

# THE Lackawanna

August, 1954    Volume One    Number Five





This was the scene at the Masonic Temple in Scranton when the Moses Taylor Hospital School of Nursing graduated its last class. The graduating class is on the stage, while in the left foreground are the graduate nurses. Others are friends and relatives of graduates and staff doctors. This graduation brought to a conclusion 62 years of nurses training at the hospital. On the stage with the graduates are officers of the hospital.



# Our First Six Months

## THE Lackawanna



Is published by the Delaware, Lackawanna and Western Railroad Company in the interests of its employees.

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August, 1954

Volume One Number Five



155

### Contents

Moses Taylor Hospital	5
Lost And Found	14
Instruction Car	15
Gas For The Northeast	20
Safety Department	22
Closeup	24
Mileposts	25

### On The Cover

On one of Scranton's hills the lofty tower of Moses Taylor hospital reaches skyward as a symbol of its strength and its purpose to serve mankind . . . and at once a symbol of the regard and respect that its founder, Moses Taylor, had for the employees of the Lackawanna Railroad, with which he was so actively engaged during his lifetime. For the story of Moses Taylor hospital, turn to page 5.

OUR annual report to stockholders for the year 1953 stated that 1954 was viewed with relative optimism as measured by post-war standards. The actual results for the first six months of this year, as indicated by the statement below, showed net income of \$1,689,931 or \$1.00 per share of common stock as compared with \$3,545,106 or \$2.10 per share for the corresponding period of 1953. It is obvious that our business was not as good as any of us had hoped.

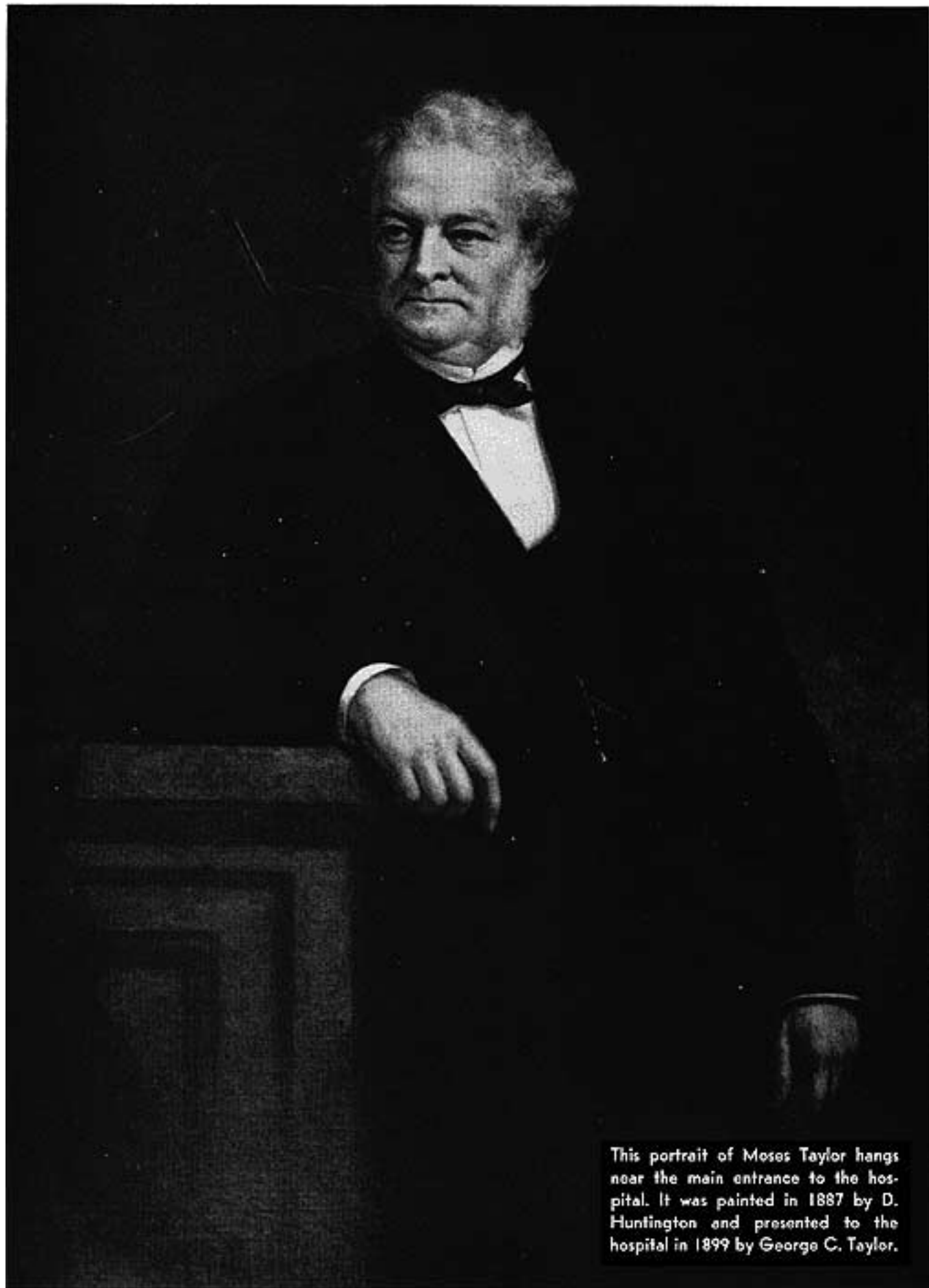
Following the truce in Korea on July 27, 1953, there was a moderate and orderly decline in business which reached a low in March and April of this year. There has been some general improvement in business since that time, but the Lackawanna's freight traffic even yet is seriously affected by the extended longshoremen's strike in New York Harbor during March. We are continuing to place great emphasis upon the importance of reliable and dependable service to the public, believing this policy to be vital competitively to our long-term interests.

We are continuing our efforts to reduce debt. The company purchased bonds in the open market with the result that fixed and contingent interest stood at an annual figure of \$4,379,122 at the end of June, a reduction of \$67,238 since the beginning of the year and involved approximately one and one-half million dollars par value of indebtedness.

"In our own interest we are leaving nothing undone to secure additional traffic. Such traffic will only come to the Lackawanna, and stay with it, if we serve the public well, which means continuing emphasis upon the highest quality service of which we are capable."

### INCOME STATEMENT FOR SIX MONTHS PERIOD ENDED JUNE 30, 1954, COMPARED WITH CORRESPONDING PERIOD OF 1953

	6 Months 1954	6 Months 1953	Increase or decrease- per cent
<b>Amounts Received:</b>			
Freight .....	\$30,648,349	\$36,542,211	— 16.13
Passenger .....	4,582,238	4,725,937	— 3.04
Mail, express and miscellaneons. .	3,919,730	4,279,194	— 8.40
All other income.. ..	1,081,504	967,847	+ 11.74
Total amount received.. ..	40,231,821	46,515,189	— 13.51
<b>Amounts Spent:</b>			
Maintaining tracks and buildings..	4,795,293	5,128,219	— 6.49
Maintaining cars and locomotives..	6,720,143	7,685,839	— 12.56
Sales expenses .....	1,067,779	1,072,239	— .42
Operating trains, stations and yards	18,451,759	19,430,258	— 5.04
General expense? .....	1,492,391	1,433,964	+ 4.07
Taxes .....	219,682	5,392,670	— 44.96
Rental of equipment and facilities	434,195	112,563	+285.74
Interest on debt, etc.. ..	2,612,063	2,714,331	— 3.77
Total amount spent.....	38,541,890	42,970,083	— 10.31
Net Profit			
before capital and sinking funds..	1,689,931	3,545,106	— 52.33
Per share of Common Stock.. ..	\$1.00	\$2.10	



This portrait of Moses Taylor hangs near the main entrance to the hospital. It was painted in 1887 by D. Huntington and presented to the hospital in 1899 by George C. Taylor.

