



*New Autos Get Real Mileage
When Moved by E-L Piggyback*

**ERIE-LACKAWANNA
MAGAZINE**

E

**OCTOBER
1962**

The President's Page

THE Erie-Lackawanna merger is now two years old. I am sure every employee will agree it has been a busy and eventful two years. Everyone is well aware that the merger created new and challenging demands on our knowledge, our skills, and our energies.

This anniversary presents an appropriate time to take stock of what we have been able to accomplish by working together. The following list of major projects, by no means complete, is, nevertheless, impressive. In this two year period we have:

- Integrated all department personnel
- Consolidated yards, terminals, and shops
- Combined passenger trains of both roads via the more populated Scranton route
- Concentrated main-line freight operations over the Port Jervis line east of Binghamton
- Double-tracked portions of the Buffalo-Hornell line to accommodate all through-freight movements
- Expanded freight yard capacity at Hornell for this same purpose
- Converted the heavy-grade Buffalo-Corning line via Mt. Morris to a way-freight operation to reduce maintenance costs
- Rerouted all Buffalo passenger trains to the line via Hornell
- Constructed a new electronic freight classification yard at Buffalo, which will be ready for use about the first of the year.

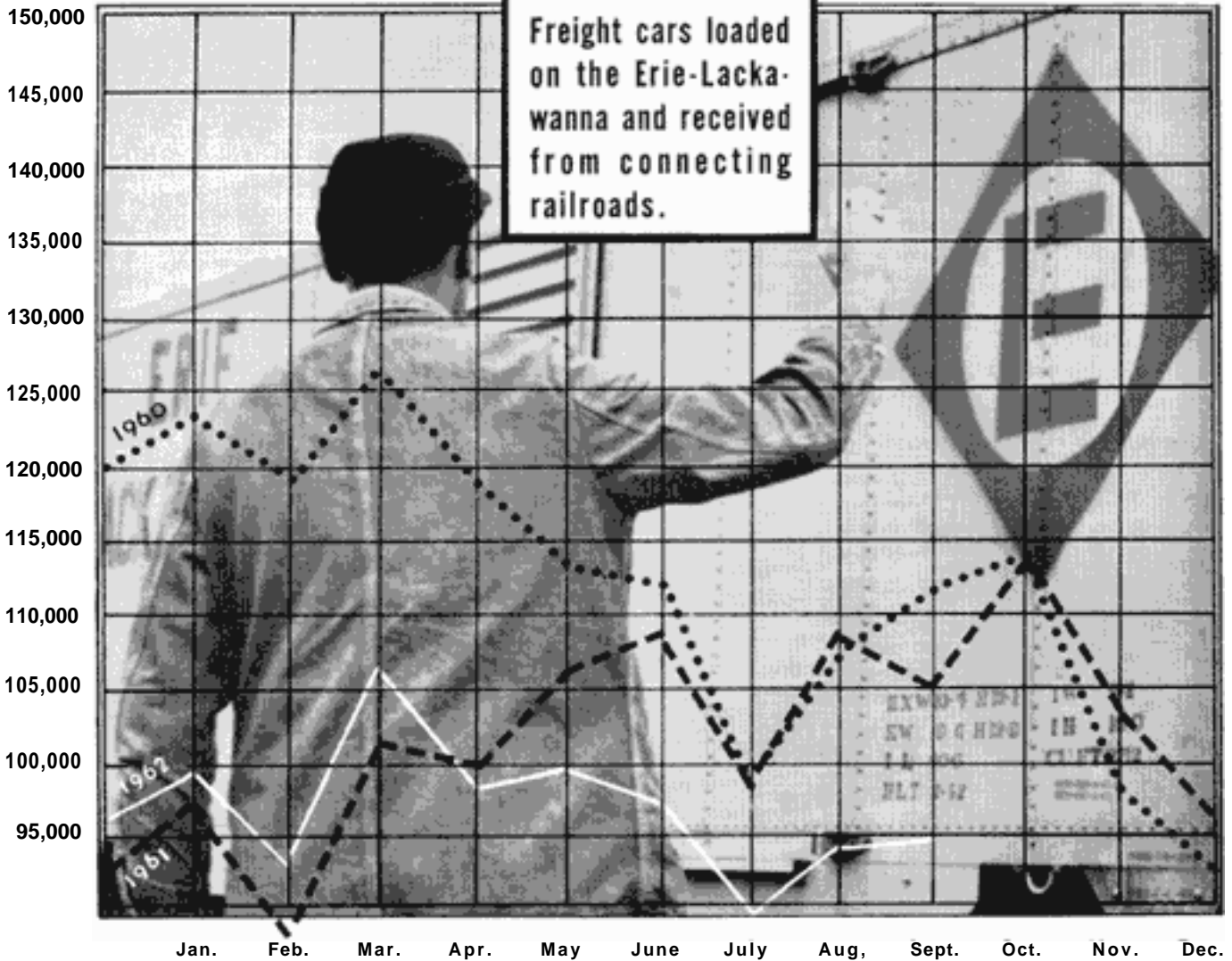
All of these changes contribute to greater efficiency and lower operating costs. To build a stronger company, and to put ourselves in a better position to meet the needs and service demands of our customers, we must continue to eliminate waste and duplication.

In looking ahead, we need to be reminded of our strengths; and to get things done, we need the creative thinking and teamwork that I know Erie-Lackawanna people are capable of producing. This is one of our greatest strengths.



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
Nine Months Ended:			
September 30, 1962	\$159,194,801	\$173,486,673	\$14,291,872
September 30, 1961	157,289,548	181,203,488	23,913,940

ERIE-LACKAWANNA RAILROAD MAGAZINE

America's First Railroad Magazine—Our 58th Year

October, 1962

Vol. 58, No. 7

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

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October, 1962

THE COVER

To a railroader there is no prettier sight than a long train of solidly-loaded freight cars doing a job that no other form of transportation can do quite as well. Such a train is our "Flying Saucer"—Train 100. She came pounding down the main line, through Akron, that bright October day, reaching as far as the camera eye could see. And right there, smack dab in the middle, was the prettiest string of piggybacks you could ever hope to see—shiny, '63 autos on their way to eastern showrooms.

Here's a real indication that if we can do a better job than our competitors, we can get more business!

"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

TRUCKING LINES in the far west will start paying \$5 to the Teamster Union welfare fund for each trailer moved via railroad piggyback service after Nov. 1. The agreement was negotiated last year but only recently disclosed. Sen. Carl T. Curtis (R., Neb.) claims the agreement "smacks of unreasonable harassment of commerce", and plans to ask for an investigation. "These contracts should be scrutinized by an appropriate congressional group, in light of Federal labor laws", Curtis said.

* * * * *

AIR AND WATER TRANSPORTATION were principal beneficiaries of direct Federal spending of taxpayers' money in 1962, a study by the Tax Foundation showed. Of the \$2.7 billion spent for business, air transportation received \$718 million and water transportation, \$645 million, roughly half of the total. The expenditure for air transportation included \$472 million for regulation, supervision and promotion, plus \$83 million in subsidies to air carriers. Operating subsidies totaling \$207 million were paid to water carriers.

