

The westbound *Flying Saucer* picks up waybills at Akron, O.

Route of the Flying Saucers

BY WALLACE W. ABBEY

NORTHERN New York State had its waterway, the Erie Canal, connecting Albany with Buffalo. Now the southern tier of counties also wanted a direct route to the Great Lakes. They wanted a railroad and they fought a hard battle, political and otherwise, to get it.

At last, on a day in December 1831 that was undoubtedly cold and blustery, delegates to the convention called at Owego, N. Y., adopted this resolution:

Resolved: That it is expedient that application be made to the Legislature of this State at its ensuing session for the incorporation of a company with the necessary privileges to construct a railroad from Lake Erie . . . to the Hudson River. . . ."

The next year the New York & Erie Railroad was born. There were to be many cold and blustery days in the young railroad's history. There were to be days when cash in the till was just something to be dreamed about, when the effects of building its track to six-foot gauge (and thereby preventing interchange with other lines) were sorely felt.

In its growth the railroad was to come under the beneficial influence of the Van Sweringens, the presidency of Jay Gould, and the control of men who were to do it harm. It was to find that its original goal on Lake Erie was the wrong one. But it was to pull itself up by the bootstraps. In the past few years the Erie Railroad has hit its stride.

This month the Erie is celebrating the 100th anniversary of the completion of its original six-foot-gauge main line from Piermont, N. Y., on the Hudson River, to Dunkirk on Lake Erie. Time and changes in traffic flow have reduced the Erie's operations at its original terminals to a minor degree. Piermont is now a light industrial area off the main line; Dunkirk is served only by a local freight train from Salamanca. But Buffalo, down the lake shore from Dunkirk, is a major freight terminal, and the Erie has far exceeded the expectations of its founders in reaching eastward to Chicago. Today an Erie man will tell you he's got a good job.

When it was opened on May 14, 1851, the 446-mile Piermont-Dunkirk line was the longest and most important single railroad in the country, the first single railroad to connect the

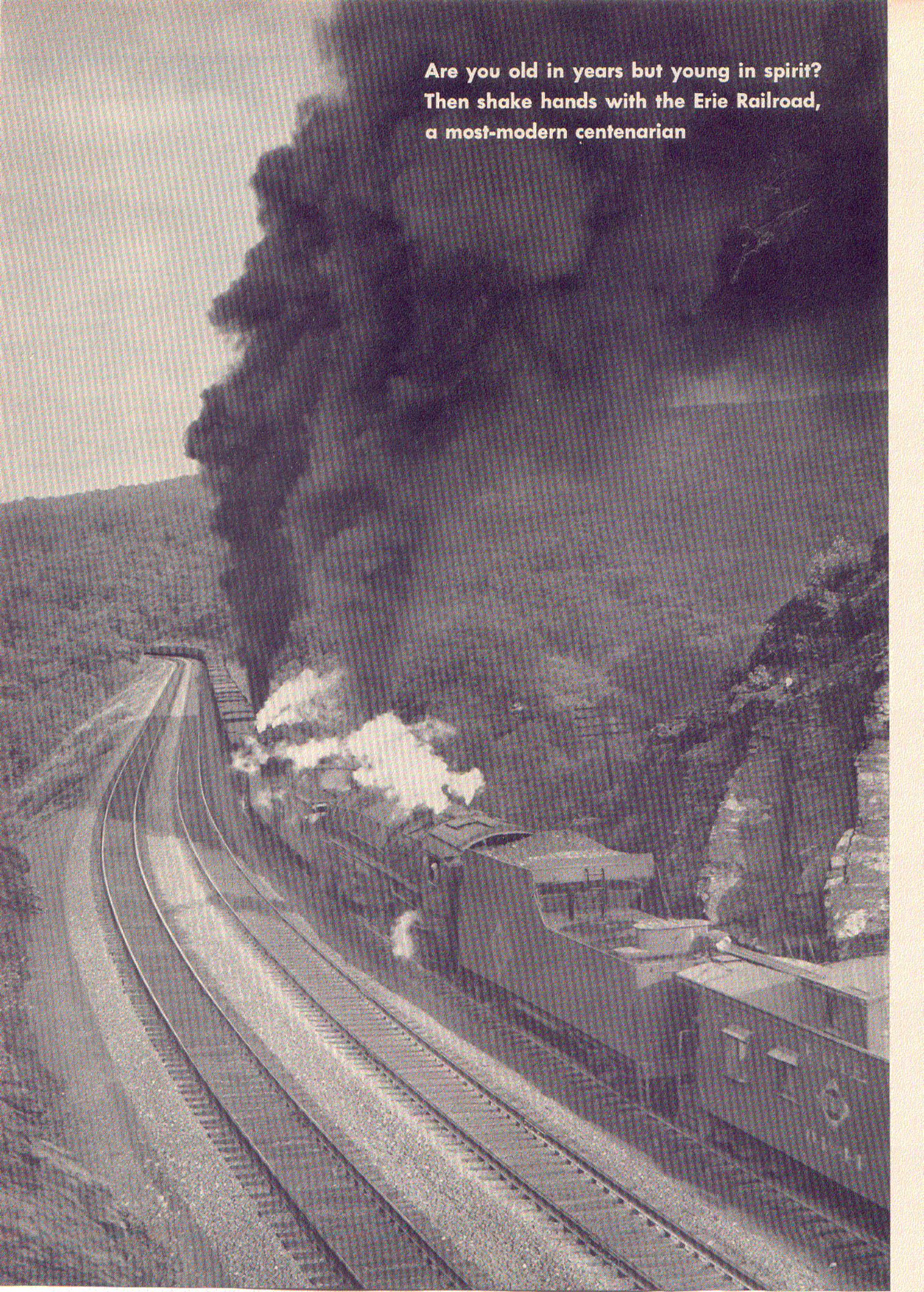
Atlantic Ocean with the Great Lakes. Today the Erie operates some 2229 miles of main line in six states. Its growth has been shaded by the towering trunk lines which go nearly every place the Erie goes. But actually the size of its competitors has been helpful to the Erie in a way: There are shippers who know that their cars will move just as fast over the longer but less congested Erie.

