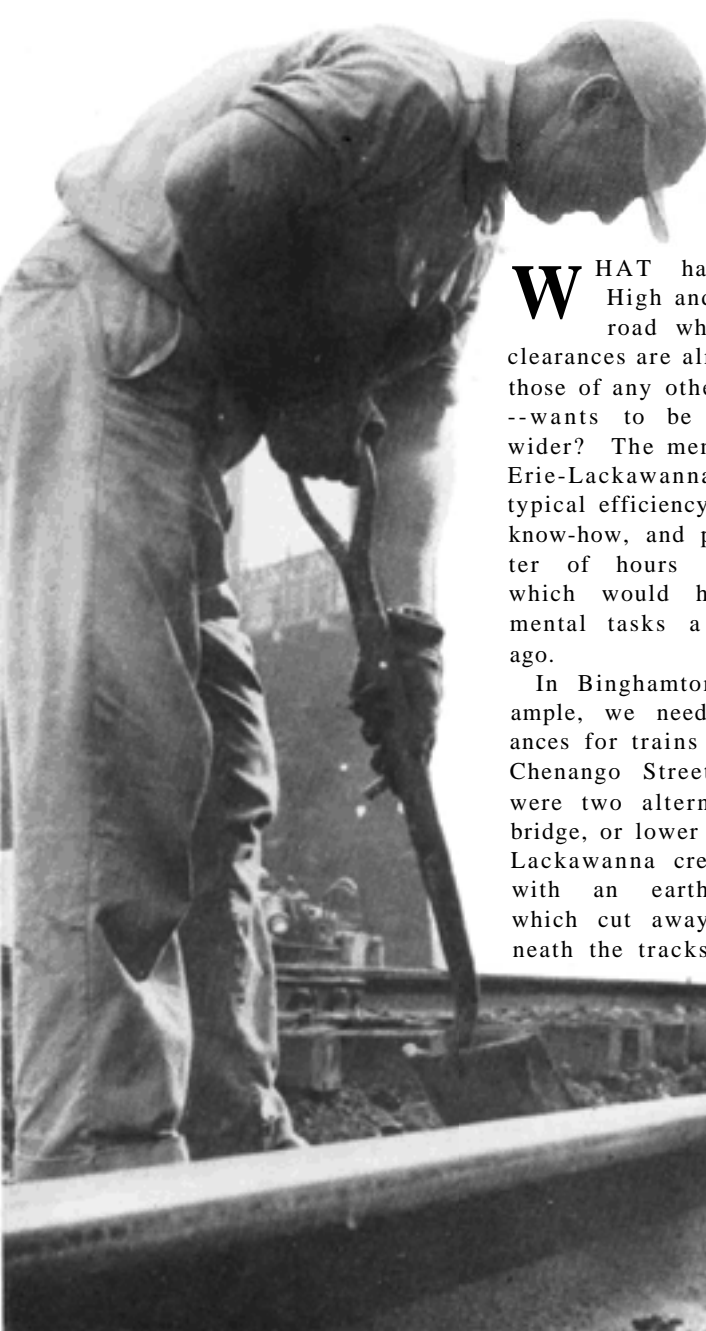
\* \* \* \* \*

HELICOPTER PASSENGERS riding the three services operating into downtown New York, Chicago, and Los Angeles from airports had \$10 of their fares paid by the taxpayers last year. The three helicopter services carried 490,000 passengers and were paid government subsidies totaling \$5 million.

\* \* \* \* \*

# HIGH WIDE

## and **THENSOME!**



**W**HAT happens when "Old High and Wide"--the railroad whose right of way clearances are already greater than those of any other eastern railroad--wants to be even higher and wider? The men and machines of Erie-Lackawanna go to work with typical efficiency and technological know-how, and perform in a matter of hours engineering feats which would have been monumental tasks a few short years ago.

In Binghamton, N. Y., for example, we needed greater clearances for trains moving under the Chenango Street overpass. There were two alternatives: raise the bridge, or lower the roadbed. Erie-Lackawanna crews went to work with an earth-chewing goliath which cut away the roadbed beneath the tracks on which it rode,

then gently lowered the track ties and all to the new level.

Some fourteen hours after the machine went to work, about 1,400 feet of track was firmly fixed on its new bed, and Erie-Lackawanna had gained more than one foot of additional clearance.

Fantastic! you say. Sure. But over in Wellsburg, near Elmira, another crew was busily performing an equally-prodigious task.

Since 1893 a two-span bridge had been carrying trains over the 109-foot Bentley Creek cleft. This bridge had reached the limit of its economic life, and it also had a 7-foot deep center girder that limited the width of shipments which could pass over the structure.

Engineers designed a new structure and took advantage of the rebuilding to improve clearances by using a 5-foot deep center girder. Then began the task of planning how to install the new unit with a minimum delay of traffic.

While the new steel was being fabricated at Pottstown, Pa., a crew of about 40 steelmen, carpenters, and trackmen were preparing the site for the mammoth operation.

The new span was assembled at the Wellsburg site, and at 4:40 on a rainy Monday afternoon traffic was temporarily halted.

In rain, under floodlights, winches attached to the ends of four steel skid beams hauled, in one continuous movement, the old bridge off its supports and the new bridge into place. The combined weight of the two bridges was 400 tons.

By 11:35 Monday night, less than 7 hours after the job began, the bridge was ready for its first train.

As a result of these major operations--(a stretch of track was

(Please turn to page 15)

Binghamton Press Photo

# Love for Air Brake Makes Jimmy O'Neill a Teacher

## Instructional Aids Constructed By E-L Man

**M**ARTIN JAMES O'NEILL, commonly called Jimmy O'Neill, is an Erie-Lackawanna engineer who really loves air brakes.

Jimmy's passion for them began when he was still a fireman, and he and his engineer, George Minze, used to spend their lunch periods at Brier Hill discussing brakes, their operation and care.

And as any operating man can tell you, that's quite a complicated subject. No one called the air brake simple when George Westinghouse patented it in 1869. Since that time improvements in brake systems, all of which have made railroads safer while permitting higher train speeds and heavier trains have done little to make them simpler.