* * * * *

TEN LEADING ECONOMISTS say there is no validity to practices of pegging railroad minimum rates to so-called fully-distributed costs, which usually include arbitrary amounts that supposedly represent such fixed expenses as tracks, stations and other items. They pointed out that carriers such as trucks and barges which operate on publicly provided facilities may not have to meet full economic costs in conducting their business, so their costs cannot be compared to those of railroads--which buy, maintain and pay taxes on their facilities.

* * * * *

LOW AUTOMOBILE PIGGYBACK rates as applied by a group of western railroads have been sanctioned by the I.C.C. Overturning its examiner's findings, the I.C.C. said the railroads had proved their steady loss of automobile traffic to motor carriers and the rates had been shown to be reasonable. The Commission refused to be swayed by truckers' contentions that they may lose some or even a substantial part of their long-haul automobile traffic.

* * * * *

AUTOMATIC TRAINS, controlled by radio, have been placed in service by the Iron Ore Company of Canada on a six-mile mining spur at the end of a new Quebec North Shore & Labrador Railway branch. The four 18-car trains operate around the clock and are expected to move 20 million tons of ore yearly from mine to crusher.

* * * * *

YOUR TAX DOLLARS, a whopping \$1 billion, 437 million, have been provided by the U.S. government in loans and grants to railroads in many foreign countries since World War II. In addition, through the World Bank, another \$970 million has been loaned to foreign lines. Yet the government has paid little attention to the financial condition of its own railroads, who ask no financial aid, merely freedom to compete on a fair and equal basis.

* * * * *

IT'S OUR BIGGEST JOB . . .

BY A DAM SITE

ERIE-LACKAWANNA IS UP TO ITS smokestack in one of the biggest track relocation projects in its history, and all because a little old stream along the western edge of Pennsylvania pays no attention when the people sing "River, stay 'way from my door."

Most of the time the Shenango River is a placid, pleasant waterway, winding its serpentine way past towns like Sharpsville and Sharon, Pennsylvania, and Orangeville, Ohio; but the good folks in those towns can tell you that with frightening suddenness the Shenan-

go can become a rushing, inundating monster. With sickening regularity the River has swept beyond its banks, flooding the towns and cities within its valley, and then has retreated sullenly to leave for man the task of cleaning up its wreckage and its deposits of silt.

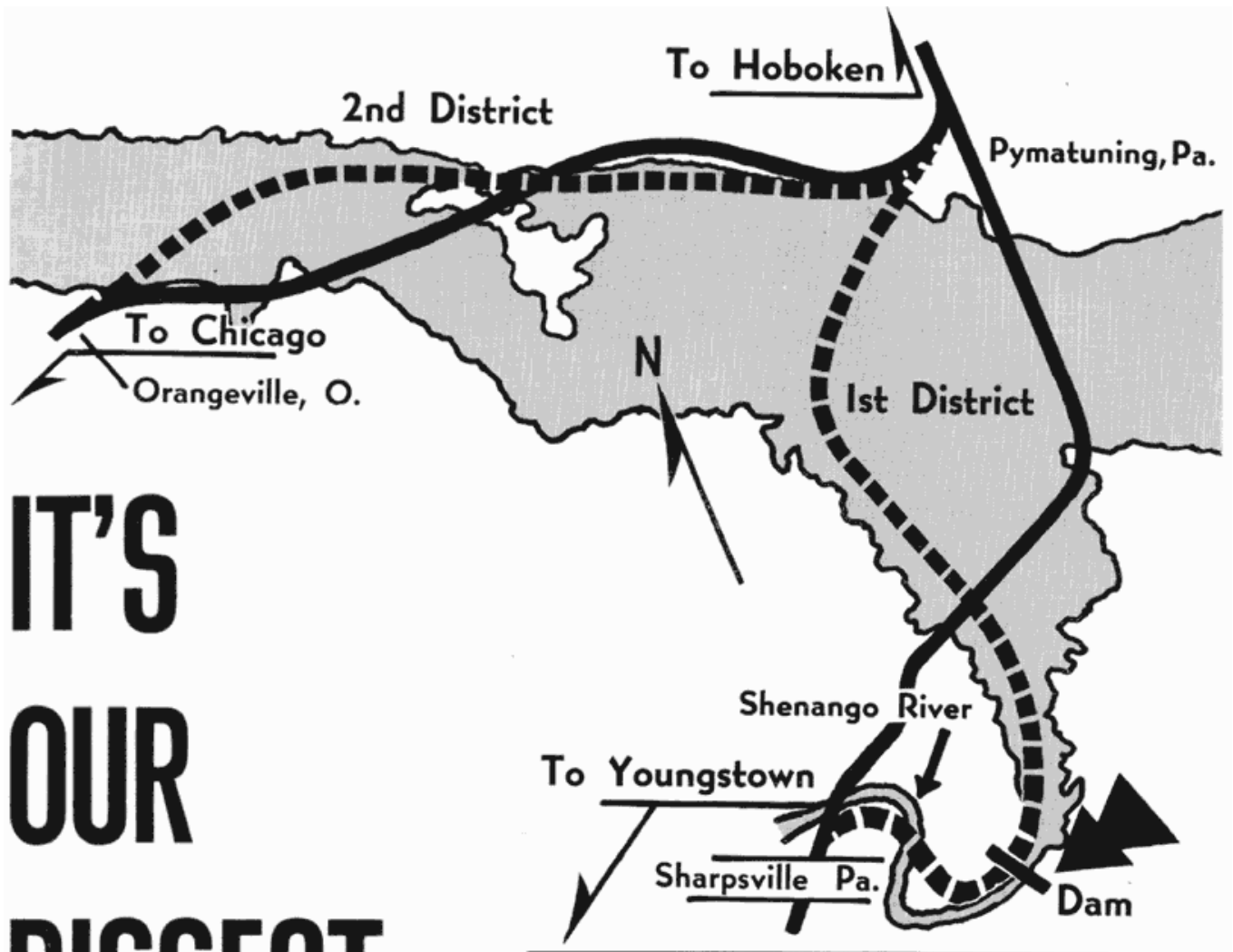
Finally, the United States Army Corps of Engineers, whose duty it is to control our waterways, decided that a flood-control project would be the solution to the problem, and that a dam across the Shenango at Sharpsville, Pa., would do the job.

With the exception of a perma-

nent reservoir immediately back of the new dam, the Shenango valley will remain pretty much the same --that is, until the River decides to go on the rampage. Then, when its waters reach the flood stage, a reservoir is going to fill up, and at its high water mark it is going to be a whooper!

Some 8,100 acres of land--most of it in Pennsylvania, but nearly 2,000 acres of it in Ohio--will be inundated at flood stage, creating a temporary lake that will arc 22 miles up the Shenango valley, and

(Next page, please)



On our map the dotted lines are existing track; solid lines indicate the new routes. The shaded portion will be under water when river floods.

OUR BIGGEST JOB...



Turn to the map on page 5, and imagine that you're standing where it says "Shenango River," and looking in the direction of the arrow. You're looking south-west at Sharpsville, Pa., and what you see is the new bridge no. 5 across the Shenango River. In the upper left-hand corner, you can see the old route curving away to the north-east.