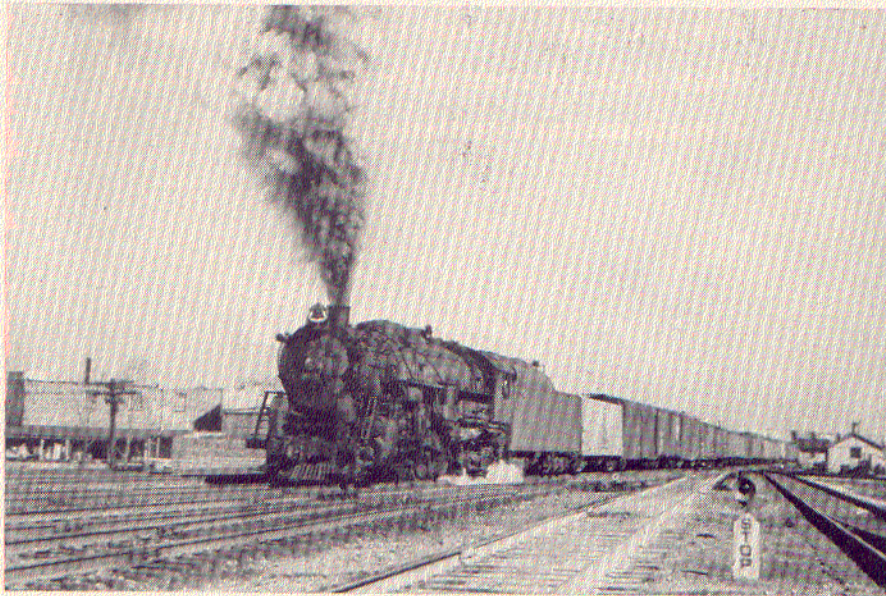
ABOUT every way you look at it, the Erie is at a disadvantage in the Chicago-New York competition. Her main line, which actually ends at the Jersey City dock of the Chambers Street ferry, is the longest of the four main routes (998.7 miles against PRR's 907.7, NYC's 961.2, B&O-Reading-Jersey Central's 991.0). The Pennsy taps the rich industrial centers of its namesake state, while the Central skims along Lake Erie and the Hudson on "water-level" grades.

The Erie, on the other hand, is able to bypass the heavy industrial centers with their inherent traffic bottle-

One of the Erie's two helper districts is on the Graham Line east out of Port Jervis. This coal drag in Black Rock Cut has two 2-10-2's.

**Are you old in years but young in spirit?
Then shake hands with the Erie Railroad,
a most-modern centenarian**





Milton B. Nafus.

One of Erie's 2-8-4's, No. 3325, starts an eastbound freight train out of Chicago. The Erie officially begins at State Line Tower near Hammond, uses C&W tracks into its Chicago yard.

necks. And since somewhat more than half of its freight is received from connections for through transit, the Erie often is ready to pick up and go with a train right away instead of spending time gathering cars from mine branches or freight house tracks.

If you could put the Erie Railroad on the mantel and eye it from rail level, this is how it would look: Eastward from Chicago the line traverses rather flat and conventional Indiana and Ohio farmland to Marion. Then its profile gets the hiccups and indulges in a continual series of vertical contortions through Akron and Youngstown, O., to Meadville, Pa. The hills and hogbacks here on the Kent and Mahoning divisions turned the Erie to freight diesels.

East of Meadville the ruling grade again becomes a matter of less importance as the Erie enters the lower west corner of New York near Jamestown, and works its way eastward through hills and river valleys to Salamanca and Hornell. Two cutoffs in this segment mean a lot to freight tonnages. One, the Columbus & Erie line, bypasses a hill between Corry, Pa., and Jamestown. The other, combining the freight-only River Line and part of the Buffalo Division, carries freight out of reach of some formidable grades—formidable for the Erie—of better than 1 per cent.