*How many desolate creatures on the  
earth  
Have learnt the simple dues of fellow-  
ship  
And social comfort, in a hospital.*

# MOSES TAYLOR HOSPITAL

**Here Is A Prime Example of Generous  
Regard For The Welfare of Employees  
That Gave Industrial Medicine A Start**

LACKAWANNA employees and their families enjoy more than their share of the medical care and treatment available to the nation as a whole through the far-sightedness and generosity of one of the early important figures in the building of the Lackawanna Railroad.

The man was Moses Taylor, a stockholder and member of the Board of Managers, a man whose influence and business abilities were of the utmost importance in the shaping of events that contributed to the growth and prosperity of the railroad in its early years.

Moses Taylor hospital, in Scranton, Pennsylvania, stands a monument to Moses Taylor's benefaction. Moses Taylor hospital now is sponsored jointly by the Lackawanna Railroad and the Glen Alden Coal Company for the benefit and use of their employees, members of their families and the public.

Moses Taylor hospital was perhaps the earliest instance where the managers of industry provided the funds to furnish medical and nursing service to a group of employees and their families at nominal cost. Moses Taylor Hospital marked the beginning of industrial medicine. The hospital has made a fundamental contribution, through the years, to social and economic progress.

For more than two generations the Hospital and its services have been used by countless employees of its sponsoring companies and residents of Scranton and the surrounding area. Through the years the staff of the hospital has been composed of the leading physicians and surgeons of the area whose abilities have been the keystone of the institution and have been recognized as leaders in their profession.

The equipment of the hospital and its modern outlook on industrial medicine have kept pace with the times. Today, Moses Taylor Hospital is recognized as one of the finer and better equipped hospitals in the eastern section of the nation.

In June the School of Nursing of Moses Taylor

Hospital graduated its last class of nurses, and with that graduation the School of Nursing concluded operations after 62 years of service.

The School for Nurses was opened on the same date as the hospital, with Miss N. J. Eger in charge of the nursing. There were four students enrolled.

In 1897 Miss Eger resigned and a Mrs. Gladding succeeded her, remaining until 1899 when she was succeeded by Miss Janet Gordon Grant, an early graduate of Presbyterian Hospital in New York. Miss Grant remained with Moses Taylor Hospital for 32 years and was prominently identified with the institution's growth and progress. She served as superintendent as well as principal of the School of Nursing, setting a pattern of competence which has characterized the administration of the Hospital throughout the years.

Since 1905 the practical experience of the students at Moses Taylor has been broadened by a period of three months spent in New York City under an affiliation with the Manhattan Maternity Hospital and the Visiting Nurse Service of the Henry Street Settlement. In 1926 the period of affiliation was increased to six months, three of which were spent at Children's Hospital in Philadelphia.

In 1908 the course of instruction was lengthened to three years.

In 1926 there were 45 students in the different grades, but by 1930 the enrollment had increased to sixty.

The nursing staff in the earlier days was housed in the hospital, but in 1904 a Nurses Home was erected through the generosity of H. A. C. Taylor and his two sons, Moses and Henry. In 1918 an addition was built and in 1929 another addition was erected and furnished through a gift from Mrs. Moses Taylor, providing accommodations for nurses.

Since the first nurse graduated in 1896, 727 have followed her. In 1902 an Alumnae Association was formed.

*Continued on page 8*



Moses Taylor Nurses also houses the Convalescent Home. The spacious lawns and magnificent trees makes the home peaceful and conducive to rest and relaxation.



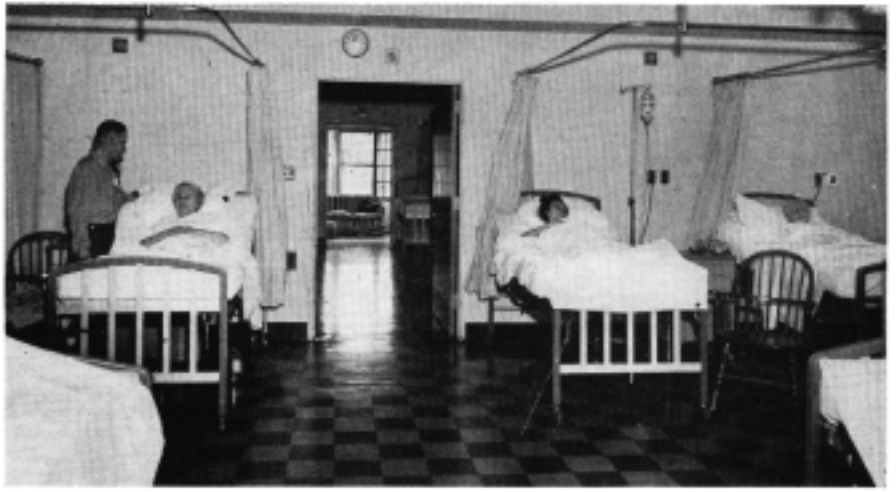
This is one of the charmingly appointed private rooms at Moses Taylor Hospital.



This semi-private room, for three, was made during the conversion of ward space last year.

1954

This is a view (at right) into the Women's Ward where there are accommodations for 16. The ward is divided into three sections, the last one being a bright sunporch.



The bright and airy Children's Ward (at left) has accommodations for 10, and was a gift of Mrs. Moses Taylor to the Hospital.

Men's Medical Ward II (below) is one of two wards for men at Moses Taylor Hospital. The two wards for men have a total of 36 beds.



## Lackawanna Employees And Families Pay Less At Moses Taylor Hospital

*Continued from page 5*

Moses Taylor graduates have played an important part in the nursing profession. Sixty-three of them served in the Armed Forces during World War II. The Gladys Watkins Post, No. 550, the American Legion was organized in 1920 and named in honor of a graduate of Moses Taylor. Gladys Watkins, a graduate of 1915, while serving with the Army Nurse Corps, died October 16, 1918, at Base Hospital 56, in France.

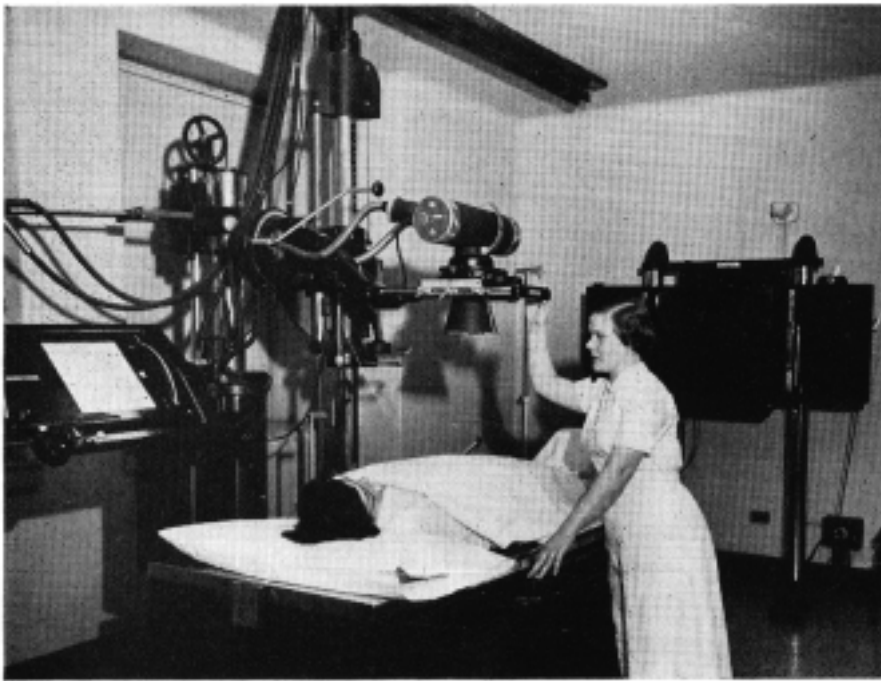
The closing of the School of Nursing was not in any way a reduction of the service of the hospital, but rather a realistic approach to a vexing and serious financial problem. The hospital never has been equipped to give student nurses a complete course of training with the result that some of their training had to be obtained in other institutions at the expense of Moses Taylor Hospital.