(Story begins on page 5)

19 more up the valley of the tributary Pymatuning Creek.

This flood control project lies within the area of our Mahoning Division, and we operate two districts at that point: The First District runs generally north and south and is a part of our mainline passenger service through Youngstown, and the Second District, running east and west, is used for freight service. About 4 miles of existing right of way on each District will be under water each time the river floods and fills the huge impoundment area back of the dam.

The map we have drawn for you will give you an idea of the extent of the project. There really isn't a whole lot of difference between the old line and the new, with the major and vital exception that the new line will be above flood water. Putting it there is a monumental task.

Construction work on the project is being done by three contracting firms who are responsible for cutting, filling, and grading the new right of way, and for the building of new structures. The actual laying of track and the installation of the CTC signal system for the single-track lines are being done by

Erie-Lackawanna forces.

Lest you get the idea that the relocation of a modern, major railroad is a simple process of moving some track around, take a look at



Paul Gum, E-L transitman, is taking a grade line at the double bridge over the Shenango River--structure no. 3. Over this bridge will pass E-L trains on the left, and Pennsy trains on the right.

this recipe: Excavate 2,590,000 cubic yards of earth, shape it into a right of way, and protect its embankments with 123,000 cubic yards of rip-rap (boulder-size stone chunks, in this case used for protection against the erosive effects of flood water).

You'll need 7,800 cubic yards of concrete, and 4,700 barrels of cement. And don't forget the 710,000 pounds of reinforcing steel, and the 24,000 feet of steel piles.

Before you can call your new relocation complete, you'll have to



That's Ray Splitstone on the left, E-L construction inspector. He and Larry Markasky, a civil engineer for the Army Engineers, are testing samples of concrete.

construct some new railroad bridges. We've got five of them: Three on the First District, and two on the Second.

A monumental task did we say? That just begins to describe it! Take that excavating project, for example. Picture a storage, or utility room in your house, 9 feet square and 9 feet high. That room will hold 27 cubic yards, and in order to contain the two-and-a-half million cubic yards of earth we had to move, you would need more than 95 thousand such rooms!

Tackling immense tasks is in the grand tradition of railroading, and this project is no exception. We're laying track now on the First District, and hope to be running our trains on the new line by the latter (Please turn to page 12)

Erie-Lackawanna Magazine



Novel crane is key to one method of paneling. It straddles gondola, in which pre-fab track sections are carried, lifts a panel, then moves forward to lower it into position.

Using a large template to insure proper spacing of ties, crews spike the rails in place, and then when the time comes to put the panels in place, one of two methods may be used.

Where a track is parallel to a newly-graded roadbed, a locomotive crane can be used to swing the panels from a gondola car and put them on the ground. Where there are no existing parallel tracks, as on the Shenango River project, a four-legged mobile crane, which rides on rubber-tired wheels, straddles the gondola like a giant spider, picks up a panel, and moves forward to place it in the proper position. A track crew bolts the panels together, and then the gondola moves along the newly-placed panel to the next location.

After the panels have been put in place and bolted, rock ballast is spread between the ties and out to the ends to form a solid roadbed, after which the line is brought to level for safe, smooth travel.

E-L engineering and maintenance of way men are enthusiastic about the new process. They cite it as one reason why the Buffalo yard project has shot ahead of schedule during the past summer. This fact is easy to understand when you realize that Using the panelling process, a single crew of track workers can lay more than half a mile of completed track each day, about 50% faster than previous methods.

It certainly is a far cry from the old way of doing the job. It's a lot more efficient and a lot simpler than laying track the way "steel drivin' men" like the legendary John Henry did it.

You watch the new process in operation, and you wonder why in the world somebody didn't think of it sooner. Suddenly it hits you: Dads have been putting juniors' toy electric trains together like this for more than 60 years!

WE'RE ON THE RIGHT TRACK IN A HURRY

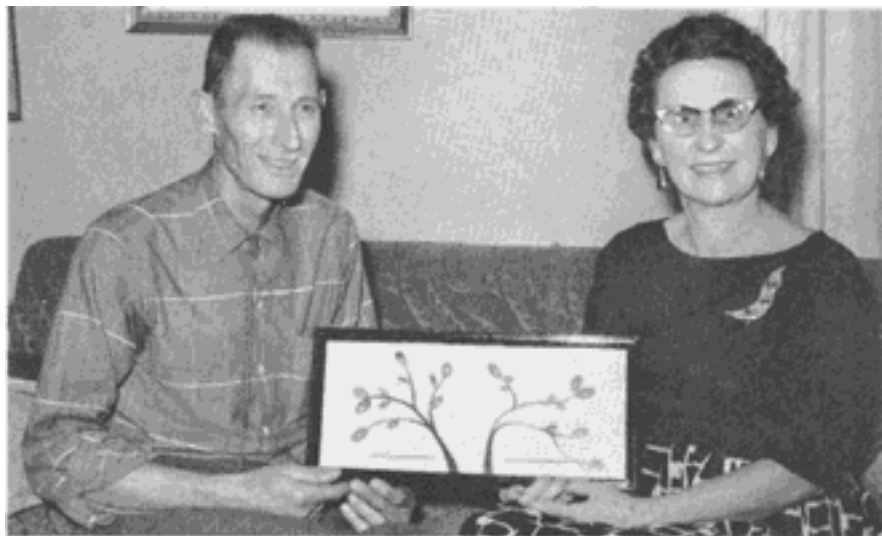
... WITH NEW PANEL TECHNIQUE

PRE-FABRICATION methods of construction are one of the latest and most effective techniques in reducing costs and increasing efficiency.

They have been put to work extensively in home building, product manufacturing and in many other areas. In this do-it-yourself world of today, you can even build a pre-fab boat, or put up a garage. It's a good trend: a time-and money-saving trend that helps to make experts of us all. And it's a useful device which modern rail technology has been quick to adapt to its own particular needs.

Erie-Lackawanna, for example, has been making wide use of pre-fabrication in the laying of track at two of its mammoth projects. In Buffalo, at the new E-L-NKP electronic freight yard, and in the Sharpsville area of Pennsylvania, on the Shenango River dam project, track crews have built 39-foot sections of completed track--rails, ties, and all--and laid them end to end, after the roadbed had been prepared, to form a continuous line of railroad.

THESE CARRS TRAV



Harry and Margaret Carr are especially proud of this framed design-----22 near-perfect turquoise stones, beautifully cut and formed into a tree design. It is Mrs. Carr's favorite of the multitude of gem displays in her Huntington home.



The Carrs have three children and ten grandchildren. Daughter Barbara lives in Huntington, son William is in the Air Force in Germany, and son Robert is a Director of Physical Education at Long Beach, California. Grandson Kyle, 4, is sitting on a 150-pound piece of petrified rain-bow wood. The petrified wood at his feet weighs 75 pounds.



HARRY CARR used to spend all his free time playing golf, then things got kind of rocky and life at the Carr home hasn't been the same since.