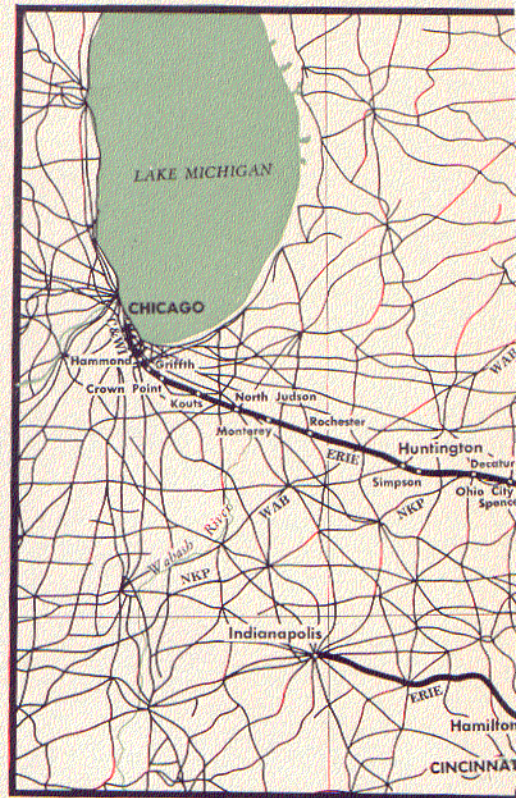
From Hornell the trend of the profile is downward except for two helper grades, one out of Susquehanna, Pa., up to Gulf Summit, the other out of Port Jervis, N. Y., up to Graham on the Erie's New York State freight line. A growth of branch and suburban lines and more frequent stations

signal the approach of the New York metropolitan area, and the Erie finally ends up at a point sometimes not quite high enough above the level of the Hudson River at Jersey City.

I made a whirlwind trip over the Erie in January, and everywhere I went Erie men told me, "Be sure to see the Delaware Division by daylight." It is this part, from Deposit (near Susquehanna) to Port Jervis, where the Erie follows the Delaware River in an exquisitely beautiful panorama. It is on this division, too, that the Erie crosses famous Starrucca Viaduct, not the longest or highest of Erie's spans, but certainly the most famous. Starrucca was built in 1848 to carry one six-foot-gauge track of the original Erie, and today easily supports two standard-gauge tracks and much heavier locomotives.

With the exception of a few miles west of Meadville and a few west of Hornell, the main line is double track. There is a single-track line which carries through freights around the steel center of Youngstown, and there are, of course, the main branches to Buffalo and Cleveland, both double track. Erie rails also enter the hard coal country around Scranton, Pa., and—by trackage rights over the B&O—Cincinnati and Indianapolis.

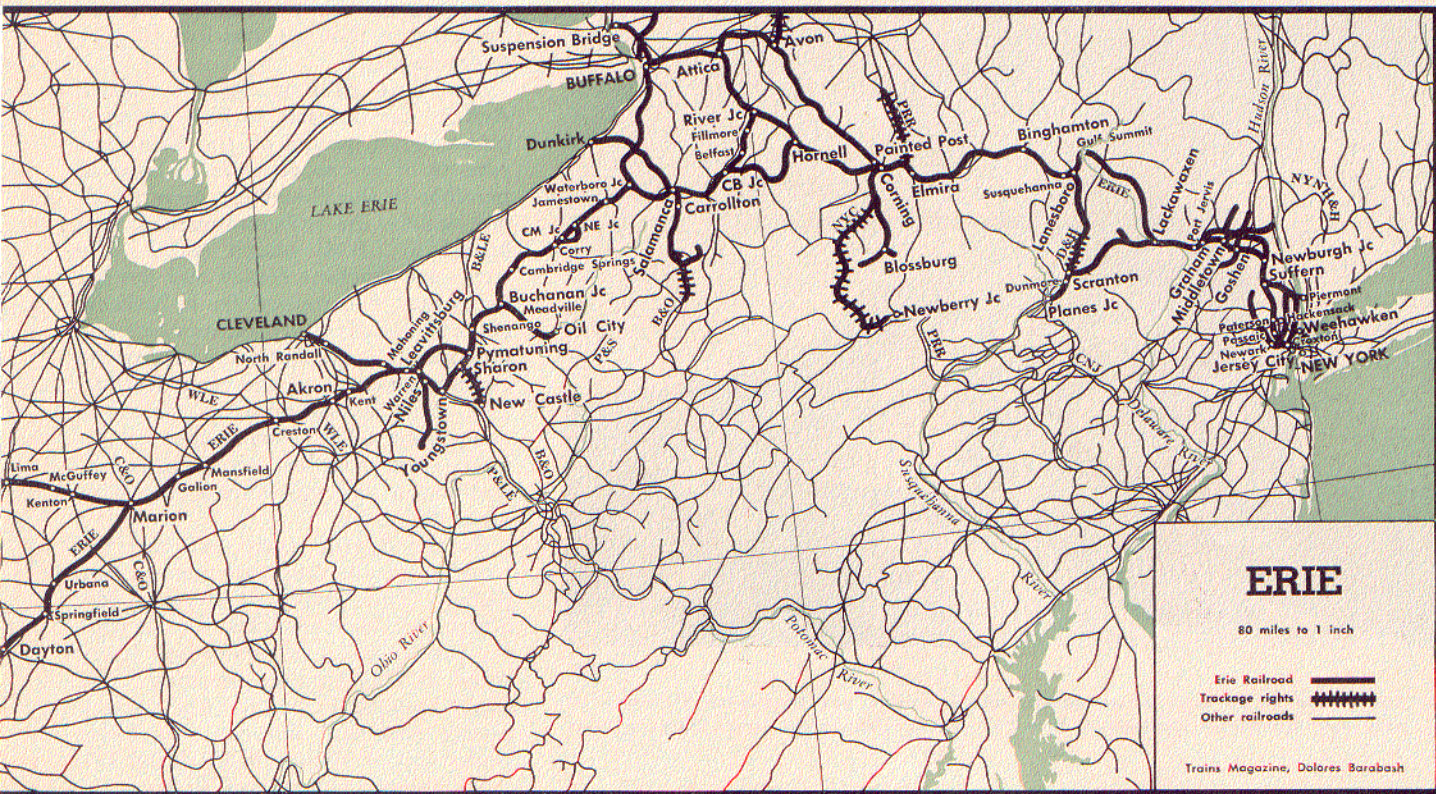
If you were to go from Chicago to New York on the *Erie Limited*, it would take you another business day over what it would take you if you rode the *Twentieth Century Limited*. The Erie believes that its passenger service is adequate to serve the cities it enters, and it is entirely content to leave most of the Chicago-New York