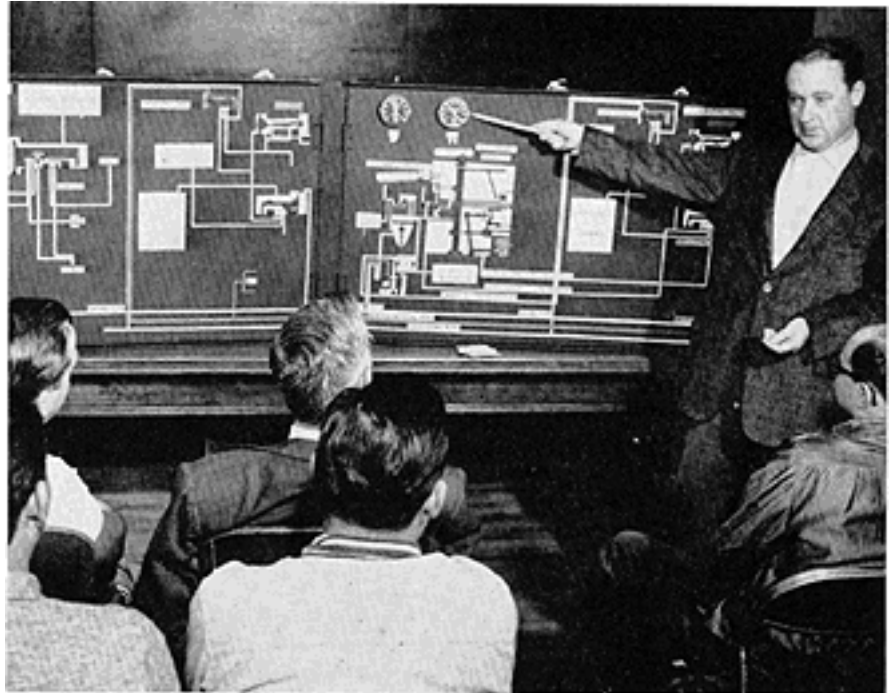
### Fascinated by Brakes

But their complications merely made them more fascinating to Jimmy. He found nothing about them repelling, even though some men do.

He was willing to discuss air brakes at any time. Besides what Minze told him, he received extra instruction from Walter G. Coleman, road foreman of engines at Brier Hill. Then he went to school three times, for a week at a time, at the New York Air Brake Co.'s plant in Watertown, N. Y. So great was his love for the subject that he used his vacation for this purpose.

So when the time came for him to take the examination for engineer he passed the air brake portion of the test with flying colors.

As so often happens when a man likes a subject, he was surprised to find that not everyone



**JIMMY O'NEILL's** classes get the benefit of his enthusiasm and knowledge of the air brake, and have the job of understanding made lighter by the instructional aid he designed and built.

shared his enthusiasm. Some firemen, and even some engineers, he found, thought the complications of the system--which he thought made the subject that more interesting--dry, obscure and all but un-understandable.

### Built Teaching Aid

Naturally he wasn't one to stand for rude remarks about air brakes. He decided to convert as many men as possible to the belief that they are interesting.

To make his subject easier to understand, he built a folding instructional aid that represents all the valves, pipes, reservoirs, tanks and connections to be found on a two-unit Diesel, plus those on one car.

Done in black, white and red, his instructional device makes it possible to show just what happens when one of the control handles is moved.

This not only makes things easier for the instructor, it makes

things plain to the student. Sentences such as: "In automatic service lap position the application pipe is charged with brake cylinder pressure through a No. 34 choke in passage 12 of the distributing valve" begin to make sense when you can see it happen before your eyes.

His board, of course, had to be big enough to be seen by a good number of men at a time. So he designed it to fold on itself, and the board, seven and one half feet long and three feet high, folds to a convenient carrying size.

### Holds Classes

Like most enthusiasts, he is an excellent teacher. So far, all on his own time, he has held 15 classes for firemen in preparation for promotion to engineer. Fourteen of the classes were held at the freight house in Youngstown: the 15th at the road foreman's office at Brier Hill.



# Hoboken Stationmaster Fills Night Hours With 'Sunshine'



Tom Carr, Stationmaster at Erie-Lackawanna's Hoboken Terminal, calls himself one of the "night people." He admits that the four-to-midnight shift is his favorite, but those who know him will tell you that Tom has the happy faculty of being able to spread sunshine regardless of the time of day or night. Carr's personnel folder contains several letters of commendation which attest to the fact that his 45 years as an Erie-Lackawanna man have been spent in being something more than a good railroader.

"Helping nice people is nothing," is the way Tom Carr looks upon his friendly acts of kindness and generosity, but not even this modesty, typical of people who make a habit of being helpful, can keep Carr's "sunshine" bottled up for very long. An unusual set of circumstances brought Tom's latest good deed to light, and the Jersey Journal, in its issue of May 19th, was impressed to the extent of devoting a four-column feature article to the event.

Late at night on March 31st, the trains passing through the Hoboken terminal were crowded with young college people heading homeward for their spring va-

cation. One of the youngsters was a pretty coed traveling to her home in Binghamton from a Rhode Island college, and for her the trip was less than jubilant. She had discovered that she was a few dollars short of the amount she needed for her fare. "It was vacation time," Tom says, "and money is hard to keep track of." He pulled a five-dollar bill from his pocket, gave it to the girl, and when she offered to leave her name and address Carr gently refused. "You know where to find me," he told her.

The incident had been quickly forgotten when several days later Tom's "fiver" was returned to him along with a letter of thanks from the girl's grateful father.

"I consider this action to have been an uncommon courtesy on the part of Mr. Carr," a letter to the railroad said. "It is to the credit of the Erie-Lackawanna to have such a man among its employees." The letter was signed by George R. Dunham, the girl's father, who just happens to be the general manager of Binghamton's radio

and television station! E-L officials forwarded a copy of Dunham's letter to "Tom, along with their own letter of appreciation. Needless to say, the company was greatly pleased by the father's letter, because it acknowledges the fine spirit of E-L service. For Carr the letter was "another nice memory" in his E-L career that dates back to 1916.

Tom began his Erie career as an usher in Jersey City, and his friendly greeting made him familiar to thousands of commuters as he advanced to head usher in 1921, night stationmaster in 1936, and then stationmaster six years ago. When the Erie merged with the Lackawanna in 1956, Tom moved over to the Hoboken terminal, where he was promoted to general stationmaster last year.

A bachelor, Tom's wide range of activities includes traveling, dabbling in politics, and following the stock market. He speaks fluent Spanish, and reads at least two westerns a day.

The writer Elbert Hubbard once said, "If you want a job done, ask a busy man." From now on when there is a good deed to be done we'll ask Tom Carr--or better still, we'll try to follow his example.