The final graduation this year was held at the Masonic Temple in Scranton. It was exciting to the girls and interesting to the spectators. The address was given by Judge John W. Murphy, of the U. S. District Court, Middle District of Pennsylvania. Judge Murphy recited the history of the hospital and its contributions to the city of Scranton. Following the presentation of the diplomas and the pinning of the nurses, each nurse was presented with a bouquet of roses by Reginald B. Taylor, great-grandson of the donor of the hospital.

Moses Taylor Hospital is situated on one of the hills of Scranton which gives it the advantages of elevation, free circulation of air, a certain amount of remoteness, and beautiful views of the mountains in the distance. Shrubbery and fine old trees on its spacious lawns contribute to the peaceful surroundings generally considered essential to the restoration of health.

The hospital has 123 beds, includ-

*Continued on page 12*



This is a view of the modern X-Ray department.



Dietician Pauline Ciliberti checks special diet trays.

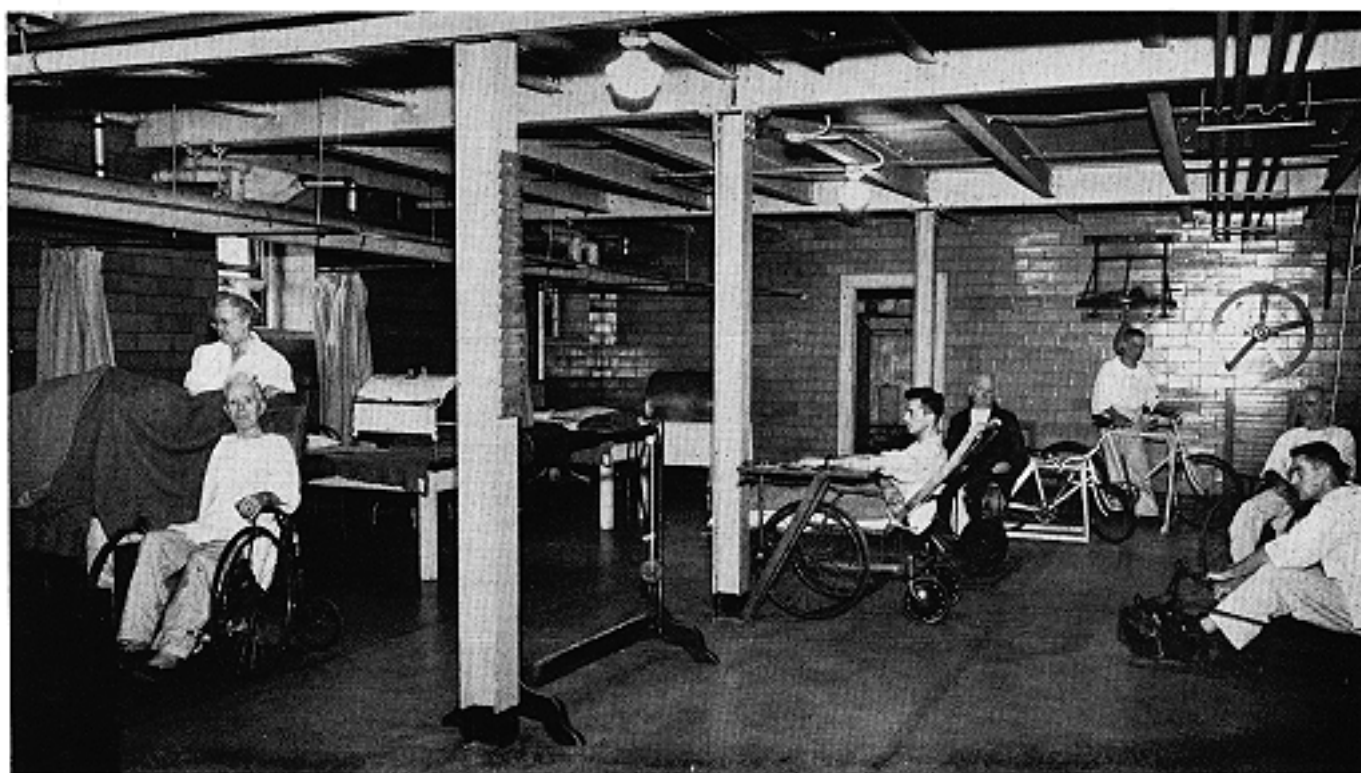


In this bright and sparkling kitchen all meals are prepared. Cakes were for graduation tea.





The modern, well-equipped laboratory of Moses Taylor Hospital last year made 27,634 tests. Below is the modern and completely equipped Physiotherapy department, in charge of Mrs. Sarah Highfield.





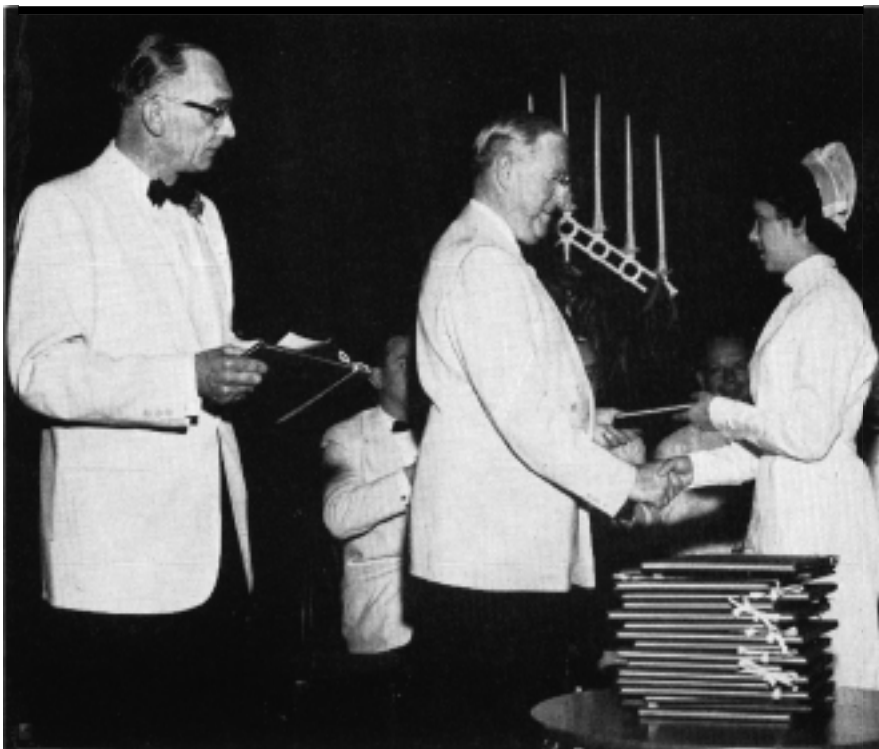
This is the nurses dining room. Meals are served cafeteria style.



The nurses lounge is tastefully furnished, provides a spot for relaxation.



Speaker at the graduation was Judge John W. Murphy.



### **This Was Moses Taylor's Final Graduation**

Diplomas were presented to each of the nurses by Dr. John O. MacLean. At the left is John T. Rawlings, superintendent of the Hospital. Receiving diploma is Victoria Ann Santori.