passenger business to somebody else and to concentrate on moving freight trains. As an Erie passenger you would ride in a comfortable rebuilt coach with wide windows, or a streamlined room sleeper, and eat in a pleasant diner. You would have a choice of three departure times at both ends of the system. Erie's passenger service to Buffalo was discontinued on February 10, but you would enter, as have Erie passengers since April 1949, Cleveland's vast Union Terminal instead of Erie's old and outmoded station there. If you are a commuter living in the Jersey area served by the Erie, chances are the coach you ride to work in has been or will be rebuilt.

Cleveland, the site of the Erie's general office, is not on the main line, but connecting sleepers and coaches are handled both eastward and westward between Cleveland and New York on the *Lake Cities*. The Erie also operates the *Steel King* between Cleveland and Youngstown, where the Pittsburgh & Lake Erie takes over for the run to Pittsburgh. At Pittsburgh the B&O picks up through cars for Washington and Baltimore.

THE Erie's principal mission, however, is freight service, and an Erie man would rather talk to you about the *Flying Saucer* than the *Erie Limited*. It is for such trains as the *Saucer* that the Erie has modernized its plant in recent years and has become a railroad young in spirit despite its years.



You will find that more freight moves eastward over the Erie than moves westward. There are great freight drawing cards in the East — New England, a voluminous export trade, and the New York area itself, crowded between the Jersey Palisades and the Atlantic.

It's sometimes hard to pick a pattern out of freight movements and say just what commodities are most important to a railroad. The Erie, as an example, hauls a lot of hard and soft coal, but the percentage of her income from coal isn't nearly what it is on, say, the Pennsylvania, where soft coal makes up nearly a quarter of the business. Something more than half the freight revenue of the Erie comes from manufactured goods and less-than-carload merchandise.

Marion, O., is the principal marshaling point for eastbound freights. We can get an idea of how the Erie's freight service operates from the schedule on which much of her important perishable traffic is handled. Early in the morning the "98's" roll into Marion yard. No. 98 itself comes from Chicago; SJ-98 brings to Marion the cars the Nickel Plate brought from East St. Louis and Peoria and turned over to the Erie at Lima, O.; and DN-98 comes up the branch from Dayton.

By breakfast time the cars are being re-iced and reclassified into two trains, with extra sections if the tonnage is high. At 9 a. m. New England-98 highballs out of Marion with a

perishable train for the New Haven at Maybrook, N. Y., and an hour later New York-98 growls out of the yard with a similar high-class consist for Croxton Yard at Jersey City. NY-98 has a very important date to keep on Manhattan Island — the markets at Duane Street fruit pier. We'll talk about that again later.

The New Haven takes over NE-98 at Maybrook, 25 hours out of Marion, at 10 a. m. the next day. NY-98 works down through the multi-track suburban territory and ties up at Croxton at 3:45 p. m., 29 hours 45 minutes after she got the radio highball at Marion. On the Erie, freight schedules are not printed as the basis for some broad estimations of when you might run a freight train. They're every bit as important as passenger schedules. The engineer of a westbound freight that I rode out of Salamanca was a little disappointed when he found that he had made only his running time to Meadville. He'd been expecting to pick up the 15 minutes or so that had been lost before he got aboard at Salamanca.

But what is this *Flying Saucer* that speeds across the Erie's double track and the Erie's ads? The *Saucer* (that's a nickname given it by Erie employees) is the Erie's answer to the trucks in the l.c.l. field — a solid train of l.c.l. and freight forwarder cars on a second-morning-delivery timing in both directions. It's the hottest freight train on a railroad where all freight trains are hot, even scheduled trains

of empty cars running westward from Jersey City to Buffalo and Hammond, Ind.