**RETIREMENT DINNER** for E. W. Thomas, right, superintendent of Property Protection and Fire Protection at Hoboken, attracted as guests A. J. Pierce, left, general superintendent, Property Protection and Fire Protection, Youngstown, and F. B. Wildrick, retired superintendent of the department. Mr. Thomas completed 38 years of service with the former Lackawanna Railroad and the merged company.

# E-L's New Machine is a Smooth Bed-maker!

**"Surfacer" Indicates Dips in Track**



**JOE MINELASCO**, track foreman, right, checks the indicator dial on the track surfacer to determine if track is level, while **Joe Perko**, trackman, awaits instructions. Machine can measure dips as small as one-eighth inch.



**TIGHT LENGTHS OF PIANO STRINGS** stretch above the rails to indicate low spots in the track. In this long view, foreman **Joe Minelasco** and trackman **Joe Perko** move the surfacer along the tracks, while **Edward Innes**, left, and **Chester Marks** use forks to place ballast around marked ties. Ballast tamper operated by **Lester Quails** follows up to complete the job.

Looking for all the world like someone's idea of a bizarre joke, a new machine called a track "surfacer" is actually proving to be a most valuable piece of equipment in helping to keep E-L trains rolling smoothly on perfectly level tracks.

The surfacer consists of a skeleton carriage of tubular metal mounted on ten small, flanged wheels. Indicator arms, mounted just back of the center of the machine, are actuated by a tightly-stretched steel wire--the kind manufactured for piano strings--which runs the length of the surfacer on either side and is centered about 8 inches above the rail. Section forces can detect variations in the track surface as small as one-eighth of an inch, according to **L. H. Jentoft**, assistant chief engineer-maintenance of way.

As one man pushes the surfacer along the track, the track foreman watches the indicator to detect low spots. When a low spot is found, the foreman marks the ties to be raised and a ballast tamper, following behind, pushes the ballast under and around the ties to raise the track and to provide a firm foundation. According to **Mr. Jentoft**, it is usually necessary to tamp-five or six ties in order to eliminate a low spot.

Track foremen whose crews are blessed with the new machine will remember the old practice of finding low spots by crouching down and sighting along the track--like aiming a rifle. Then the trackman would move in to tamp the ballast by hand, or later, by pneumatic devices.

The mechanized spot tamping machines, used along with the track surfacer, are making it possible for crews to cover a greater distance each day, **Mr. Jentoft** said. Using the new equipment, the track crew can detect and correct as many as 50 to 80 low spots a day.

Twenty-one of the new units have been put into operation by Erie-Lackawanna over the entire railroad between New York and Chicago, and the difference will be a big plus factor in smoother rides for both passengers and freight.

*Erie-Lackawanna Magazine*



# CONDUCTOR INCITES INDIAN UPRISING!

*'If we can get a mere handful of these little boys guided on the right path, they'll look back and remember the rich association with their fathers.'*

That is W. W. Delaney talking. He's a yard conductor for Erie-Lackawanna in the HD yard at Cleveland. Everyone there calls him Bill, even though neither "W" stands for William.

We sat and talked with Bill for several hours one recent Saturday morning, while we drew out of him the story of his part in the YMCA "Indian Guide" program, and more and more we thought how the really big men seem always to be the most modest. As a matter of fact, we might never have heard of Bill Delaney if one of his co-workers had not written us an anonymous note telling us of this man's contribution to the Y program.

The real hero of our story, however, is really young Charles Delaney, 7 years old. It was because of a desire to be closer to his son that Bill became interested in the Indian Guide activity. He recalls that his wife, Frances, "pushed" him into it, and had to use some pretty powerful wifely persuasion to get him to the first meeting.

The whole idea had seemed rather silly at first--grown men wearing feathers, whooping and dancing around like well, like Indians! But then one of the men got up to tell what the Indian Guide program could mean to men and their boys. The man had obviously come right from work. He was a mechanic, grease-stained and tired, but Bill remembers that as he spoke, the grease turned to war paint and the man seemed to glow with the sincerity of his story.

In any event, the message got through, and by the time the fellow had finished, Bill was an Indian and Charley could not have been happier. Since that time, as Big Chief Red Cloud and Little Chief Red Cloud, Bill and Charley have shared many wonderful hours with the other Big and Little Braves of their Apache Tribe.

What is the Indian Guide program? It is a national organiza-



'Chief' Delaney and Son Charles at Council Fire

tion sponsored by the YMCA to help foster a better relationship between little boys and their dads. Membership is limited to youngsters between the ages of 6 and 9, and both son and dad must participate together.

Council fires are held once every two weeks. At the meetings, Bill--as Big Chief Red Cloud--wears the traditional war bonnet. The other braves wear headbands and feathers which they have earned.

Meetings begin and end with a prayer. In between the Little Braves report on subjects which have been assigned, and Big and Little Braves play games, study

tribal lore, and devour refreshments. Then there are the field trips, often the most exciting part of the program.

We asked Bill Delaney how much time he spends on his favorite activity:

"About fifteen to twenty hours a week."

"Do you receive any pay?"

"Yes--the satisfaction of working with these little fellows. I like little boys. They are our biggest asset, you know."

It seemed like a silly question, but we asked it anyway. "Why do you do it? Why do you give the time that amounts to half a work-week to this activity?"

Part of Bill's answer is the first paragraph of this story. He added, "I was very close to my father; I want these little fellows to have the same memories."

Bill Delaney got up to say goodbye. We thought of the slogan: "A man never stands so tall as when he stoops to help a boy."

We shook hands and said goodbye.

We noticed that W. W. Delaney is a mighty tall man!

## Railroad 'Y' Seeks Members

The Railroad Y.M.C.A., organized 89 years ago to meet the recreation, health, educational, religious and personal needs of railroad workers, will again conduct its annual Continental Membership Enrollment during the months of October and November.

Born in 1872 in Cleveland, Ohio, the Railroad 'Y' has been serving Erie-Lackawanna employes for more than 8 decades. Throughout that time the 'Y' has had but one aim--a practical, cooperative fellowship.

In a recent letter, Milton G. McInnes, president, endorsed the program wholeheartedly. It is hoped that many E-L railroaders will take advantage of the drive and, after joining, increase the value of membership by becoming active in the program and service of the Association.