Actually, Harry, an E-L Trainman since 1926, became ill during the early 50's and when doctors said he would have to take it easy he began looking for something other than golf to occupy his time. It was while he and Mrs. Carr were visiting son Bob in California that they became fascinated by the beauty of stones and by the art of lapidary, or gem-cutting.

Progress in the art was so rapid and so professional for both Harry and his wife, Margaret, that for some eight years now they have been known all over our continent as experts in the cutting and polishing of fine stones, and as dealers in stones, silver mountings, and lapidary supplies.

While Margaret prefers the care-free approach to gem finishing, Harry is extremely critical and always strives for perfection. Mrs. Carr's efforts lean mostly toward novelty jewelry--gems mounted in sterling silver or gold.

As with most hobbies, lapidary can be inexpensive or quite costly, depending upon how involved one becomes or upon how professional one wishes to be. Raw materials can be costly--jade runs from \$10 to \$40 a pound--but on this score, the Carrs don't have too much to worry about. Right now they have about two tons of raw rocks stored about the house, in the garage, and in the yard.

That's a lot of rock. It ought to be enough to keep Harry and Margaret Carr busy this winter in their Huntington, Indiana, home-workshop.

Harry and Margaret compare Carr-made jewelry with daughter Barbara. Oval-shaped stones are basic lapidary shape and are called cabochons.

EL A ROCKY ROAD



After selecting stone, the first step is to saw a slab. Harry uses a diamond-edged saw, running in oil, to saw slab 7/32" thick.

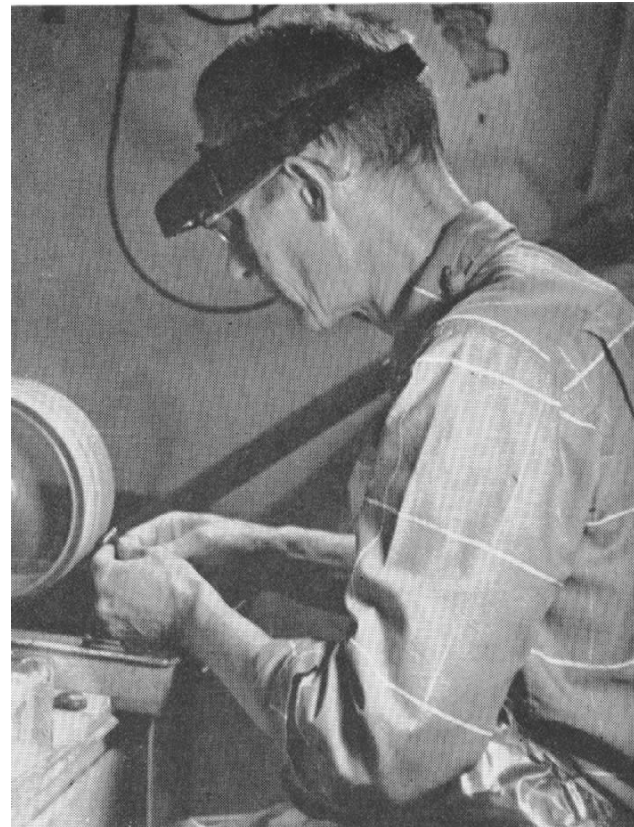


Bins in Harry Carr's garage hold only a small part of the two tons of ram rocks waiting to be turned into fine gems and stones. Here you'll find Lake Superior Agate, Wyoming Nephrite Jade, Montana Moss Agate, Brazil Smoky Quartz, Australian Fire Opal, Dog Tooth Amethyst, India Aventurine, and others from almost all parts of the world.



Michael learns from Grandpa that the true artistry of lapidary is in knowing lust how to grind a stone so that the beauty of its grain will show to best advantage.

October, 1962



During the grinding operation, the stone is attached to end of dog stick with a special wax. This enables operator to grind the stone and not his fingers.

MEADVILLE SHOP BEGINS PROGRAM TO UP-GRADE BOX CARS

BY the time you read this (but too late for complete coverage in this issue) a large scale repair program to up-grade 700 box cars will be in full swing at our car shop in Meadville, Pa.


Things are humming with the shop operating at its highest peak for the year. A total work force of 173 men is busy reconditioning the cars, which are of 50-ton capacity, all steel construction, and 40 feet 6 inches long.

A goal of eight completed cars a day has been set, and as they roll out of the shop they will have new wall linings, new floors, and will have been repainted and completely reconditioned to bring them up to the standard for the highest classification of loading.

In our next issue, we'll give you a complete word-and-picture report of the men at Meadville and what they are doing to lengthen the long, gray line of the Erie-Lackawanna freight car fleet.



Henry A. Joost (R) retired recently as general foreman-stationmaster of our Hoboken Terminal after half a century of railroading. The award being given to Mr. Joost by Ralph Dwinell, director of the Fresh Air Friendly Town program for underprivileged New York City children, is a plaque from the New York Herald Tribune Fresh Air Fund. The plaque said that it was given "in appreciation of underprivileged children of New York City, in extending love and hospitality during a period 1912-1962." The Erie was the first to transport Fresh Air children in 1877, and Mr. Joost's contribution has been a big part of a long tradition of service.



IN RETIREMENT:
To recognize the long years of faithful service which lie behind the listing of your name here, the Magazine wishes it had space for an appropriate article honoring each of you individually. Obviously that is not possible.
However, your name on this page is our way of extending to you the Company's gratitude for a job well done, and our own good wishes for a long and happy retirement.