No. 100, the eastbound *Flying Saucer*, leaves Chicago at 8 p. m., and has no system or foreign-road connections to worry about all the way to Jersey City. Her westbound counterpart, No. 99, starts out of both Croxton and Maybrook, consolidates at Port Jervis, picks up more cars from the Delaware & Hudson at Binghamton, and hightails westward. She drops cars for the Nickel Plate at Lima and for the C&O at Marion, and is in Chicago in the wee hours of the morning. Freight handlers at the 14th Street freight house are unloading her l.c.l. contents when the *Erie Limited* pulls past into Dearborn Station at 7:50 a. m.

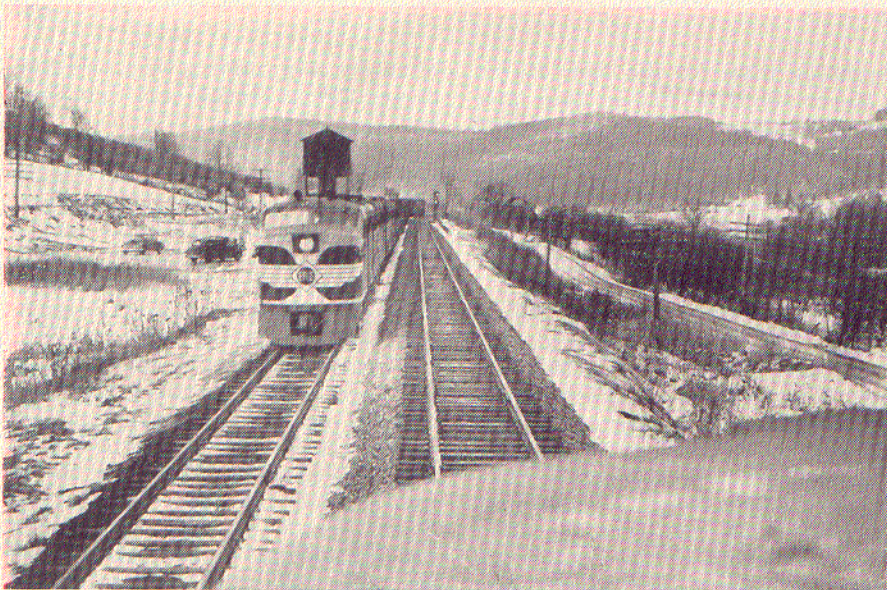
A word about freight forwarder cars, which is a big item on the Erie. The forwarding company gathers l.c.l. shipments for one destination and places them together in one car. The forwarder charges the shipper the l.c.l. rate; the Erie charges the forwarder a lower carload rate. It works pretty nicely for everybody, in savings of both time and money. The shipper gets a break on speed; the forwarder gets the difference between the two rates; the Erie has a lot of its l.c.l. transfer work done for it.

The Erie's train radio has, of course, done a lot to speed up freight movements. In fact, trainmen will tell you that they don't know how they used to get along without it. The main



H. D. Runey.

The Erie Limited in the days before diesels, rebuilt coaches and streamlined Pullmans. At this point near Waverly in south-central New York the line follows the scenic Chemung River.



TRAINS: Wallace W. Abbey.

Time freights meet at CB Junction, the south end of the River Line. The photo was taken from the cab of No. 99, the Flying Saucer. On the siding is No. 78 with Alco-GE diesel No. 729.

line and important branches are radio-equipped now all the way from Jersey City to Marion. This year's radioizing of the Erie will include extension of the mainline radio to Chicago, equipping 50 diesels and 20 cabooses with radios, and yard radio installations at Buffalo, Youngstown and Ferrona, Pa. [Erie's train radio was described in the October 1950 TRAINS.]

But moving freight trains as the Erie moves them involves a lot of behind-the-scenes activity where Erie men are doing important jobs which

sometimes don't have a bit of "rail-roading" in them. Payroll clerks and accountants and stenographers and bookkeepers are as much a part of the Erie as engineers and conductors and telegraphers.

Sometimes the Erie's agent in far-away Seattle may need to know the whereabouts of a box car of machine parts, as badly as a harassed yardmaster with not enough space in his yard to throw his cigarette stub. The Erie's transportation and communications departments see to it that the Seattle office (and every other office,

too) has all the information on car movements that it's possible to give every day.

The Erie calls it "Q.A."—Quick Action car locator service. Major classification points on the Erie send reports of car movements as soon as possible to the Cleveland general office, where the information is transferred to I.B.M. punch cards. The cards are machine sorted and the information is compiled on a "passing report," coded with train number, engine number, the station reporting the car movement, and the car's destination. The passing report is mailed to every Erie office—sometimes by air mail—and supplies complete information on car movements the previous day.

So the Seattle agent can tell the worried production foreman on the phone, "Your shipment of gears, Mr. Smith, left Meadville, Pa., on the *Flying Saucer* at 2 p. m. yesterday. It arrived in Chicago this morning." He could have told him that the passing report also said the car was being pulled out of Meadville by diesel 730, if the shipper had wanted to know.

The Erie, by the way, was the second railroad to install card punching machines to handle its car accounting. The Boston & Maine installed the first units in 1932 and the Erie followed in 1935. The car record office at Cleveland sometimes punches nearly a million cards a month. Most of the Erie's payroll accounting is also done on I.B.M. machines at Hornell.