## The Ladies Do Their Part



MARY ANN SABO (L.), and KATHERINE WOOD display the bumper stickers being sold by Cleveland Chapter of National Association of Railway Business Women. Mary Ann, who works in the research department, is secretary of the local chapter, and Katherine Wood, Scranton Road freight station, Cleveland, is treasurer.

All of us want to see more and more freight traffic leaving the highways and coming back to our rails, and Cleveland's railroad women are doing something about it.

Early in September the local chapter of the National Association of Railway Business Women launched a campaign to sell bumper stickers which read, "PRESERVE OUR HIGHWAYS--Ship Freight by Railways."

The idea is to remind taxpayers of the tremendous cost of building and maintaining highways for the benefit of truckers, who do not pay a fair share of the cost.

The ladies hope that their campaign will spread nation-wide, and your magazine is going to do its part to help them.

The stickers are being sold by the NARBW, but we will send you one, absolutely free, if you will do two things:

1. Promise to use the sticker; put it to work where it will do some good;
2. Send your name and address to the magazine editorial offices.

Help yourself to a sticker, friends, and help our railroad to increase traffic.

## Navy Cites E-L Man



Harold E. Broderick, Town of Tonawanda, N. Y. an E-L civil engineer for 30 years, has been cited by the Department of the Navy for technical papers and official reports written on the Navy's land, sea, and air facilities overseas.

Mr. Broderick, who is a Chief Warrant Officer in the U. S. Naval Reserve, served with the Seabees in the Pacific Theatre in World War II.

## Marion Man Sings

### "Choose Your Partners..."

"Swing your partner left and right, if you meet your wife don't stop to fight" is the way we heard it, but Bud Fischer tells us it ought to be "Bow to your partner, corners all, circle to the left, go round the hall"--and we'll take his word for it any day.

Lloyd (Bud) Fischer, is an E-L communications maintainer at Marion, O., but beyond that he is one of central Ohio's outstanding square dance callers. He and his wife, Virginia, not only call both Eastern- and Western-style dances an average of three nights a week, but they also devote at least one night a week to teaching the fine points of what is fast becoming one of America's favorite leisure-time activities.

The big, bass voice of Bud Fischer began booming calls as a hobby when he was in high school, and for the past three years he has been working professionally, leading to his appearance as featured caller at a state convention of square dancers.

The Fischers' 13-year old daughter, April, who is an accomplished dancer, and 6-year old Bud Junior, who already knows 25 songs by heart, help to make this truly a family hobby. And that's the very best kind!



LLOYD (Bud) FISCHER

*Erie-Lackawanna Magazine*

It's Nearly  
That Time Again

Shortly after the first of the year, the accounting department will begin mailing the W-2 form to all Erie-Lackawanna employees. This is a report of your earnings for the past year which you must file with your 1961 income tax report.

According to E. S. Root, comptroller, about 19,000 of these forms will be mailed to E-L men and women, and if past results can be relied upon, several hundred of the 19,000 employees will have changed their addresses during the year and will have failed to notify the company. Trying to locate a lost employe along more than 3,000 miles of railroad is a time-consuming, costly operation, and it could mean that your 1961 tax report will be late. If that happens, Uncle Sam is apt to become bit peevish.

To avoid trouble all around, your magazine is making it easy for you to bring the company up Lo date on your present whereabouts. If you have changed your home address during the past gear, please take a minute or two Lo fill out the coupon printed on this page--it's all addressed and ready to go. Send it in via company mail.

No strain--no pain!  
Remember, you must file a W-2 form with your income tax report, so take care of it *right now!*

G. W. Thompson  
Asst. Compt.-Disbursements  
Erie-Lackawanna Railroad Co.  
Scranton, Pa.

VIA COMPANY MAIL

Dear Mr. Thompson,

I have moved since Jan. 1, 1961, and am not a general office employe. So that my form W-2, which I will need to file my income tax return, will reach me promptly, I have filled out the attached coupon.

Name .....  
Address or RFD .....  
City ..... Zone ..... State .....  
Shop or  
Payroll No ..... Division .....  
Social Security No. ....