NAME	OCCUPATION	LOCATION	DATE	YEARS SERVICE
Harold M. Albert	Engineer	Bangor, Pa.	3-20-62	43
Lawrence J. Allen	Sealer-Cooper	Hornell, N.Y.	9-14-62	20
Joseph Angelo	Train Dispatcher	Hoboken, N.J.	7-31-62	50
Wallace W. Bailey	Work Equip. Repairman	Susquehanna, Pa.	8-23-62	33
Fred J. Banks	Yard Conductor	Youngstown, O.	8-31-62	44
Leo Baran	Car Inspector	E. Buffalo, N.Y.	8- 9-62	34
Raymond A. Barny	Interline Clerk	Cleveland, O.	9-30-62	43
John J. Barrett	Machinist	Avoca, Pa.	9-28-62	40
Thomas F. Bevan	Switchman	Scranton, Pa.	12-16-61	44
William E. Birdsall	Machinist	Hornell, N.Y.	8-27-62	49
Elwood P. Bonney	Assistant Land Agent	Hoboken, N.J.	8-31-62	38
Grant L. Bonser	Locomotive Engineer	Scranton, Pa.	7-31-62	50
Harry M. Bowers	Passenger Conductor	Huntington, Ind.	8-30-62	44
George T. Byrne	Checker	Hoboken, N.J.	8- 4-62	24
Michael Calabretta	Car Inspector	Hoboken, N.J.	8-16-62	39
John F. Canning	Switchman	Hoboken, N.J.	9- 4-62	42
James V. Carney	Tug Engineer	Hoboken, N.J.	9-30-62	36
Albert V. Cattle	Engineer	Hoboken, N.J.	9-30-62	42
Earl L. Clark	Engineer	Hoboken, N.J.	7- 5-62	21
Raymond E. Crawford	Machinist Helper	Meadville, Pa.	8-31-62	43
Arthur E. Cumbler	Trainman	E. Buffalo, N.Y.	7-31-62	35
Giuseppe Cutuza	Trackman	Elmira, N.Y.	9-29-62	31
John J. Cwiklinski	Machinist	Buffalo, N.Y.	9-30-62	45
Einar Dalevoid	Leading Ironworker	Hoboken, N.J.	9-14-62	38
Joseph P. Damico	Car Inspector	Meadville, Pa.	8- 6-62	38
Christian J. Dammann	Chief Clerk	Jersey City, N.J.	8-31-62	41
Lawrence W. Davis	Electrician	Marion, O.	8-16-62	41
Clem D. Dawson	Laborer	Brier Hill, O.	8-25-62	20
Leon DeGraw	Engineer	Hoboken, N.J.	8-13-62	47
William Dodds	Draw Bridge Operator	Passaic Park, N.J.	9-24-62	26
Earl E. Domermuth	Asst. Chief Payroll Clerk	Scranton, Pa.	9-30-62	48
Edward L. Domzalski	Car Repairer	Jersey City, N.J.	8- 6-62	40
John Dove	Assistant Engineer	Cleveland, O.	9-29-62	45
Eugene J. Duffy	Dock Laborer	Weehawken, N.J.	8-11-62	27
Gerald C. Duffy	Welder	Hornell, N.Y.	8-15-62	34
Russell C. Dunlavey	Engineer	Ferrona, Pa.	7-30-62	44
Edward C. Durney	Acting Section Foreman	Sharon, Pa.	8-25-62	36
Darwin A. Eardman	Accountant	Buffalo, N.Y.	8- 6-62	50
William E. Edmund	Gang Foreman	Salamanca, N.Y.	10-31-62	47
Martin C. Ericson	Engineer	Hoboken, N.J.	8-14-62	51
William C. Flannery	Bargeman	Hoboken, N.J.	9-27-62	23
Edwin L. Flint	Machinist Helper	Hornell, N.Y.	8-10-62	39
Fredrick R. Follmer	Carman Welder	Hoboken, N.J.	9-30-62	44
Albert Frace	Coach Cleaner	Hoboken, N.J.	9-25-62	46
Alan K. Frost	Asst. to Asst. Chief Engineer M. of W.	Cleveland, O.	9-30-62	46
John Giedraitis	Laborer	Utica, N.Y.	8- 9-62	20
Edward F. Gilroy	Machinist	Kingstown, Pa.	9-19-62	38
Carmine A. Gioiosa	Messenger	Jersey City, N.J.	8-29-62	46
Albert Gosser	Machinist Helper	Avoca, Pa.	7-19-62	40
Samuel H. Green	Trackman	Marion, O.	9- 5-62	20
William J. Grogan	Conductor	Hoboken, N. J	7-16-62	47
Leon L. Hall	Communications Maintainer	Mansfield, O.	10-31-62	45
Henry R. Hansen	Tug Captain	Hoboken, N.J.	8-27-62	34
Gerald L. Harbaugh	Gang Foreman	Elmira, N.Y.	9-10-62	43
Joseph F. Harrington	Chief Clerk	Scranton, Pa.	8-25-62	51
Pet C. Harris	Car Washer-Janitor	Akron, O.	7-24-62	29
James Harrison	Engine Wiper	Secaucus, N.J.	8- 4-62	34
Clarence G. Hazel	Engineer	Kent, O.	10-31-62	36
Gale J. Heichel	Carpenter Helper	Kent, O.	10-31-62	36
Marion G. Heichel	Carpenter Foreman	Leavittsburg, O.	10- 3-62	43
Mervin H. Hendrickson	Engineer	Port Jervis, N.Y.	8- 3-62	42
August W. Herman	Machinist	Scranton, Pa.	8-14-62	45
Ellis J. Hild	Tug Deckhand	Hoboken, N.J.	9-30-62	28
Harvey M. Hill	Asst. Signal Supervisor	Hoboken, N.J.	10-31-62	46
Leo E. Hitchcock	Supvr.-Payroll & Traffic	Scranton, Pa.	10- 3-62	45
Walter J. Hoffman	Engineer	Huntington, Ind.	9-21-62	46
Robert J. Hogan	Clerk-Stenographer	Binghamton, N.Y.	9-19-62	44
Michael J. Hutchinson	Switchman	Scranton, Pa.	1-25-62	44
Albert R. Ilges	Roundhouse Foreman	Susquehanna, Pa.	9-30-62	45
Joseph Imperiale	Yard Conductor	Hoboken, N.J.	8-22-62	47
Max Itzkowitz	Car Repairer	Hoboken, N.J.	8-10-62	44
Chester K. James	Supt. of Motive Power	Cleveland, O.	10-31-62	38
Leroy A. Jerome	Business Car Attendant	Hoboken, N.J.	9-30-62	29
Calvin C. Jones	Car Inspector	Marion, O.	9-30-62	45
Paul T. Jones	Chief Clerk	Johnson City, N.Y.	10- 6-62	47
Thomas W. Jones	Trainman	Scranton, Pa.	9- 4-62	40
Henry A. Joost	Gem-Foreman-Station Master	Hoboken, N.J.	8-31-62	50
Frederick G. Keller	Cabooseman	E. Buffalo, N.Y.	9-30-62	39
John M. Kennedy, Sr.	Trainman	Elmira, N.Y.	7-27-62	44
John W. Kling	Road Conductor	Hoboken, N.J.	4-14-62	34
William H. Korby	Car Repairer	Chicago, Ill.	8-28-62	33
Alex Kowal	Crane Operator	Scranton, Pa.	7-31-62	39
Russell L. Lair	Arc Welder Helper	Meadville, Pa.	9-14-62	20
Howard Langle	Road Conductor	Youngstown, O.	9-10-62	36
Milo A. Lawrence	Laborer	Hornell, N.Y.	8-10-62	29
Robert J. Leffingwell	Engineer	Meadville, Pa.	7-13-62	21
Glee C. Lewis	File Clerk	Hornell, N.Y.	8-27-62	46
Wilbert B. Lloyd	Sorter-Collator Operator	Scranton, Pa.	8-13-62	33
William R. Lockwood	Trainman	Hoboken, N.J.	9-26-62	45
Juan Lopez	Tug Fireman	Hoboken, N.J.	6-18-62	36
Harry T. Lynch	Conductor	Buffalo, N.Y.	8-31-62	48
Frank Makowski	Switch Tender	Jersey City, N.J.	8-31-62	40
George J. Maley	Carpenter Helper	Youngstown, O.	9- 5-62	35
Rodney D. Mallory	Structural Steel Foreman	System	9-30-62	40
Nick Mays	Car Repairer	Youngstown, O.	8-31-62	39
Joseph X. McDonough	Machinist	Hornell, N.Y.	8-22-62	36
Charles Mecca	Boilermaker	Scranton, Pa.	8-13-62	37



Cans are filled automatically to proper level by this machine, which is colorfully paint-streaked by multitude of Sprayon colors.