THE sun has about set on the day of steam locomotives on the Erie. Pretty Pacifics with red number plates and high-mounted headlights are still much in evidence in the Jersey City commuter service, but elsewhere the day of diesels is shining brightly. The Erie's diesel fleet is approaching 400 units.

For a while you'll still find the big class S 2-8-4's plugging along with freight trains, especially on the far west end of the line, between Marion and Chicago. Elsewhere they're still used on "swipes" (way freights) and "ordinaries" (extras). But today all the time freights are diesel-powered east of Marion; yard services are well on the way toward complete dieselization; and all passenger service is dieselized west of Suffern, N. Y. By this time the Kent Division should be 95 per cent diesel, and by 1952 there won't be a steam engine on the Western District.

You can't talk about Erie motive power without mentioning the *Matt Shay* and the two similar engines built in the middle '20's. The *Matt* was a triplex, a 2-8-8-2, built for helper

service out of Susquehanna and up over Starrucca Viaduct. It had drivers under its tender and a set of cylinders under the cab. For all its value as a bold experiment, it wasn't a successful locomotive, and all three of the class were scrapped in the '30's.

Today the black and yellow diesels of the Erie are one of the mainstays of its modernization program. Freight diesels first were tried out on the hogbacks between Marion and Meadville, and subsequently they have found their way to nearly all parts of the system in increasing numbers. A shop was built at Marion when the first diesels were put into service, and now part of the backshop at Hornell has been turned over to diesel maintenance. A new passenger diesel shop is being erected near the Jersey City passenger terminal.

The Erie distributes its diesels according to manufacturer as much as possible, so that maintenance and repairs on one type of locomotive may be centralized at key points. Therefore you'll find Alco-GE freight diesels operating west of Hornell, EMD freighters east of Hornell, Lima-Hamilton switchers in the Youngstown area, and Baldwin switchers in the Salamanca, Buffalo and Port Jervis areas. The passenger diesels run through from Chicago to Jersey City (except on trains 7 and 8, where the diesel is relayed back at Huntington).

And recently the Erie has put into passenger service the first of 14 EMD E-8's which eventually will replace the F-3's which have pulled passenger trains since diesels were first used in that service on the Erie in 1947. The E-8's (which will be run as seven two-unit engines) are painted Pullman green instead of black, with a

See the original Erie

MUCH of the Erie Railroad's original line is still used as its main line today, and on your vacation by rail you can ride over it in the daytime. Erie train No. 1, the *Erie Limited*, leaves Jersey City at 9:30 a. m., and covers the original New York & Erie Railroad, including the scenic Delaware Division, as far west as Salamanca, N. Y., by 7:32 p. m. The eastbound *Limited* also makes the trip in daylight, leaving Salamanca at 9:11 a. m.

gray-green panel on the sides and an enlarged Erie emblem on the nose. They carry a three-tone chime horn. The 800-series passenger F-3's will be regeared and placed in freight service.

In years to come the diesel road-switcher might turn out to be the workhorse of the Erie. Big 6000-horsepower road jobs are needed for the *Flying Saucer* and NE-98 and their kin, but there must also be a locomotive to take the place of a Pacific on a suburban run, a 2-8-2 on the "swipe," and a Santa Fe type in helper service on Gulf Summit. And the road-switcher, unglamorous as it may be beside an S-4 Berkshire or a K-5 Pacific, is the answer.

You'll find four road-switchers running in multiple out of Hornell with an eastbound freight. At Corning two of them will take Reading-98 down the branch to Newberry Junction while the other two go on east. You'll find an Alco-GE 1500-horsepower unit pulling the Cleveland section of the

Lake Cities at 65 miles an hour, past another engine of the same class doing local switching in Youngstown industries. You'll see them in commuter service, too. Erie's new EMD GP-7's have dynamic brake equipment mounted in a streamlined housing along the top of the hood.

The diesel age has progressed to the point where some of the oldest units are becoming obsolete for their duties as full-fledged switchers. The Erie has one of them, an Ingersoll-Rand switcher, which now has a new job. The body was removed from the frame and replaced with a ballast box full of old rail. Now, as an engineless "calf" coupled to an Alco-GE switcher, the old-timer helps shove cars over the westbound hump at Marion.