October, 1961



Retirements

NAME	TITLE	LOCATION	DATE	YEARS SERVICE
Clarence H. Beet	Engineer	Hoboken, N.J.	7-31-61	39
Edward J. Beyler	Checker	Elmira, N.Y.	8- 8-61	41
A. M. Bimson	Ex. Asst. to Chairman of the Board	New York, N.Y.	9-30-61	46
Giovanni Carnevale	Watchman	Weehawken, N.J.	8- 7-61	33
Anthony F. Casazza	Clerk	Hoboken, N.J.	9- 2-61	49
Vernon Danals	Agent-Operator	Wadsworth, Ohio	7-30-61	44
Loretta F. Dettling	Asst. Chief Telephone Opr.	Jersey City, N.J.	8-16-61	25
Joseph Dougher	Switchman	Scranton, Pa.	4-26-61	55
George 3. Douglas	Engineer	Huntington, Ind.	8-12-61	44
James Ferraro	Track Foreman	Forest Hill, N. 3.	9-30-61	47
Daniel C. Finucane	Clerk	Rochester, N.Y.	5-31-61	41
Arthur Fischer	Switchtender	E. Buffalo, N.Y.	7-18-61	41
Alice G. Gorman	Requisition-File Clerk	Marion, Ohio	9-30-61	36
Dail H. Gorman	Car Distributor	Marion, Ohio	9-30-61	47
Edmund F. Henckel	Claim Agent	Hoboken, N.J.	9-30-61	48
Ralph R. Hoffman	Engineer	Huntington, Ind.	8-31-61	41
John R. Holland	Machinist	Akron, Ohio	8-27-61	40
Venancio S. Iglesias	Hostler	Hoboken, N.J.	7-10-61	44
Anthony F. Jakubowski	Engine Preparer	Suffern, N.Y.	8- 8-61	20
William F. Joyce	Yard Conductor	Youngstown, Ohio	8-31-61	46
Butler M. Keefe	Towerman	Jersey City, N.J.	8-30-61	44
Cecil L. Keeney	OS&D Clerk	Binghamton, N.Y.	9- 7-61	44
John J. Kelly	Engineer	Kingstown, Pa.	6-28-61	49
John V. Kron	Machinist & Boiler Foreman	Jersey City, N.J.	9-30-61	45
Gaylord H. Lacey	Telegraph Operator	DeForest Jct., O.	7-31-61	47
Stanley Lex	Car Inspector	E. Buffalo, N.Y.	8- 8-61	46
Antonio Manzo	Asst. Track Foreman	Jersey City, N.J.	9-30-61	38
Anthony Marino	Laborer	Susquehanna, Pa.	8-16-61	44
Michael M. Marino	Car Inspector	Susquehanna, Pa.	9- 6-61	33
Mrs. Verden F. Martin	Clerk-Stenographer	Marion, O.	8-15-61	39
Chester F. McQuone	Conductor	Brookway, Pa.	8-10-61	47
Edward J. Miller	Trainman	Elmira, N.Y.	6-30-61	49
Alfred J. Mulling	Checker	Jersey City, N.J.	9-18-61	32
Francis L. Murphy	Trainman	Elmira, N.Y.	6-30-61	48
Andrew Olenick	Car Repairer	Port Jervis, N.Y.	8-10-61	43
George Pallitto	Tug Deckhand	Hoboken, N. 3.	8- 3-61	28
Louis G. S. Paul	Bookkeeper	Cleveland, Ohio	8-31-61	41
Carl E. Payne	Agent-Operator	Murray Hill, N.J.	8-30-61	33
Raymond J. Perry	Machinist	Scranton, Pa.	8-31-61	37
Bertille Piquette	Grain Clerk	Buffalo, N.Y.	8- 5-61	46
Arch Pritchard	Conductor	Hoboken, N.J.	7-14-61	44
William F. Rathburn	Yard Clerk	Mansfield, Ohio	8-16-61	43
Leonard E. Roe	Carpenter	Binghamton, N.Y.	8- 2-61	38
Percy Rush	Electrician	Morristown, N.J.	8-16-61	37
George E. Sisco	Crossing Watchman	Rutherford, N.J.	8-21-61	34
George J. Skope	Baggage and Mail Porter	Binghamton, N.Y.	7-26-61	20
Franklin H. Smith	Road Hostler	Jersey City, N.J.	8-16-61	49
Arthur Snyder	Engineer	Marion, Ohio	7-10-61	45
William W. Spide	Signal Maintainer	Denville, N. J.	7-31-61	48
Frank J. Steys	Ferry Fireman	Hoboken, N.J.	7-31-61	35
Albert Szammer	Baggage Porter-Mail Handler	Hoboken, N. J.	8-30-61	35
Stephen Trudel	Leading Car Inspector	Secaucus, N.J.	8-10-61	45
Harry W. Von Willer	Chairman of the Board	Cleveland, Ohio	8-31-61	38
Joseph F. Welsh	Yard Conductor	Youngstown, Ohio	8-16-61	42
Frederick H. Wild	Trainman	E. Buffalo, N.Y.	8- 2-61	36
William R. Winthrop	Mail Handler	Hoboken, N. J.	8-30-61	20
Travis H. Wood	Machinist	Hornell, N.Y.	8-31-61	47
Walter K. Wortman	Gateman	Hoboken, N.J.	7-31-61	35
Robert Young	Agent-Operator	Little Falls, N. J.	8-16-61	42
Nicholas Zinchuck	Extra Stower	Yew York, N.Y.	7-18-61	47



# JIMMY HOFFA WON'T QUIT!

... WILL YOU?

It is 1 A.M. in Croxton. There is a "challenge" in the air. You can hear it in the squealing of the piggybacks as they couple into the long line of flat cars with their trailers. You can see it in the swinging lights of the trainmen's lanterns.

*"You want my job, Hoffa? You're gonna have to beat me at my own game!"*

*"You want these trailers jammin' the highways? You're gonna have to dream up something better than rail piggyback!"*

A third of the way across the country it is midnight, and at West 51st Street in Chicago, there is the same challenge. In the coupling of the Clejans; in the arc-ing of the lanterns, there is a challenge and a dare.

*"You're gonna muscle me, Hoffa, I'm gonna muscle right back! So you got maybe two, three times as many teamsters as we've got railroaders. I figure I'm as good as two of you any day."*

*"You just sit there, Hoffa, and throw your weight around, and pull your strings. Me, I've got a train of piggybacks to move."*

On August 25 the Senate Commerce Committee voted 12 to 3 to table S. 1197 until January, 1962. S. 1197 is the Hoffa-backed bill aimed at forcing the railroads to raise freight rates on piggyback hauling. It is the bill that E-L employes are helping to defeat by writing to their Washington representatives.

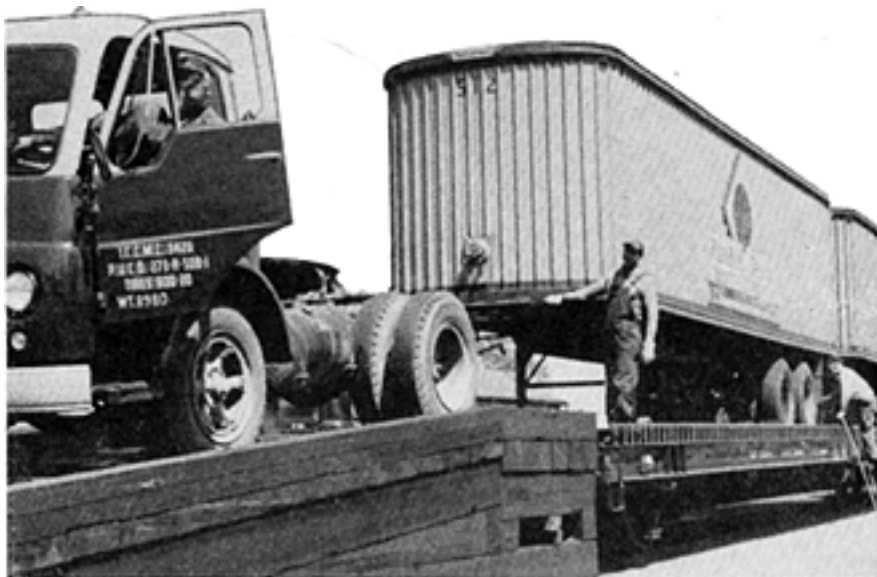
*"I never wrote to a Senator before. Maybe he won't even see my letter. Then again, maybe he will. Anyway, I can't take the chance. If a lot of us write, they're bound to read some of 'era."*

*"I'll tell you one thing--if Hoffa gets my job, he's gonna have to get me first!"*

The message got through.

The vote on August 25 seemed like a victory for the railroads.