Nurses were "pinned" by Myrtle A. Craze, director of nurses. This is Miss Lois Ann Hopes.



Reginald Taylor, great-grandson of founder, presented bouquet of roses to each graduate. This is Jo Ann Borsuk.

# This To Serve Lackawanna Families

*Continued from page 8*

ing 23 private rooms, and accommodations for 38 in semi-private rooms. There are two wards for men, one surgical and the other medical, with a total of 36 beds. The women's ward has 16 beds and the children's ward has 10 beds.

In the operating wing of the building are three modern and well-equipped operating rooms, one of which is devoted almost entirely to treatment and surgery of eyes. The X-ray department, just off the dispensary on the first floor, is completely equipped including fluoroscope and last year made 11,734 X-rays. The dispensary, which last year handled 12,000 patients, is used generally for examinations and follow-up treatment for patients who have left the hospital, but have not been discharged, as well as for patients who do not require hospitalization. In the dispensary, also, employes are given periodical examinations as required.

On the same floor the cast room and the physiotherapy department are located. This latter department is considered one of the best equipped such department in this area.

To the rear of the main building is the laundry for the hospital and the laboratory. The laboratory last year made 27,654 tests, all of which were in connection with examinations, operations or general care and treatment of the patients.

The Moses Taylor Convalescent Home became available for occupancy June 1, 1953. It comprises the entire second floor and a portion of the main floor of the Nurses' Home. It is equipped to care for 20 patients, 12 in private rooms and eight in four semi-private rooms.

During 1953 Moses Taylor Hospital converted some of the ward space to private and semi-private rooms, as a consequence of which there was a reduction of one bed, from 27 to 26. This was an important

step, because prior to the conversion the average occupancy of the converted space was 15 per cent of capacity. The average occupancy after conversion has been 54 per cent of capacity.

Moses Taylor last year admitted 2,520 patients, exclusive of 12,000 dispensary visits.

It is interesting to note here that in 1892, the year the hospital was opened, there was a daily average number of patients of 17. In 1926 the number had risen to 82, but in 1931 it dropped to 79. In 1953 the daily average number of patients was 68, with the maximum number of 95 on one day.

During the time the railroads of the nation, including the Lackawanna, were divesting themselves of their coal mining interests, the Glen Alden Coal Company was formed in 1921 and it progressively has taken over the association of the Lackawanna Iron and Coal Company (subsequently the Bethlehem Steel Company) in the Moses Taylor Hospital.

Moses Taylor Hospital is a non-profit organization, with its financial well-being the responsibility of the Lackawanna Railroad and the Glen Alden Coal Company.

It takes 126 people to operate Moses Taylor Hospital, including the 18 physicians and surgeons on the staff and the hospital superintendent.

There is one director of nurses, six supervising nurses and assistants, four head nurses, eight assistant headnurses, 18 general duty nurses, 2 anesthetists, two X-ray technicians, 1 physiotherapist and one nurse, four laboratory technicians and six nurses' aids.

In addition the Housekeeping department employs 31 people and the Dietary staff includes 23.

The hospital was chartered in 1884 2nd was opened for patients October 1, 1892. Dr. D. A. Capwell was superintendent, and Dr. N. Y. Leet was chief surgeon.

Through the years the hospital has

had a succession of capable administrators. One of the earlier chief surgeons was Dr. Jonathan Mayhew Wainwright, who served from February 1, 1901, until his death in August 1934, and who distinguished himself during his years at Moses Taylor by early research in cancer.

In September 1934, Dr. J. Norman White was appointed Chief Surgeon and served illustriously until his retirement from active practice in November 1946. Since that time the position has been ably filled by Dr. John O. MacLean, prominently known throughout the east not only as an outstanding surgeon but on combining the qualities of fine citizenship and administrative competence.

The present organization of Moses Taylor Hospital is as follows: Members of the Corporation—P. M. Shoemaker, Rowland L. Davis, Jr., Robert G. Fuller, F. O. Case, J. H. Oliver, Reginald B. Taylor.

Members of the Board of Directors—P. M. Shoemaker, Robert G. Fuller, Reginald B. Taylor, John H. O'Neill\*, Dr. John O. MacLean, Dr. J. Norman White, J. Hayden Oliver, John J. Jaeger\*, G. W. Nichols, Sr., Robert Y. Moffatt, Gomer W. Morgan". (\*Members of the Executive Committee.)

Officers of the Hospital—President and Treasurer, Gomer W. Morgan; Vice President, Chief Surgeon and Administrator, Dr. John O. MacLean; Skretary, F. C. Von Bergen; Controller, John H. O'Neill; Superintendent, John T. Rawlings.

Medical Staff—Dr. James Morgan, Dr. Francis Ginley, Dr. J. E. Swift, Dr. P. F. Kerstetter, Dr. M. M. Williams, Dr. Wm. T. Davis, Dr. C. L. Mattas, Dr. Wm. J. Corcoran, Dr. Wm. A. Radel, Dr. W. M. Howell, Dr. J. O. MacLean, Dr. N. V. Delco, Dr. C. Henry Jones, Dr. David P. Thomas, Dr. Waskey White, Dr. Albert J. Cross, Dr. Thomas J. Strunk.

Moses Taylor, the founder, was a member of the Board of Managers





Gomer W. Morgan  
President of Hospital



Dr. J. O. MacLean  
Chief Surgeon and Administrator



John T. Rawlins  
Superintendent of Hospital

of the railroad from 1854 until 1882, and a director of the Lackawanna Iron and Coal Company. He also was head of the National City Bank of New York and one of the prominent financiers of the Lackawanna during its early years, and during the period of its expansion.

Moses Taylor was a merchant and banker. He was born in New York City, January 11, 1806, the son of Jacob Taylor, prominently associated with the affairs of that city.

Mr. Taylor was a man of broad influence and one whose abilities were universally recognized. One of his friends was Abraham Lincoln, but despite that friendship, Mr. Taylor declined the appointment as Secretary of the Treasury by President Lincoln, in 1866.

One of Mr. Taylor's last acts was the founding of the Moses Taylor Hospital. The purpose of its organization, according to the trust, was the "establishing, maintaining and managing a Hospital, for the reception, care, medical and surgical treatment of the sick and injured."

As an example of Mr. Taylor's sentiments and his interest in people,



Executive Committee includes John H. O'Neill (left), and Gomer W. Morgan, both of the Lackawanna, and John G. Jaeger (right), assistant controller of Glen Alden Coal Co.

he formed a trust to establish the hospital. Signed on March 29, 1882, the trust reads :

"The interest which I feel in the welfare of The Lackawanna Iron and Coal Company and the Delaware, Lackawanna and Western Railroad Company, in the formation and development of both of which I have during so many years been actively engaged, renders me desirous of making some disposition which will mark my regard and respect for the employes of those great industries, with whose labor the prosperity of these companies and the City of Scranton is so closely identified.

"In order to make provision for a Hospital in which those employes could be cared for in case of accident or illness," Mr. Taylor directed his attorney, Percy R. Pyne, to present to the presidents of the Lackawanna Iron and Coal Company and the Delaware, Lackawanna and Western Railroad Company \$250,000 in bonds of the New York, Lackawanna and Western Railroad Company to be used "in a manner most approved in their judgment for providing such hospital accommodations, relief and care for such of those employes, or others, as they may consider deserving of it, under such rules and regulations as they may deem best to establish."

The president of the Lackawanna Railroad at the time was Samuel Sloan; the president of the Lackawanna Iron and Coal Company was E. F. Hatfield, Jr.

From time to time additional trusts and gifts were made to Moses Taylor Hospital by other members of the Taylor family. These were for varying amounts and in virtually every instance, the trust or gift was assigned to a specific purpose, such as the erection of additional buildings or additions to buildings, the purchase of new equipment or the addition of new and modern facilities to provide the patients of Moses Taylor Hospital with the best of services and facilities.