Operator here is assembling Sprayon's highly-engineered Danvern Aerosol Valve. That's the little button you push to get the "spritz."

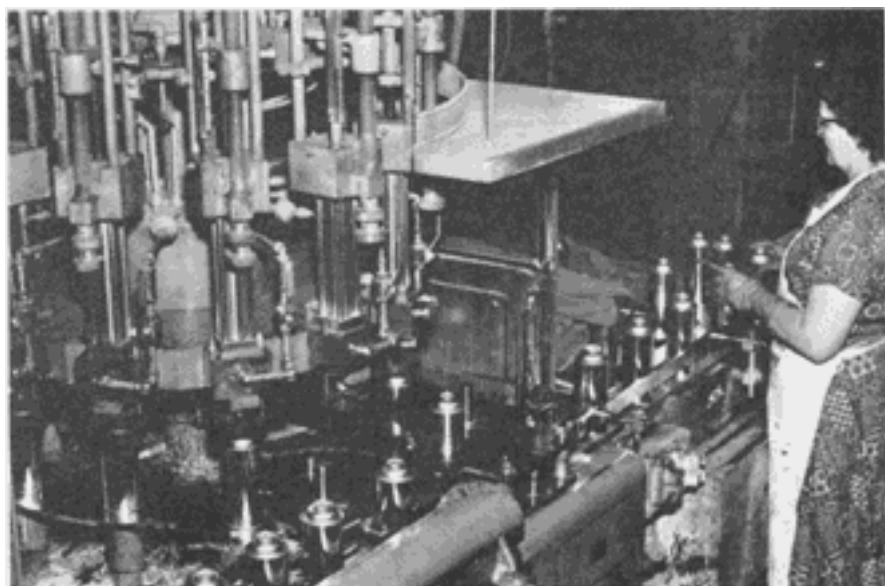
October, 1962

A RECENT addition to the Erie-Lackawanna industrial park in Bedford Heights, Ohio--a suburb of Cleveland--is the handsome new building of SPRAYON PRODUCTS, INC. Sprayon is the oldest and leading custom loader of aerosol specialties. The term "aerosol specialties" may be strange to you, but you are certainly familiar with the more common name "spray can." Most housewives we know call them "spritz cans," but by any name, we are all familiar with the multitude of products which are dispensed in this handy, efficient form. Sprayon's 85-thousand-square-foot plant is a welcome addition along our line in Cleveland.



Complete lab facilities assure the continuing high quality of all Sprayon products. Here colors are being sprayed on test panels in the lab.

This machine is a real gasser! It adds the propellant gas charge to the can. Lady operator at right is a true expert. She lifts 20- to 22-thousand filled cans per day, and can tell within an ounce or two whether the machines have filled them properly. If she rejects a can, you can bet the scales will too!



OUR BIGGEST JOB

(Continued from Page 6)

part of November. As far as the Second District is concerned, the contractors figure to complete their phase by next spring, then we'll go in and lay our track and install the signal system. The Second District relocation should be in operation by mid-summer of '63.

The track, incidentally, is being "panelled." This technique of installing entire sections of prefabricated track, ties and all, is one of the hottest developments in recent rail technology, and Erie-Lackawanna is making full use of it. We've mentioned it before in conjunction with the electronic yard at Buffalo, and you'll find more about it elsewhere in this issue of your Magazine.

In addition to being properly impressed by the scope of this relocation; and the skill of our engineering forces, one other thought remains with us: Our passengers are going to be in for quite a treat each time the Shenango floods. That's going to be a thrilling ride over nearly four miles of water.



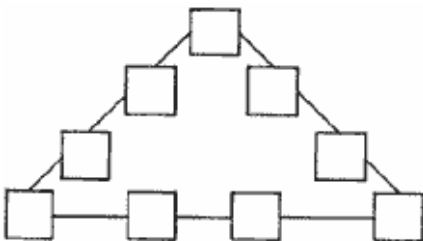
Huge crane is being used to pour concrete for structure no. 6, which will cross Pymatuning Creek on our 2nd District. Mound in background shows massive fill which will raise our tracks above flood waters.

We're not offering any prizes for this one, but if you like puzzles here's one that may give you a few moments of pleasure.

Put the numbers 1 through 9 in the squares, so that each side of the triangle will add up to 20.

You must use each of the nine numerals, and you may not use any number more than once.

If it's too much for you, but you can't sleep without knowing the answer, drop us a post card and we'll send you the answer.



All this and \$1,000, too! Tom White (R), grand-prize winner in the Loss and Damage Slogan Contest, is shown receiving his check from "Miss Careful Handling" (honest, fellas!) in Chicago. Award took place at annual meeting of Railway Magazine Editors Assoc. Bob Schiek, E.J.&E. Ry., president of the group, is at left.

LOSS & DAMAGE SLOGAN CONTEST WON BY KCS CLERK

THE loss and damage prevention slogan contest which began on our line and nationally last January is over, and the railroads' program to speed freight movements while assuring careful handling of ears is expressed in a slogan that won a \$1,000 prize.

We had hoped that an Erie-Lackawanna employee would win the grand prize. Unfortunately that didn't happen.

Coming out on top of more than 50,000 entries from the United States and Canada, was the slogan "Keep Freight on the Go--Handle Easy, Couple Slow." It was submitted by L. E. (Tom) White, a freight yard clerk who works for the Kansas City Southern Lines at Alexandria, Louisiana.

Judges for the national competition were three men representing the shipping world: Lester E. Olsen, Great Lakes Carbon Corp., president of the National Association of Shippers Advisory Boards; Richard M. Boyd, Pittsburgh Plate Glass Company, president of the National Industrial Traffic League; and Fred Ainsworth, Husky Oil and Refining, Ltd., president of the Canadian Industrial Traffic League.

You will recall that the Erie-Lackawanna top prize winner was George Pullen's "Safe Handling Makes Dollars and Sense," and the slogans which won division awards on our line are currently being featured on our back cover.

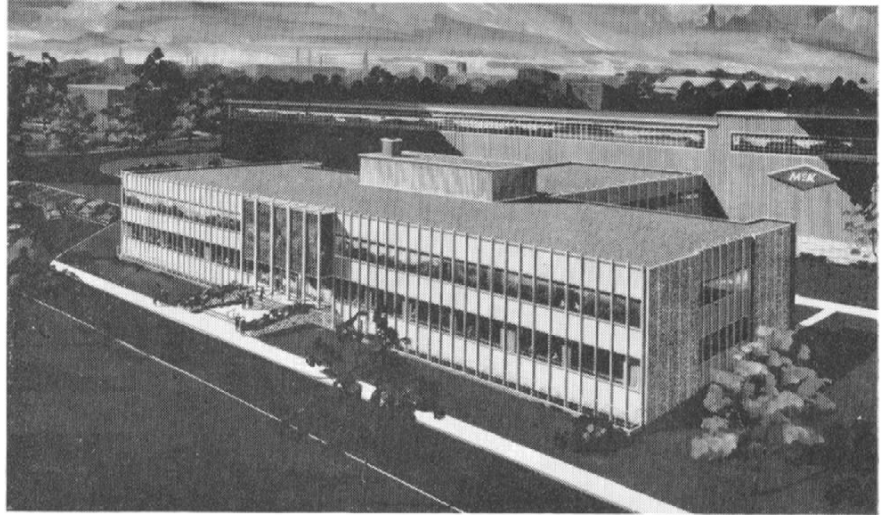
The contest may be over, but the urgent need for careful handling is as great as ever. It doesn't make sense to earn money for carrying a man's goods and then to have to give the earnings back to the shipper because we damaged his shipment.