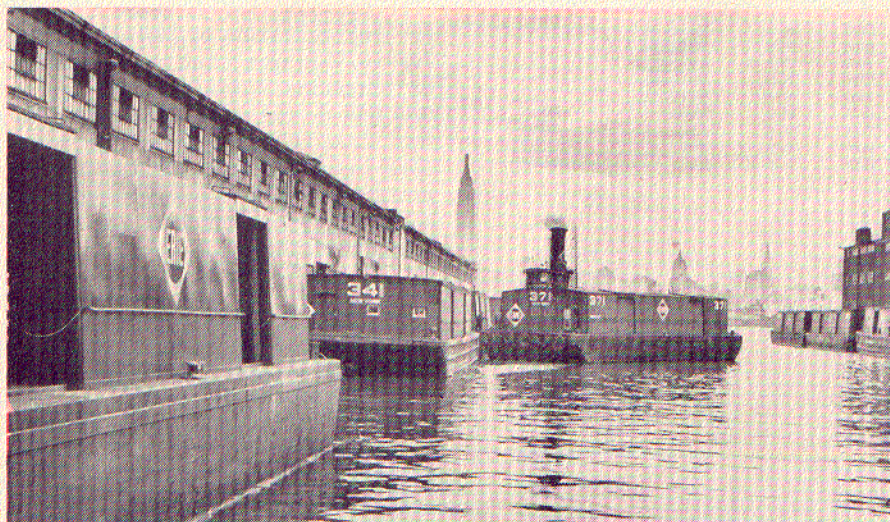
WHEN is a railroad not exactly a railroad? When it is, as is the Erie, the operator of an extensive fleet of tugs, ferries and barges, the owner of a large amount of dock space, and the go-between in the auctioning of a high percentage of Gotham's fresh fruit. These things are some of the Erie's activities in the New York area, and among them are things you wouldn't think of a railroad as doing.

Take the Duane Street fruit pier and the auction, for instance. Here on Manhattan the Erie auctions some 30,000 cars of fruit a year. Much of it is brought to Croxton Yard on NY-98 and floated over to Manhattan at night. The auctioneers easily put the radio tobacco auctioneer in the shade, and there usually are several auctions going at once!

A big item in the New York operations of the Erie is the lighterage business out of the docks at Weehawken, N. J. From these docks Erie tugs haul lighters and barges to all points in the vast and sprawling New York Harbor area where their loads are put aboard ships. The lighterage and car float service require the third largest railroad-owned "navy" in the New York area. All told, the Erie owns 12 tugs, three lighters, 102 barges, 19 refrigerator barges, 14 gas-hoist and two steam-hoist lighters, 74 scows, and 26 car floats. Ferry service across the Hudson from the foot of Chambers Street to the Jersey City railhead is provided by five ferryboats. There are Erie freight terminals at several points on Manhattan, and one on the Harlem River in the Bronx.

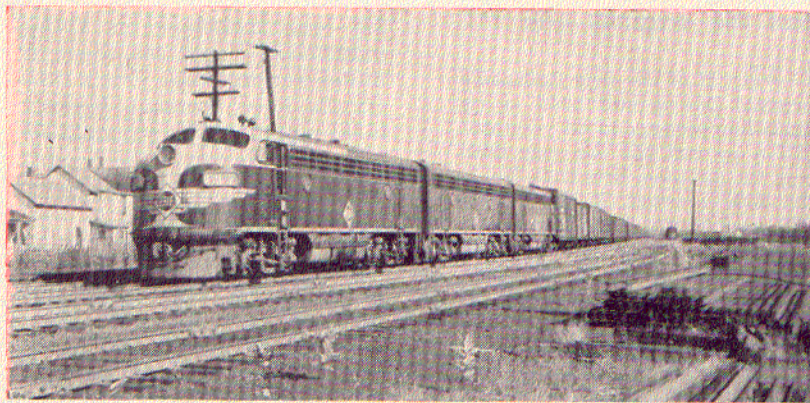
WHEN you come right down to it, in spite of all these activities and the better than 2300 miles of line, the Erie is a pretty small railroad alongside some of its competitive neighbors. But it seems to get a lot done.

One of the Erie's assistant vice-



TRAINS: Wallace W. Abbey.

An Erie tug noses a barge into the Weehawken dock, directly across the Hudson from the Empire State Building. Erie's "navy" delivers car floats and barges throughout the harbor.



EMD F-7 No. 710 pulls XC-91 out of Maybrook.

T. J. Sommer.

Locomotives of the Erie Railroad

(December 31, 1950)