In 1884 a gift of \$100,000 "to the Moses Taylor Hospital Fund" was made by Mr. and Mrs. Percy R. Pyne. The money was to be used to meet

expenses of constructing hospital buildings. Mr. Pyne was Moses Taylor's son-in-law.

The Lackawanna Iron and Coal Company on September 13, 1884, deeded to the hospital the land on which the buildings were to be constructed.

Gifts from the Taylor family continued to be made. On February 28, 1890, Catherine A. Taylor gave \$250,000 cash in trust for the benefit of the hospital. At the same time George C. Taylor made a gift of \$50,000 "toward completion of the buildings." Some years later, in 1903, Henry A. C. Taylor, Moses Taylor and Henry R. Taylor presented "a very handsome Nurses Home to the Hospital."

On March 4, 1908, it was announced that George C. Taylor had bequeathed \$750,000 to the hospital. In 1916 Henry W. C. Taylor donated \$20,000 for construction of an addition to the Nurses Home.

During the period of 1929 to 1930 the hospital received from Moses Taylor's estate (this Moses Taylor being the son of the Moses Taylor who created the original trust) \$170,717.42 which was used to provide an addition to the Nurses Home, furnishings, laboratory and equipment.

Mrs. Edith B. Taylor, in 1932, presented \$25,000 to the "Moses Taylor Hospital Building Fund."

The hospital received a new kitchen and its equipment in 1940 through a gift of \$39,892.97 from Mrs. J. G. Guthrie Nicholson, formerly Mrs. Moses Taylor. Again in the same year Mrs. Nicholson made additional gifts of \$321,442.15, for reconstruction, rebuilding and modernizing the operating unit of the hospital, including the providing of an improved children's ward.

In 1945, 1947 and 1948 Mrs. Nicholson made additional gifts to Moses Taylor Hospital. The first was for \$15,000 for "X-ray equipment, etc.," and \$5,000 for furnishing and redecorating the Nurses Home. In 1948 Mrs. Nicholson gave the hospital \$10,000 to be used for additional fire protection, for the construction of a small building "with

incineration and garbage disposal," and for miscellaneous painting. In 1947, there was presented to the hospital \$8,090 to be used for an ice-making machine, refrigeration units, elevator repairs and removal of an old ice house and installation of a new one.

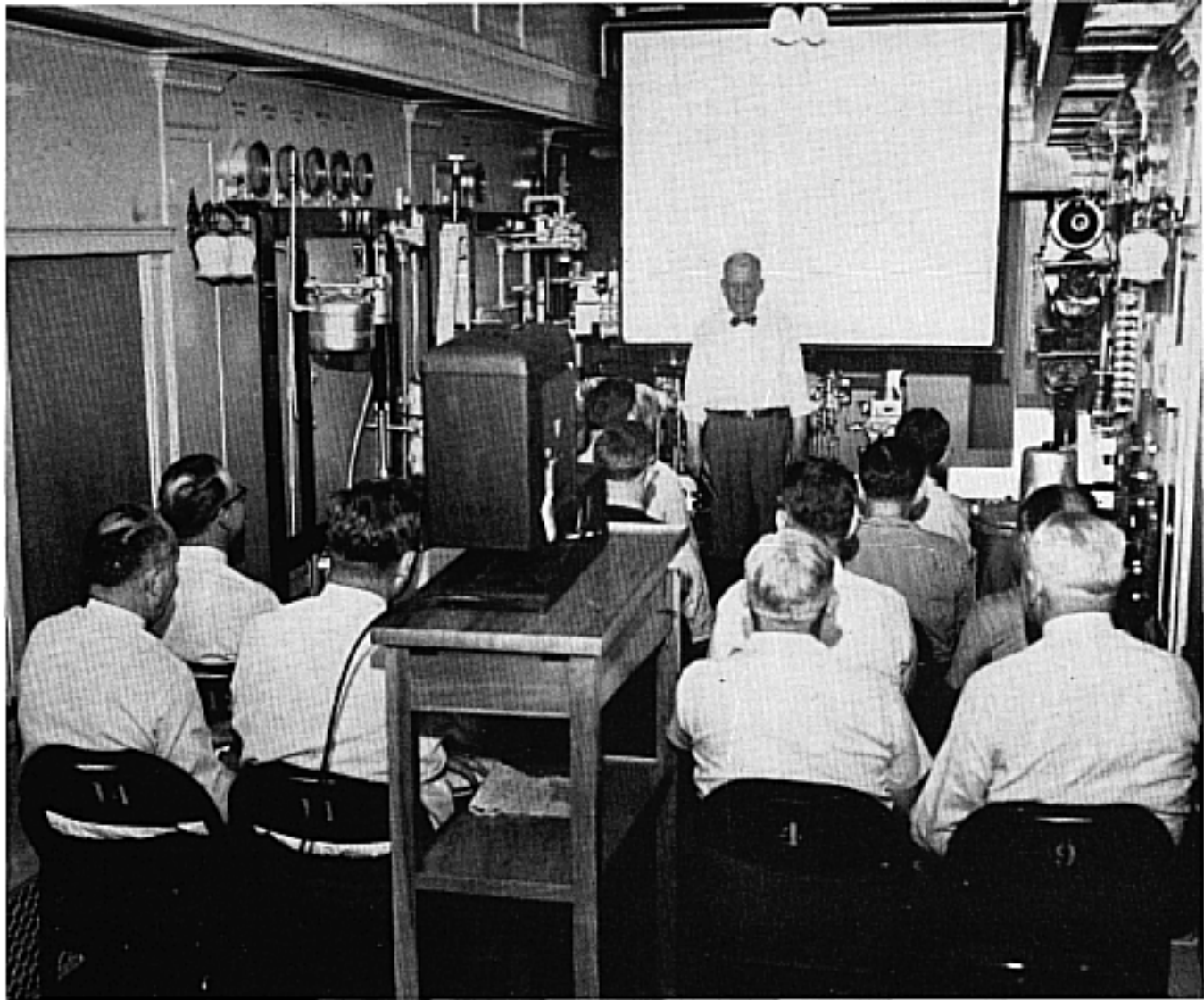
The final recorded gift is an undated general endowment from Benjamin R. Pyne, Mary Lewis and George C. Taylor for an amount of \$308,344.02.

It is because of the background of the original trust and subsequent bequests employes of the two companies receive reduced rates and certain free services at the hospital. Employes of the Lackawanna avail themselves of the services and benefits of the hospital under an arrangement whereby employes treated as ward or dispensary patients pay only 50 per cent of the regular hospital rates for the following services: ward bed and board, use of operating room, administration of anesthetics, laboratory examinations, electro-cardiograms and ordinary dispensary services.

All employes, their wives and dependent minor children admitted to Moses Taylor Hospital receive no additional billing, all doctors' services, medical and surgical, rendered at the hospital by members of the medical staff.

If the employe feels that he is financially unable to pay his hospital bill when presented, the company, upon request, will advance the amount of the bill direct to the hospital, provided the employe signs a payroll deduction form authorizing the company to withhold periodically, within the limits of not more than 12 months, a portion of his wages until the hospital bill shall have been paid in full. This payroll deduction plan is available also in connection with hospital services rendered to the wife or dependent minor children of an employe.

Moses Taylor Hospital abides today by the same traditions and ideals which prompted its founding more than a half century ago, to serve the needs of humanity.



Charles B. Stephens (standing), air brake instructor, briefs a group before visual presentation on movie screen.