On the other hand, "Careful Handling Makes Dollars and Sense," so let's make it our business to "Keep Freight on the Go--Handle Easy, Couple Slow."

WE NOTE WITH PRIDE:

HUGE, NEW McKAY PLANT IS ON THE WAY UP IN YOUNGSTOWN AREA

Here is the architect's drawing of a \$4.5 million plant and office building now under construction for **McKAY MACHINE COMPANY** in Ohio's Youngstown area. Administrative, engineering, and manufacturing functions now being conducted in several locations will be integrated in the new plant, which will be served by Erie-Lackawanna Railroad. A. J. Wardle, Jr., President of McKay, has called the new building one of management's long-time dreams, which is now becoming a reality. McKay manufactures highly-developed machinery.



Because McKay is a designer and builder of highly-complex machinery, Mr. Wardle (atop the bulldozer) spurned the traditional silver shovel for ground-breaking in favor of the more mechanized earth-mover. A two-minute lesson in the machine's operation was all it took. Standing next to Mr. Wardle is Raymond J. Wean, McKay Chairman, who is also a director of Erie-Lackawanna. Beside Mr. Wean is Ralph Leitzell, Vice President and Treasurer of McKay.



HOBOKEN BOASTS NEW MEDICAL FACILITY

Nurse Eleanor A. Dully, who has been caring for our New York-New Jersey area railroaders for 33 years, can now perform her tasks amid sparkling-new and more pleasant surroundings. New Medical Department in Hoboken is a model industrial-medicine facility.

DESCRIBING a new medical facility is like talking about life insurance: We know it is a service we need, but we don't like to think about having to use it.

At any rate, the physical well-being of Erie-Lackawanna employees in the New York-New Jersey area will be well-cared for in a handsome, remolded Medical Department on the second floor of our Hoboken Terminal.

With light gray paneled walls, milk-white fixtures and equipment, and completely air-conditioned, the department includes two examining (please turn to page 15)

IN THE past few years, no other single part of our business has had the dynamic growth of piggyback. Since the first trailers moved on the railroad in 1954--a year when we grossed less than \$500,000 in piggyback revenue--our business from this source has boomed to over \$12 million in 1961. It is estimated it will reach over \$15 million in 1962.

A good deal of this success is a direct result of the splendid co-operation of all departments, but there is, nevertheless, plenty of room for improvement. Enthusiasm for our service is the greatest sales asset in the business.

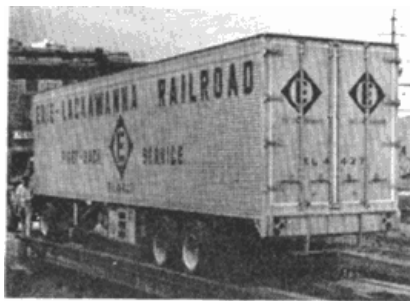
Erie-Lackawanna now has terminal ramp operations at Croxton and at Port Morris, N. J.; at Scranton and Sharon, Pa.; at Binghamton, Cortland, Syracuse, Elmira, and Buffalo in New York State; at Cleveland, Akron, and Marion, Ohio; at Chicago, Ill.; and most recently at Huntington, Ind.

The Hoboken terminal at Grove Street was closed early this year in order to gain more efficiency by consolidating that area's operation at Croxton.

Piggyback business on the railroad is divided about equally in dollars between Plans I and II, and Plans III and IV combined. This is a healthy state of affairs, and the addition of Plan V with Spector Freight System, and possibly other motor common carriers, will provide even better balance to our system.

An interesting and unusual sight along our line is the new section of Train 100 carrying automobiles from the American Motors Company at Kenosha, Wis. This train now carries a high percentage of the Eastern Seaboard distribution of these automobiles, and at times will handle as many as from 80 to 100 trailers. And on these trailers are names which will be new to old-time railroaders: Spector, Denver-Chicago, Navajo, Midwest Freight Forwarders, Republic Transport, and many others. These are new signs; signs that are a welcome addition to the familiar railroad heralds; signs of a new means of transportation; signs of an increasing prosperity for our railroad.

During this year of 1962, over 90,000 trailers will travel over Erie-



Here's a real "bright spot" in our piggyback service: Gleaming, automatic, refrigerated trailers.

Lackawanna's lines. In addition to the dollar volume involved, there is a significance in that the wheeled vehicle reaches out beyond our rails in terminal areas and, in effect, builds an entirely new "railroad" without laying a single tie or length of rail. There is little doubt that the years ahead will see more and more trailers riding the rails.

Erie-Lackawanna is pioneering in the field of "coordinated transporta-



tion"--that is, combining the massive recognized efficiency of intercity transportation by railroads with the flexibility of truck-trailers in terminal and motor carrier service areas.

Coordinated transportation is a move long advocated by members of Federal and State regulatory bodies as a major improvement in common carriage offered to the public. Our ability to perform in this sensitive area has created a

HERE ARE THE WAYS WE RIDE PIGGYBACK:

Plan 1: Railroad carries truckers' trailers

Plan 2: Railroad carries own trailers

Plan 3: Railroad carries trailers owned or leased by shippers, forwarders, & shipper cooperatives

Plan 4: Same as Plan 3 except shipper also provides flat cars

Plan 5: Railroad and truckers are partners, each carrying trucker-owned trailers for part of journey

public confidence in, and an acceptance of piggyback.

Last month the Interstate Commerce Commission began an investigation of piggyback under the proceedings title of Ex Parte 230. Future planning and methods may depend to a large degree on the outcome of these hearings. They will undoubtedly receive considerable publicity through the country. I.C.C. Commissioner Clyde E. Herring recently said: "I feel that the respective transportation industries and the nation as a whole will gain enormous benefits once coordination becomes an actual fact under sound and fair regulations."

Given a fair and proper treatment at the hands of Congress, and given a chance to compete on equal terms, railroad piggyback has the potential to make us a "growth industry," and Erie-Lackawanna will figure prominently in the national pattern.

E-L PASSENGER STATION AT BUFFALO IS IN NEW LOCATION

ERIE-Lackawanna Railroad passenger station facilities in Buffalo, which are also used by NKP trains, were transferred to a new location on Babcock Street on Sunday, Oct. 28, at which time the former Lackawanna terminal at the foot of Main Street was closed.

The yard office building at 515 Babcock Street, which was built in 1957, was remodeled for passenger station purposes. The new location is only a short distance from Clinton Street, a main artery to the downtown Buffalo business and hotel district.

Suitable tracks were already available, and a waiting room, ticket office, baggage room, and office for the division passenger sales manager were constructed. Station platforms were erected, new lighting was installed, and the parking area was black-topped.