DIESEL POWER

Class	Series	Owned		Ordered		Unit		Builder	Model
		Owned	Ordered	Horsepower	Service				
SA-3	19-20	2	—	300	S	Alco			
SG-3	26	1	—	380	S	GE			
SA-6a	302-305	4	—	660	S	Alco-GE			
SA-6b	306-321	16	—	660	S	Alco-GE			
SE-6	360	1	—	600	S	EMD	SW-1		
SB-6	361-385	5	—	660	S	Baldwin			
SB-7	386-389	4	—	750	S	Baldwin			
SE-10a	401-403	3	—	1000	S	EMD	NW-2		
SE-10b	404-427	24	—	1000	S	EMD	NW-2		
SE-12	428-433	6	—	1200	S	EMD	SW-7		
SE-12	434	—	1	1200	S	EMD	SW-7		
SA-10	500-519	20	—	1000	S	Alco-GE			
MSA-10	520-523	4	—	1000	S	Alco-GE			
SA-10	524-525	2	—	1000	S	Alco-GE			
MSA-10	526	—	1	1000	S	Alco-GE			
SB-10a	600-601	2	—	1000	S	Baldwin			
SB-10b	602-616	15	—	1000	S	Baldwin			
SB-12	617-618	—	2	1200	S	Baldwin			
MSL-10	650-659	10	—	1000	S	Lima-Ham.			
MSL-12	660-665	6	—	1200	S	Lima-Ham.			
FE-13	700-705	6	—	5400	F	EMD	FT		
FE-15	706-710	5	—	6000	F	EMD	F-3, F-7		
FE-15a	711	1	—	6000	F	EMD	F-7		
FA-15	725-735	11	—	6000	F	Alco-GE			
FA-16	736-737	2	—	6400	F	Alco-GE			
FA-16	738-739	—	2	6400	F	Alco-GE			
PE-15	800-806	7	—	4500	P*	EMD	F-3		
FE-15b	807	—	1	4500	F	EMD	P-7		
PE-22	820-833	—	14	2250	P	EMD	E-8		
PA-20	850-861	12	—	2000	P	Alco-GE			
PA-22	862-863	—	2	2250	P	Alco-GE			
MPSA-15	900-913	14	—	1500	P-F-S	Alco-GE			
MPSA-16	914-915	2	—	1800	P-F-S	Alco-GE			
MPSA-16	916-923	—	8	1600	P-F-S	Alco-GE			
MFSA-15	1000-1004	5	—	1500	F-S	Alco-GE			
MFSA-16	1005-1018	14	—	1600	F-S	Alco-GE			
MFSA-16	1019-1026	—	8	1600	F-S	Alco-GE			
MFSA-15	1100-1105	6	—	1500	F-S	Baldwin			
MFSA-16	1106-1110	—	5	1600	F-S	Baldwin			
MPSB-16	1140	—	1	1600	P-F-S	Baldwin			
MFSA-15a	1150-1152	3	—	1500	F-S	Baldwin			
MFSA-15b	1153-1161	9	—	1500	F-S	Baldwin			
MFSE-15	1200-1201	—	—	1500	F-S	EMD	GP-7		
MFSE-15a	1202-1223	22	—	1500	F-S	EMD	GP-7		
MFSE-15	1224-1227	—	4	1500	F-S	EMD	GP-7		
MFSE-15	1400-1403	4	—	1500	P-F-S	EMD	GP-7		

* To be transferred to freight service.
Engines 1150-1161 have six-wheel trucks.

STEAM POWER

Class	Series	Type	Number of		Service	Tractive Effort (lbs.)
			Engines	Engines		
C-3	201-244	0-8-0	31		S	57,200
C-3a	245-254	0-8-0	7		S	57,200
H-21a, b	1645-1684	2-8-0			S-F	11-42,150
	1703-1792	2-8-0			S-F	3-47,600
	2009-2066	2-8-0			S-T	1-50,150
K-1	2512-2563	4-6-2	27		P	30,050
K-4	2701-2743	4-6-2	21		P-F	45,300
K-5	2920-2934	4-6-2	6		P	43,900
K-5a	2935-2960	4-6-2	10		P	46,100
N-1	3001-3009	2-8-2	22		S-F	4-62,950
	3102-3182					18-64,300
N-3	3182-3194	2-8-2	13		F	62,950
N-2	3200-3214	2-8-2	9		F	62,950
S-1	3300-3323	2-8-4	15		F	71,000
S-2	3327-3349	2-8-4	13		F	72,000
S-3	3350-3383	2-8-4	27		F	71,000
S-4	3386-3403	2-8-4	10		F	72,000
R-3	4202-4224	2-10-2	7		F	77,700

presidents mentioned this to me, and he told me that visitors from several railroads, had remarked how the Erie was able to get "a lot out of a little." I asked him why this was so.

He gave three reasons: necessity, tradition, and careful planning. It's natural that tradition and careful planning should play a great part in building a railroad that can successfully meet strong competition. As for necessity, he quoted to me a part of the introduction of the late Edward Hungerford's *Men of Erie*, in which the author had passed along this story:

"During the dark days of the early part of the present century, a division engineer of the Erie had been attending a staff meeting at headquarters. Returning to his own office, he found his desk piled up with papers; and he was endeavoring to clean it up when a man came in and said, 'I want to sell you a book which will be very useful to you.'

"The division engineer looked up. 'What is it?' he said.

"It's a book on economy."

"Who wrote it?"

"Andrew Larson."

"Did he ever work on the Erie?"

"No."

"Then he doesn't know a damn thing about economy!"

The dark days are over when, through former mismanagement or other reasons which were beyond its control, the Erie was broke or nearly so. There's money now to modernize and dieselize and to reap the benefits of operating an up-to-date railroad. But I was given to understand that there will be no end to the tradition of careful planning and careful utilization. The Erie will continue to be a railroad than can get "a lot out of a little."

So you won't find Erie diesels idling for long at Marion or Hornell or Port Jervis. You won't find several printer or telephone circuits where one or two will do the trick. And you'll find that Erie freight trains run pretty close to full tonnage. What's more important, you'll find that Erie men are a closely knit, efficient bunch who really know how to railroad.

"There is a generally accepted view that vacation travel is always of increasing importance during times of great stress and tension in our every-day lives and that, so long as national interest and defense programs are in no way hindered, such travel should be encouraged. Based on conditions as of today, there would appear to be no immediate cause for curtailment of travel, either at home or abroad." — J. D. Farrington, President, Rock Island Lines.