# Air Brake Instruction Car 1954

**Here Is A Look At The  
Lackawanna's Newest  
"Classroom On Wheels"**

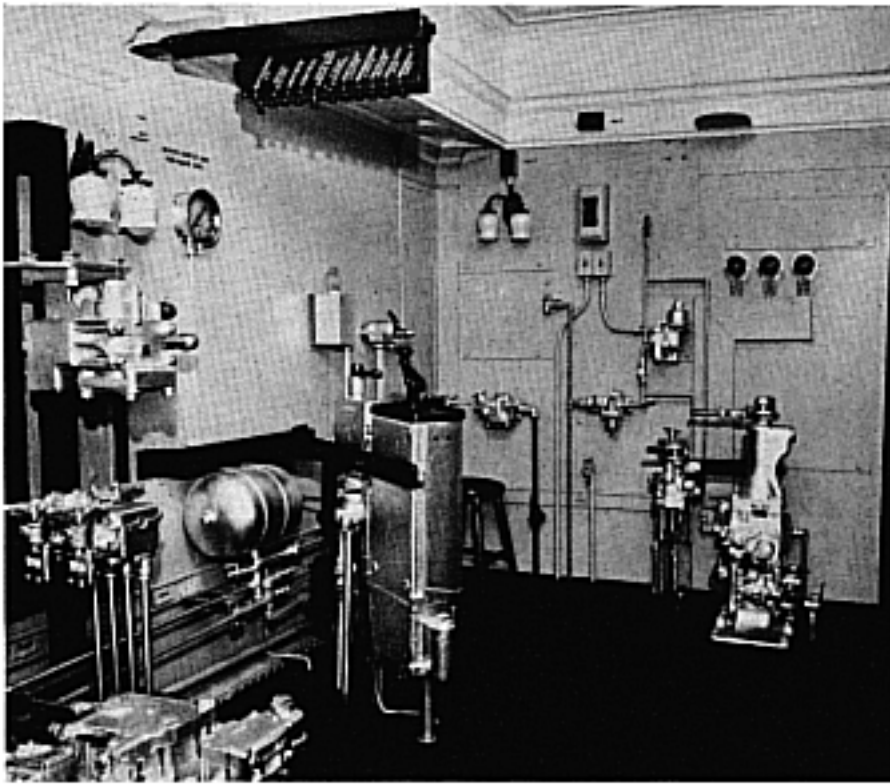
THE Lackawanna's newest piece of equipment, a modern and most completely equipped air brake instruction car recently has come out of Keyser Valley shops at Scranton. The car was designed for the purpose of providing refresher information in air brake operations for enginemen and instruction to prepare firemen for promotion to engineers through progressive examinations. It is another step in the railroad's continuing program to provide superior service and to handle its trains with safety, promptness and efficiency.

Completely modern in every respect, the car is fitted with a full set of locomotive brake equipment of the type used on Lackawanna freight and passenger diesel locomotives. There also is installed in the car the air brake and control equipment of electric and electro-pneumatic type-

as used on multiple unit electric passenger trains in New Jersey suburban commuter service; AB freight brake equipment with automatic slack adjuster as used on freight cars; decelostat equipment, an anti wheel slip device which operates in conjunction with the brake cylinder pressure on passenger cars to adjust wheel speed to train speed and prevent wheel slip; an air signal system which is operated through a regular car discharge valve, as is located in each car in a train, to relay signals to the engineer.

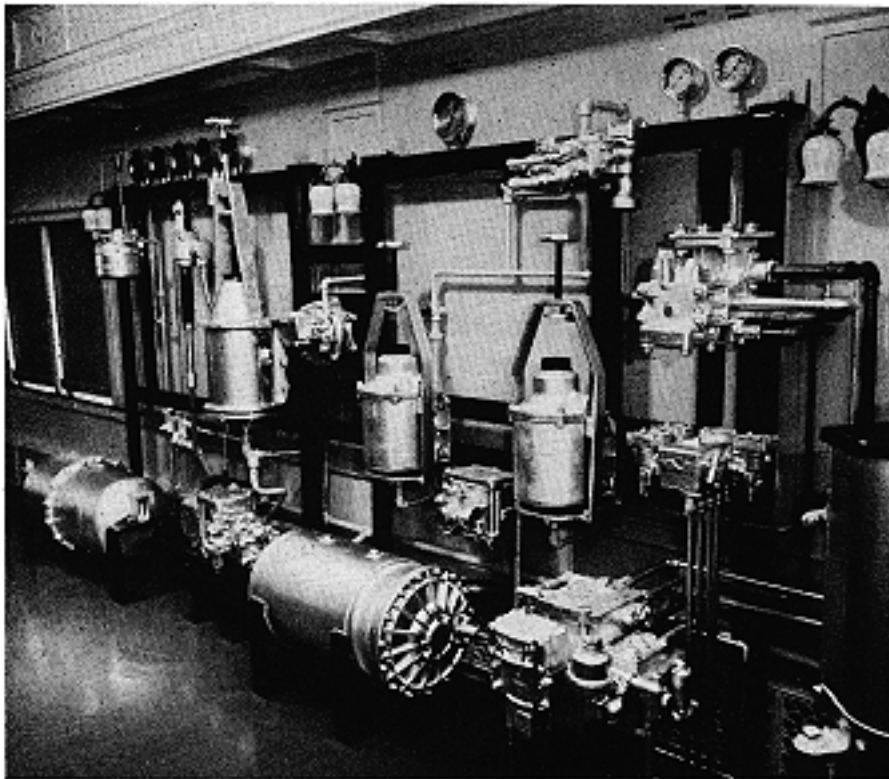
To utilize the advantages of visual instruction, the car has been equipped with a 16 mm motion picture projector and a reflected light machine for projecting lantern slides, opaque subjects, sections of printed matter, maps and postcards on a screen.

*Turn the Page*



The multiple-unit controller stand in the car is located in the center above. At the right is the brake valve used in diesel locomotives. Both operate as in normal train service.

## Here Is The Car's Modern Equipment



Complete brake equipment for locomotives and freight and passenger cars is mounted on special brackets to allow instructions to be followed closely.

The car is painted in Lackawanna streamliner colors and is numbered 1954, the number indicating the year it was placed in service. It replaces former air brake instruction car 1951, in which the old type of air brake equipment was used in steam locomotive operation. The new car was converted from an air conditioned parlor car. It contains a classroom seating 30 persons.

The 24RL air brake equipment as used on diesel locomotives and installed in the instruction car include: self lapping independent brake valve, K2A rotaire valve, H-24c relay air valve, automatic brake valve with control release features, safety control (deadman pedal), overspeed control, controlled emergency, automatic power cut-off in emergency, safety and overspeed applications.

The dynamic brake interlock feature of the control valve prevents the locomotive brake from applying during automatic service brake application when the dynamic brake is being used.

In the multiple unit section of the car, the MU controller and brake valve, which has been installed, may be operated either electrically or electro-pneumatically, as in actual operation of the multiple unit cars.

Control jumpers, including the heater and auxiliary jumpers, electric switches and fuses simulate the operation as in regular MU train service. The instructor demonstrates to the class the proper way to line up the BS (button switches) switch box, such as for operating pantographs, dynamotors, lights, heating, control and circuit breaker.

After a demonstration of the MU equipment by the instructor the class members operate the controls under his guidance.

The decelostat equipment provides a mechanical-pneumatic means for protection against wheel sliding, and subsequent flat wheels, during brake applications on passenger trains. The decelostat functions automatically when a wheel slip occurs too rapidly by decreased brake cylinder pressure momentarily to a low value Permitting wheel speed to return to train



speed. The decelostat operates in either forward or reverse car movement, and improves train retardation by preventing wheel sliding during braking.

Power supply for the car is obtained from an outside circuit. The compressed air supply to operate the brake equipment is furnished by a motor-driven air compressor with an air reservoir located in the front section of the car.