But on September 15 the strings were pulled. Specifically, these



## HERE'S A HOFFA NIGHTMARE!

strings: Chairman Magnuson, Senators Pastore (R. I.), Monroney (Okla.), Yarborough (Tex.), Engle (Calif.), Hartke (Ind.), Bartlett (Alaska), and Cotton (N. H.). These are the men who, in a surprise move, voted to revive the hearings and report on the measure.

Hoffa's sneak attack was defeated by one vote!

*"What do you know! Those fellows in Washington really do read our letters. We do have some say in what goes on down there!"*

Remember these names: Senators Smathers (Fla.), Thurmond (S. C.), Lausche (O.), McGee

(Wyo.), Schoeppel (Kans.), Butler (Md.), Case (N. J.), Morton (Ky.), and Scott (Pa.). These are the men who got your message. These are the men who defeated Jimmy Hoffa's surprise move.

*"Looks like we got it made, huh?"*

Not by a long shot! This was no real victory for the railroads. It is only a postponement of the big battle to come. S. 1197 is going to come to a vote again sometime after the first of the year. That is when we will find out who cared most about his future--the railroader, or the teamster.

## Chicagoan Elected to E-L Board

Erie-Lackawanna announced on Sept. 1 that Mr. William J. Friedman, Chicago, had been elected to the board of directors.

Mr. Friedman is a member of the Chicago law firm of Friedman, Mulligan, Dillon, and Urist; and is also general counsel, vice president, and secretary of the Hilton Hotels Corporation, and an officer of its subsidiaries and affiliated companies.

In addition to serving on the Erie - Lackawanna board, Mr. Friedman will continue as a director of Rohm and Haas Co., Compotometer Corp., Union Asbestos and Rubber, and several other companies.



WILLIAM J. FRIEDMAN

## Holy Cat! What's Going On?



9 A.M.--Outer stone wall of E-L's 100-year old Rochester, N. Y., freight warehouse is attacked by crowbar-wielding workman.



NOON--Inefficient crowbar is replaced by 4-man emergency crew from Rochester Gas & Electric Co., using air hammer. Wall remains impregnable!



1 P.M.--Second front opened up inside building. And now we're getting close! What in the world caused it all? Turn the page to find out.

# "Maulers" and "Grunts" Speak a Strange Language!

One day recently Henry H. Franklin, appearing as a witness for the BLF&E before the Presidential Railroad Commission studying the featherbedding problem, broke the meeting up with his testimony that "... the brains went back in the hack and made out the hickey." It has been reported that commissioners, assistants, counsel, and spectators dissolved in laughter as Franklin translated his statement into language they could all understand.

Actually, what the witness had said was that "the conductor went back in the caboose and made out the switch list," but he had been speaking railroad jargon -- language peculiar to the men who run our nation's trains.

As a result of Brother Franklin's testimony--and that of many others who had gone before and would come after him--the Commission ordered that a glossary of railroad language be printed to help them translate the testimony of witnesses. This book, called a "Glossary of Railroadese," took 23 pages to list the "slanguage" of railroading.

Here are a few of the definitions in the glossary:

**AIR MONKEY:** air brake inspector

**BABY LIFTER:** passenger brakeman

**BROWNIE BOX:** superintendent's car

**CAR KNOCKER:** inspector

**DOLLY FLAPPER:** switch tender

**FLIMSY:** train order

**JIGGER:** full tonnage train of dead freight

**KING SNIPER:** foreman of track gang

**LIZARD SCORCHER:** train cook

**PIG MAULER:** engineer

**TRAVELLING GRUNT:** road foreman of engines

And so on.

We know, of course, that even on the same road expressions may vary from place to place, but we wondered how many E-L men are familiar with those given here. And we wondered just how much the language varies along the line. What is a caboose called, for instance, in Hoboken and Hornell and Huntington. We'd really like to know.

Why not make a list of the expressions used where you work, and send it to us? It ought to make an interesting story for a future issue.

But take it kinda easy, men. Our female secretary sometimes gets to the mail before we do!

## Scouts Honor E-L Man

The Silver Beaver, one of the highest awards to be given in Scouting, was presented to Ben F. Leah, Sr., by the Eagle Rock Council at Montclair, N. J., last month. Leah, supervisor of stations for Erie-Lackawanna at Hoboken, has been in Scouting almost continuously since 1922.

The award, which had not been announced in advance, came as a complete surprise to Leah.

During his years as a Boy Scout he attained the rank of Eagle Scout, with both the Bronze and Gold Palms, and he has served as Cubmaster, Scoutmaster, and Assistant Post Adviser.



**BEN LEAH, SR.,** here with Mrs. Leah, after receiving still another award for Scouting. This time the American Legion's "Citation for Meritorious Service," awarded annually for outstanding community benefit.





*"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*

THE CAUSE of all the effort shown on the preceding page—a wee fluff of kitten, motherless, hungry, and unweaned. Trapped in the walls of the E-L building, her plaintive mews were heard by James E. Griffin, freight agent, who initiated the rescue operation. How's she doing now? Fine, just fine, considering she's been through quite a bit for a little lady her age.

Incidentally, the stones and the wood were replaced so skilfully that now it is difficult to find a trace of the great adventure.

## E-L Veterans

Dear Veterans;

I would take a moment to express the deep sorrow of many of our members at the passing of an honored and respected officer, Mr. J. R. Thexton, who served as president of the Lackawanna R.R. Veterans Association and on the Board of Governors of the United Association of Railroad Veterans. Mr. Thexton was well-known to the railroad fraternity, and the sincere sympathy of his fellow-members is extended to his bereaved wife and family.