Relocation of the passenger station was dictated by economic necessity. Operating and maintenance costs of over \$700,000 a year at the Main Street station were becoming prohibitive, and the heating system needed repairs that would have cost about \$200,000.

Earlier this year all Erie-Lackawanna passenger trains were re-routed to operate over the former Erie line via Hornell, in place of the Lackawanna route between Corning and Buffalo. Since then they have been temporarily using tracks through the new electronic freight classification yard now under construction at East Buffalo. When the yard is ready for service, these tracks will no longer be available for passenger train use.

To reach the Main Street station would have required installation of an expensive track connection between the former Erie tracks and the former Lackawanna tracks. This cost, estimated at \$285,000, will be eliminated by the change to the Babcock Street location.

October, 1962



"To the families of those whose names appear here, we extend deepest sympathies and acknowledge with sincere gratitude the years of faithful service rendered to the company."

Milton G. McInnes, President

NAME	OCCUPATION	LOCATION	DATE OF DEATH
Kenneth Ira Balcom	Locomotive Fireman	Elmira, N. Y.	5- 5-62
Dennis James Barry	Switchman	Hoboken, N.J.	1-24-62
Floyd John Benson	Brakeman	Susquehanna Div.	8-31-61
Frank Joseph Boquel	Yard Brakeman	New York Div.	7-25-62
Lazarro Bucci	Laborer	Jersey City, N.J.	2- 1-62
Floyd Burdge	Trackman-Tunnel Watchman	Hoboken, N.J.	4- ?-62
Michael Calice	Ticket Collector	Marine Dept.	4-21-62
Speridione Centra	Laborer	Buffalo Div.	4-28-62
Charles Raymond Chapman	Machinist	Hornell Diesel Shop	7-14-62
Maxwell Elmer Chichester	Trainman	Buffalo Div.	4- 9-62
Edo Vreeland Cole	Engineer	New York Div.	8-15-62
Harry Webb Curtis	Stockkeeper	Hornell Stores	8-13-62
Earl Leroy Davis	Engineer	Scranton Div.	7- 2-62
Elmer Eugene Davis	Train Dispatcher	Binghamton, N. Y.	3-27-62
Robert Thomas Durkin	Car Inspector	Secaucus Car Dept.	7-10-62
George Dzuba	Locomotive Fireman	Scranton Div.	4-23-62
John Joseph Germak	Laborer	Kingston Loco. Dept.	9-22-62
Theodore Haskell Gleespen	Yard Conductor	Akron, O.	6-26-62
Joseph Ronald Golden	Filing Clerk	Asst. Compt.-Rev., Cleveland	8-17-62
Edward Earl Gray	Yard Brakeman	E. Buffalo, N. Y.	6- 2-62
Joseph Anthony Hattinger	Clerk	E. Buffalo, N. Y.	9-11-62
Donald William Heysel	Switchman	E. Buffalo, N. Y.	9-11-62
Jerry Ray Hillman	Locomotive Fireman	Mahoning Div.	8-24-62
Louis Hollander	Machinist Helper	Scranton Shop	5- 3-62
George Henry Koch, Jr.	Engineer	New York Div.	8-15-62
Joseph Theodore Lauber	Machinist Helper	Secaucus Shop	8-25-62
William George Leonard	Car Foreman	Hornell Car Shop	8-26-62
Daniel Joseph Mahoney	Division Clerk	New York Div.	6-30-62
Lowell Russell Marker	Laborer	Scranton Loco. Shop	8- 6-62
Wilma Theresa Markusie	Telephone Operator	Gen. Mgr's. Office, Youngstown	7-20-62
Paul Elford Masters	Trainman	New York Division	7- 7-62
James Joseph McLaughlin	Trainman	Elmira, N. Y.	3-21-62
Ralph Kenneth Montgomery	Conductor	Susquehanna Div.	8- 3-62
William Benjamin Morgan, Sr.	Conductor	New York Div.	9-22-62
William Francis O'Brien	Conductor	Kent Div.	1- 1-62
Carmine Connie Paolucci	Machinist	Brighton Marine Repair Yard	8- 8-62
Anthony Parisi	Laborer	Pier 13, N.R. New York, N.Y.	10-15-61
Pietro Persichilli	Machinist Helper	Hornell Diesel Shop	7-21-62
Earl Everson Plough	Engineer	Meadville Div.	9- 6-62
Russell Ernest Race	Claim Clerk	Buffalo, N. Y.	7-13-62
George Ray	Trackman	Buffalo Div.	8-22-62
Louis Riello (Riley)	Trans. Table Operator	Kingsland Shop	4-24-62
James Screpetis	Coach Cleaner	Hoboken Pass. Car Dept.	7-19-62
George Joseph Stranahan	General Foreman	Buffalo, N.Y.	7- 7-62
John Theis	Carpenter	Scranton Div.	9-20-62
Paul Ulysses Thomas	Ldg. Sig. Mntnr.	New York Div.	8-23-62
Donald Andrew Tingley	Conductor	Delaware Div.	8- 1-62
Everett VerHage	Cashier	North Bergen, N.J.	8-20-62
William Viselli	Trackman	Binghamton, N. Y.	4-10-62
Maurice Austin Williams	Train Dispatcher	New York Div.	7-28-62
John Reginald Wilson	Yard Conductor	E. Buffalo, N.Y.	9- 2-62
Harvey Wolfinger	Conductor	Binghamton, N. Y.	10- 1-61

HOBOKEN MEDICAL FACILITY

(Story begins on page 13)

rooms, a treatment room, a supply room, and a waiting room.

The finest facilities are there for taking care of everything, from a broken bone (Heaven forbid!) and applying a plaster cast. It's a good thing, too, because in one recent month, for example, our medical people in Hoboken gave 250 physical examinations and eared for 251 first-aid eases.

Dispensing this highly-skilled and necessary service are Dr. J- F. Moriarity, a 33-year veteran with

our company, Dr. C. E. Woltmann, who was with the DL&W at the time of the merger, and Nurse Eleanor A. Dully, who also has served our family for 33 years.

Until it was remodeled, the department had been in another location in the Hoboken Terminal, and one of the reasons for the move was to make room for a new communications center. That is a big story in itself, and one which we'll be telling you in a near-future issue.

ERIE-LACKAWANNA RAILROAD

MAGAZINE

Midland Building
Cleveland 15, Ohio

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

LARRY BUCKINGHAM says:

**"IT'S OUR JOB
TO HAUL IT-
NOT MAUL IT."**



Larry Buckingham lives at R. D. 1, Burbank, O., and travels to Rittman, O., each day to work as our clerk there. *Larry's* slogan brought home the bacon on the Kent Div.

STAN JORDAN says:



Stan Jordan, Box #24, Servia, Indiana, is E-L's agent-operator in his home town. Stan's slogan was tops on our Marion Division.

**"PERFECT SHIPPING
-DO YOUR SHARE-
HANDLE EVERY CAR
WITH CARE."**

(What do YOU say?)

Erie-Lackawanna *Railroad Company*
The Friendly Service Route