The pipes which connect the various parts of the brake equipment are painted to conform with the standard color chart for piping arrangement as set up by the manufacturer of the air brake equipment. This enables the class members to more rapidly identify the pipes which lead from one piece of equipment to another.

Enginemen will benefit considerably by frequent visits to the Instruction Car for refresher courses in air brake operations and to observe and manipulate the various controls of the air brake equipment to prepare themselves for progressive examinations for promotion to engineer. All such examinations will be conducted in the car by the air brake instructor.

The car is the result of much study and consultation between Mechanical department personnel, which preceded more than six months of work converting and outfitting the car.

Instruction Car 1954 will visit all main points of the railroad at least twice each year. Air Brake Instructor Charles B. Stephens already has held classes at Buffalo and Elmira on the way to Hoboken on the first cycle of the car's tour. It is expected the car will be used for mechanical instruction as well as air brake classes.

The air brake instructor's office is at one end of the car. A work bench with the tools necessary to keep in repair the equipment of the car is located outside the instructor's office.

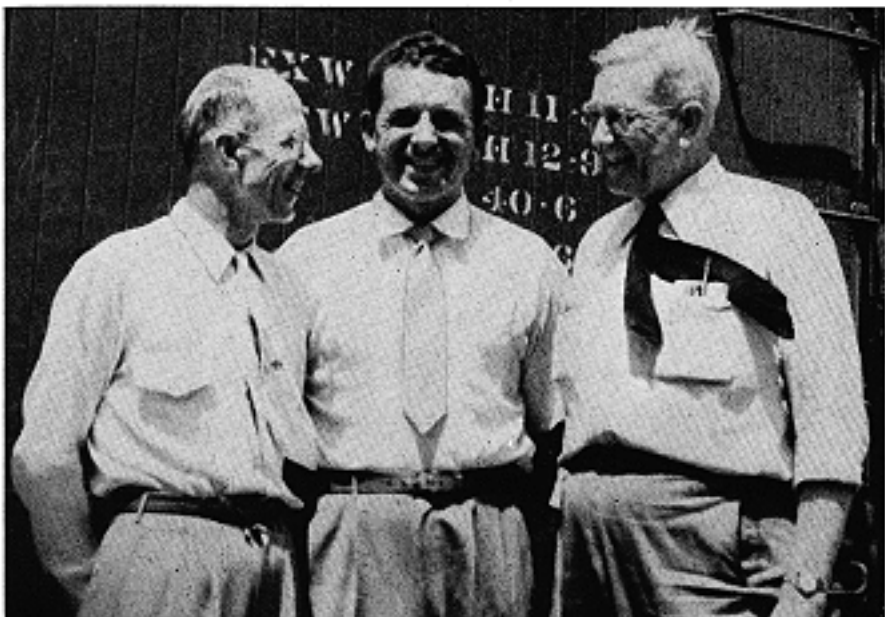
One of the luxuries provided is the lounge. Here upholstered seats and wash room facilities are available for those attending classes in the car. Ice activated air cooling in the Summer and steam heat in the Winter make the car a comfortable "classroom on wheels."



This is the multiple-unit brake and electrical equipment installed in the car, including controller jumpers for both motor car and trailers.

## Smart Operators

Mr. George Regan, (center) agent at Johnson City, N. Y., and his force-C. J. Hinkley (left) and J. E. Fitzgerald (right)-are doing a good smart job in planning the loading of overhead LCL cars. These now average about three per working day which are in addition to the regular scheduled Scranton Transfer car. Cars are loaded to various destinations such as Atlanta, Ga., Memphis, Tenn., Louis, Mo., depending on tonnage available that day at the two principal industries. To take full advantage of the opportunity to make overhead cars, freight from these industries to the different destinations is consolidated, cars part loaded at one industry in the morning being switched to another to complete loading in the afternoon. Careful analysis of the routes and destinations and close following of the loading operation by Mr. Regan and his force makes these overhead cars possible. This is good service to our patrons.



**Forgetful passengers leave money, jewelry, cameras and clothes, even a canteen full of water, on Lackawanna trains and stations, but**

## **FINDERS ARE NOT KEEPERS**

**T**HAT people are forgetful is no news to Hoboken Baggage Agent Peter Lillis. He well knows that the traveling public suffers lapses of memory. He can prove it, too. For it is his job to handle, store and return the thousands of lost or forgotten (including numerous unwanted) articles left by Lackawanna patrons on trains, on the platforms, in the stations, on the ferries and even along the right of way.

There are over 70,000 people entering and leaving the Lackawanna terminal at Hoboken each and every working day. Considering the odds and ends that are left behind, there are enough articles turned over to the Lost and Found department to stock a good sized department store. If you are looking for baby bottles, cuff links, earrings, costume jewelry, valises, handbags, glasses, keys, umbrellas, gloves, raincoats, hats, kerchiefs and even false teeth, you will probably find these in the Lost and Found department. You also are likely to find a baby's toilet seat, a Boy Scout canteen still filled with water, and a package of Life Savers. Don't laugh, though, because one woman asked Mr. Lillis if a Newark News had been found. She had left it on the train the day before.

Anyone who finds the articles fills out a ticket noting where, when and by whom it was found. The finder receives a stub and may claim the article himself after 60 days if it has not been claimed by the owner. Many of these tickets are unsigned because the finder has no use for an odd glove or earring he has found. Eye glasses which are not claimed

are sent to the Eyes For the Needy, at Short Hills, New Jersey. This organization distributes the glasses to needy people.

Any valuables which are found though, are not kept with the baby bottles or gloves. These are turned over to the Lackawanna Police and Property Protection department and are kept in a vault. But the wanna goes to great trouble to find the owner.

Jerry B. Ward, captain of the Lackawanna police, recalled one oddity of which there has been many similar situations. This one concerned a paper bag found on a train.



Peter Lillis, baggage agent at Hoboken, shows some of the more than 50 umbrellas that have been lost on Lackawanna trains,

The bag was about to be thrown away by a coach cleaner because it appeared to contain only a sandwich. Upon closer scrutiny, however, it turned out that along with the crab salad sandwich was \$286.30 in cash



Conductor Fred Post turns into Baggage Agent Peter Lillis a brief case left on his train. All articles are tagged and recorded. It will be held for 60 days.

and a pair of false teeth. An elderly woman, who apparently was overawed by the scenery along the way, claimed the bag and contents a few days later. She had just forgotten to take it with her when she got off the train.

## Watches And Money

Last year the Lackawanna police department safe contained at one time or another 65 wallets, 62 pocket-books, 32 purses, 17 watches, a brief case with jewelry valued at more than \$12,000, \$400 in government bonds, \$170 in checks, \$2,504.18 in cash and nine cameras.

Attempts to return lost articles sometimes have unexpected endings. On one occasion after a long search a camera was finally returned to its owner. Much to the surprise of the police department, however, the fellow was disappointed. It seems the camera was so complicated to operate he never could take a good picture with it. It had been insured and the fellow was about to collect when the camera was returned to him, much to his chagrin.

In the many years in which

this service has aided Lackawanna patrons many people have come to a conclusion that anything lost on railroad property should be in the Lost and Found department when they are ready to claim it.

One man who lived not too far away from the Hoboken terminal would carry an umbrella every day it rained. He would leave it in a corner of the terminal building and then would stand by watching and waiting for the right person to pick it up. The porter, the right person, would see it and bring it to the Lost and Found department under the watchful eyes of the "loser". Certain that it was safe he would depart for work and upon returning would go to the Lost and Found, identify it and back home he would go with the umbrella.

## Not A Check Room

The baggage agent finally realized the man was using the Lost and Found department as a check room. He decided to teach him a lesson. The next time he pulled the "lost" routine the agent told him that he had no umbrella such as the one de-

scribed. The man's faith in Lost and Found was shaken. But the next day when the agent returned the umbrella to him a 'light dawned. The "lost" umbrella hasn't been in since.