As guests of the Buffalo-Rochester chapter, my wife and I attended their picnic at Bursts Grove. It was a grand opportunity for the Erie and the Lackawanna veterans, now merged, to get to know each other, and chairmen Henry Schultz and John Brill are to be commended. I would be lax if I did not commend the Ladies Auxilliary for the many good

(Please turn to page 15)

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Abrams, Vincent	Commercial Agent	Chicago, Ill.	7-15-61
*Bercich, Michael	Air Brake Machinist	Hoboken, N. J.	7-21-61
*Biggs, William George	Loco. Engineer	Buffalo, N.Y.	5-25-61
*Bocci, Joseph	Marine Fireman	Marine Dept.	3-27-61
*Bovee, Victor David	Trainman	Buffalo, N.Y.	5-14-61
*Buckholz, William E.	Engineer	N. Y. Div.	5-27-61
*Burdge, Benjamin V.	Car Inspector	Port Morris, N. J.	2-25-61
*Clair, Eugene Edward	Leading Clerk	Mahoning Div.	7- 2-61
*Crook, George Michael	Truck Operator	Susquehanna Div.	5-23-61
*Durstun, Robert Alan	Signal Helper	Meadville Div.	6-10-61
*Gass, Joseph Hart	Car Inspector	Hoboken, N.J.	7-15-61
*Graves, John Wesley	Superintendent	Salamanca, N.Y.	7-24-61
*Irving, George Belding	Ticket Agent	Jersey City, N.J.	7-24-61
*Jakab, Frank Emery	Equipment Opr.	Mahoning Div.	7-18-61
*Jobe, Robert Bowers	Switchman	Buffalo, N.Y.	6-14-61
*Kelly, Eugene Joseph	Rd. Brakeman	N. Y. Div.	7-14-61
*Knight, Gordon, Jr.	Yd. Brakeman	Huntington, Ind.	7- 3-61
*Kolz, Peter John	Car Inspector	E. Buffalo, N.Y.	7-1-61
*Kruser, Frederick Otto	Marine Engr.	Marine Dept.	6-18-61
*Macchione, Joseph Mario	Asst. Track Foreman	N. Y. Term. Div.	6- 3-61
*Mondell, Daniel	Trackman	Elmira, N. Y.	2-14-61
*Nixon, Matthew Leo	Trainman	Buffalo Div.	6-19-61
*Nye, John B.	Carpenter	Buffalo, N.Y.	4-26-61
*Penny, John A.	Machinist	Marine Dept.	3-22-61
*Popeck, Lawrence E.	Telegraph Operator	Scranton, Pa.	1- 3-61
*Quigley, Leroy Joseph	Coal Dock Laborer	Oswego, N.Y.	5-18-61
*Rich, Nicholas	Conductor	Buffalo Div.	6-25-61
*Righter, Harry Mulford	Engineer, M. of W.	Western Dist., Youngstown, O.	7-31-61
*Sceusa, Carmelo	Trackman	Rochester Div.	1- 8-61
*Sear, Walter Joseph	Train Yard Foreman	E. Buffalo Car Shop	6- 8-61
*Smith, John Joseph	Engineer	Scranton Div.	5-16-61
*Stine, Leo Joseph	Crossing Watchman	Buffalo Div.	7-17-61
*Waldo, Martin	Fireman	Marine Dept., Jersey City, N. J.	3- 9-61
*Walsh, William Joseph	Engine Preparer	Avoca Loco. Dept.	7- 3-61
*Arnold, Myron Eugene	Operator-Clerk	Trans. Dept., Cleveland, O.	8-29-61
*Arver, Frank	Machinist	Hornell, N. Y.	8- 8-61
*Atkins, Louis	Extra Trucker	Jersey City, N. J.	6- 7-61
*Azzi, James V.	Trackman	Buffalo Div.	5-29-61
*Bailey, Clarence Augustus	Business Car Chef	Cleveland, O.	12-15-60
*Bennett, Willet H.	Switchman	Binghamton, N. Y.	5- 7-61
*Berry, Frank Monroe	Conductor	Marion Division	5-25-61
*Blacka, Frank Joseph	Engineer	Buffalo Div.	6-23-61
*Bunte, William H.	Engineer	Buffalo Div.	5-23-61
*Busteed, William R.	Loco. Fireman	Scranton Div.	5-13-61
*Capula, Alexander	Engine Watchman	Scranton Enginehouse	5-20-61
*Carlson, Henry Axel	Loco. Engineer	Buffalo Div.	5-28-61
*Casterline, Harry	Car Inspector	Port Jervis, N.Y.	6- 5-61
*Colombo, Emelio	Laborer	E. Buffalo Car Shop	8-3-61
*Conklin, Pierre Lorillard	Conductor	N. Y. Div.	8- 7-61
*Conway, Bernard Francis	Frt. Traffic Manager	New York, N.Y.	7-28-61
*Conway, Edward Joseph	Conductor	Buffalo Div.	6-19-61
*Coughlin, John Patrick	Train Dispatcher	Marion, O., Kent Div.	6-29-61
*Conveney, John S.	Trainman	Buffalo Div.	5-26-61
*Dinkelstein, Herman Albert	Tinsmith	Meadville Reclamation Plant	7-14-61
*DiSalvo, Salvatore	Trackman	Buffalo Div.	4-10-61
*Elwell, William Francis	Machinist	Meadville Shop	7-27-61
*Faux, Mellence C.	Car Repairer	Binghamton, N.Y.	12-3-60
*Fazio, Colagero	Watchman	Johnsonburg, N. J.	4-20-61
*Fisher, John	Machinist	Kingston Enginehouse	8-18-61
*Flood, John	Engine Dispatcher	Secaucus Shop	6-21-61
*Fornini, Felice	Laborer	Hoboken, N.J.	5-15-61
*Giblin, Michael Joseph	Box Packer & Car Inspect.	Jersey City, N. J.	6-21-61
*Glover, Angus John	Coach Painter	Susquehanna, Pa.	6-28-61
*Hadlick, Michael	Loco. Engineer	Delaware Div.	7-4-61
*Hall, Floyd	Engineer	N.Y. Div.	8-17-61
*Harrison, William H.	Mail Foreman	Binghamton, N. Y.	7-15-60
*Holl, Clesson Ray	Engineer	Scranton Div.	3-28-61
*Hopper, Warren	Yardmaster	Paterson, N. J.	7- 5-61
*Hundshamer, Louis	Engineer	Buffalo, N. Y.	5-16-61
*James, Frederick T.	Asst. to Vice President	Scranton, Pa.	5- 8-61
*Jones, John C.	Trackman	Mahoning Div.	8-11-61
*Kern, Dewitt Conger	Chief Clerk	Dayton, O.	6-13-61
*Kierney, Stanley John	Car Repairer	Jersey City Car Dept.	7- 1-61
*Kingsley, Charles Hubert	Section Foreman	Buffalo, N. Y.	6-14-61
*Kreplin, William Frederick	Baggage Porter	Buffalo, N.Y.	5-5-61
*Lake, Albert	Train Baggage Agent	Susquehanna Div.	5-31-61
*Lippert, John	Foreman	Jersey City Shop	6-11-61
*Lorenzo, Andenore	Trackman	Netcong, N.J.	5- 7-61
*Loy, Clarence Arthur	Engineer	Kent Div.	5-28-61
*Matson, Elton LeRoy	Machinist	Brockway, Pa.	7-14-61
*McCarthy, Cornelius Martin	Car Inspector	Jersey City Pass. Car Dept.	6-10-61
*McCracken, Fred Porter	Yard Brakeman	Youngstown, O.	7- 5-61
*McGregor, Benjamin Lee	Conductor	Hornell, N.Y.	6-24-61
*McLaughlin, Edward William	Signal Maintainer	Hoboken, N. J.	5-10-61
*Meacham, Harry J.	Boiler Inspector	Elmira Enginehouse	5-20-61
*Miechurski, Thomas	Car Repairer	E. Buffalo Car Shop	7-12-61
*Miller, Walter Edward	Car Inspector	Cleveland, O.	8-27-61
*Molle, Pietro	Trackman	Stroudsburg, Pa.	5-22-61
*Monahan, John T.	Asst. Foreman	Scranton Shop	5-15-61
*Monnette, Newell Isaac	Yard Conductor	Kent Div.	6-21-61
*Mowrey, Haven David	Loco. Engineer	Mahoning Div.	7-16-61
*Myers, Clifford Raymond	Draftsman	Cleveland, O.	7- 9-61
*Nelson, James Melroy	Signal Foreman	Meadville Div.	11-22-60
*Nixon, Matthew Leo	Trainman	Buffalo Div.	6-19-61
*Pagnotta, Patsy	Float Bridgeman	Marine Dept.	5- 1-61
*Peters, Ralph Andrew	Electrician	Salamanca Shop	6- 6-61
*Petrunchik, Andrew	Car Repairer	Keyser Valley Car Shop	4-30-61
*Propp, Charles	Tug Master	Marine Dept.	5- 9-61
*Rhoades, Andrew	Machinist Helper	Brier Hill Diesel Shop	8-4-61
*Ricciardi, Mickle C.	Track Foreman	Bradford Div.	7-11-61
*Ritzer, Frank G.	Trackman	Washington, N. J.	6- 5-61
*Ross, Burton C.	Conductor	Delaware Division	7- 8-61
*Ryan, Robert	Stower	Jersey City Docks, N.J.	7-31-61

(Please turn to page 15)

# High, Wide, and Then Some!

(Story begins on page 5)



**ABOVE:** Hungry jaws of 'bailas-ter' chew away at roadbed beneath ties and track. Note depth of cut.

**LEFT:** Here's the mechanical handyman in operation. Soil and ballast removed from roadbed can be seen leaving conveyor at top right.

also lowered under the William Street bridge in Buffalo)--Erie-Lackawanna is now the only eastern railroad with sufficient clearance to move *fully-loaded* triple-deck automobile cars to the Atlantic seaboard.

Tri-level flat cars can carry as many as 15 compact autos, or 12 of the standard-size cars. Watch for them. You'll be seeing them along Erie-Lackawanna's higher and wider right of way any time now.

## Veterans...

(Story begins on page 14)  
foods provided.

On Sunday, September 10, again in the company of my wife, I attended the Akron chapter picnic at Broad-view Acres, just outside Kent, O. Here we found a congenial group under chairman George Hannan, assisted by the ladies, all enjoying good food and bingo.

Members who do not attend these festivities miss a happy and pleasurable time. Now that fall is here, chapter meetings will become more active, and I urge you strongly to take part in the meetings.

If you don't, you will surely miss something really worthwhile.

Faternally yours  
C. J. R. Taylor  
President



**FIRST TRAIN** rolls over new Bentley Creek span less than 7 hours after crew began the task of replacing old bridge.

## Losses in the E-L Family

\*Saam, Charles Michael  
\*Scorer, William  
\*Searles, Harry Cleveland  
\*Sorenson, August Lauritz  
\*Stotz, George  
\*Tagliaferri, Gerardo  
\*Tracy Robert Patrick  
\*Vaughn, Benjamin Yarnell  
\*Waid, Fred Everett  
\*Wales, John Henry  
\*Weller, Irving S.  
\*Wendell, Frank A.  
\*Wilson, Laurence Brannon  
\*Wittek, Paul Charles  
\*Wright, Charles H.  
\*Zebenski, Stanley

\*Retired

Hammer Operator  
Machinist  
Tinsmith  
Manager of Stores  
Conductor  
Checker  
Yard Clerk  
Fare Clerk  
Engineer  
Yard Conductor  
Car Inspector  
Chief Clerk  
Stower  
Electrician  
Boiler Inspector  
Tender Repairer

Susquehanna Coach Shop 8- 3-61  
Scranton Shop 4-24-61  
Marine Dept. 7-30-61  
Hornell, N. Y. 6-27-61  
Buffalo, N. Y. 5-23-61  
Binghamton, N.Y. 5-20-61  
Jersey City, N. J. 6-17-61  
Psg. Trf. Dept., N. Y. City 7-10-61  
Mahoning Div. 5-27-61  
E. Buffalo, N.Y. 2-23-61  
Elmira, N. Y. 5-12-61  
Psg. Trf. Dept., N. Y. City 5-3-61  
Jersey City, N.J. 6-11-61  
Hoboken Electrical Dept. 5-30-61  
Port Morris Enginehouse 8- 2-61  
Jersey City Shop 6-20-61

# ERIE-LACKAWANNA RAILROAD

## MAGAZINE

Midland Building  
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 most important person on our railroad...*



Meet the most important person on our railroad: The Customer.



The Customer is the reason we have a railroad --the reason we have jobs.



The Customer isn't an outsider--he's the heart of our business.



The Customer isn't an interruption in our work --he's the purpose of our work.



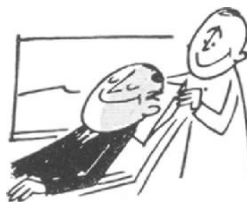
The Customer expects courtesy; if we're indifferent, he'll go where he's welcomed.



The Customer isn't somebody to argue with; you may *win* the argument..., and lose the Customer.



Though many of us never come face to face with the Customer, everything we do affects the service he hires us to perform.



The smile at the satisfied Customer is our only job security.



In brief: It's the Customer who pays our wages. To keep him happy, and to stay on his payroll...

## *Let's take care of him!*

# Erie-Lackawanna

*Railroad Company*

*The Friendly Service Route*