It is a sure bet that an article found by a Lackawanna employe will be awaiting the owner in the Lost and Found department. Edna Cowherd, matron in the terminal, has been credited with turning over to Lost and Found more diamond rings than you could ever imagine could be lost. Likewise, Anthony Ciardi, coach cleaner at Dover, has forwarded countless numbers of articles to Lost and Found.

Occasionally a lost article has an ironic twist. Captain Ward offers this anecdote.

A young woman on her way to work in New York stopped in the Hoboken terminal to telephone. After finishing the call she was walking to the ferry when it suddenly dawned on her that she left her wallet in the booth. Rushing back she looked high and low for it, but to no avail. In tears at her loss she informed the Lackawanna police of her plight. An officer was sent to help here in the search but it proved hopeless too.

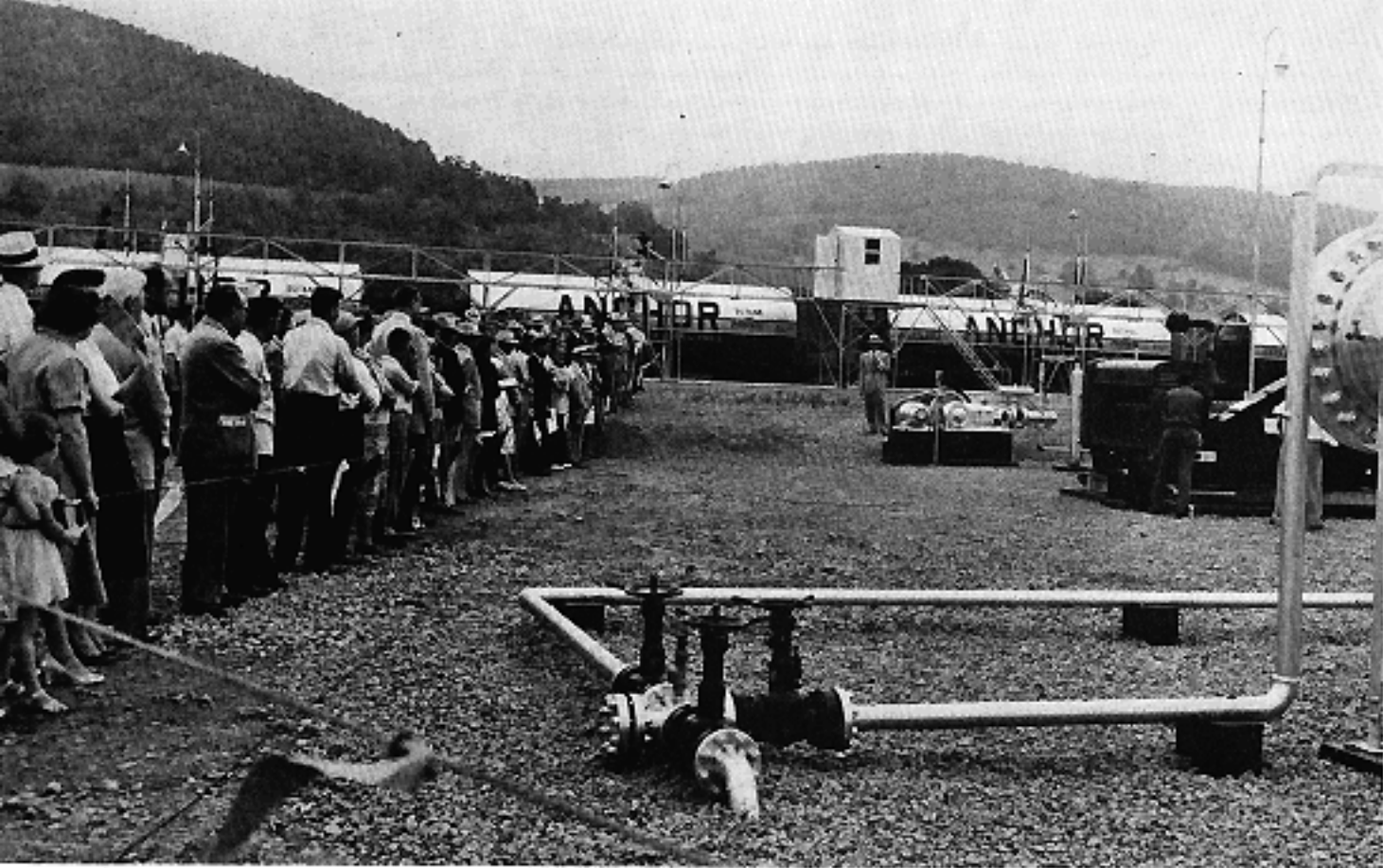
Sergeant Ed Fox offered the woman enough money to get to work which she gladly accepted and left. A few hours later a man was reported found dead on a ferry. A doctor was summoned and with Captain Ward went to investigate.

Searching the man for identification the police came upon a wallet in his vest pocket. It was the wallet belonging to the girl. It was surmised that the dead man had entered the booth after her and seeing the wallet, picked it up and walked away with it.

According to Stationmaster Max Plum, who is in charge of the Lost and Found department, 90 per cent of the articles found are either claimed or returned to their rightful owners. The Lackawanna doesn't go along with that old childhood saying, "finders keepers, losers weepers".



Police Chief E. W. Thomas with some of the valuables that have been turned in, including watches, purses, money, cameras, diamond rings, a check for \$20.



Part of crowd at opening of Anchor plant at Bath. P. E. Gray, resident engineer, explained operation of plant.

# GAS FOR THE NORTHEAST

**O**N forty acres of land approximately three and one-half miles east of Bath, New York, a new industry began operations last month on land adjacent to the Lackawanna Railroad main lines. The Anchor Petroleum company, whose headquarters are at Tulsa, Oklahoma, has taken over this big tract of land and plans to supply propane gas to the large northeastern area of the United States.

Storage of the gas is in underground "caverns" washed out of the great salt beds for which the area is famous. It was the presence of the salt beds which caused the Anchor Petroleum company to move into the area.

Anchor is one of the largest manufacturers of L-P gas and is known as an "integrated company" because it produces, transports and markets petroleum products. The marketing,

## **Lackawanna Land's Newest Industry Will Store Fuel In New York Salt Beds**

however, is wholesale only. The company also acts as a marketing firm for other producers and refiners, and operates its own tank car fleet. The bulk of Anchor's product originates in Texas and Oklahoma.

The site of the storage plant is at what is now known as "Blair Spur," named for B. B. Blair, vice president of Anchor and the man generally credited with being the "father" of underground storage of L-P gas. The forty acres the company has leased is divided into two 20-acre plots by the main line of the Lackawanna Railroad. Two wells have been sunk to

a depth of approximately 3300 feet. After the wells are drilled water is pumped in to wash a cavity out of the salt. Because salt is soluble in water a brine is formed and this is pumped out. This process continues until the cavity is of the desired size. About two millions gallons of salt brine were flushed out of each well.

Anchor presently plans storage capacity for about 1200 carloads of gas but this can be increased as desired. The output of the plant will run from 600 to 1500 carloads per year, depending upon the number of wells in operation. At present the plant has underground storage capacity for 75,000 barrels, or about 415 car loads. By the end of the year the capacity of the plant is expected to be over 100,000 barrels.

The plant will serve an area throughout eastern Canada, New



York, Pennsylvania and New England.

The Anchor Petroleum, company has underground storage areas in Mississippi and western Texas. Compared to those locations, "the area around Bath is geologically ideal for the storage of propane gas," said Stuart Branyan, chief engineer of the company.

Liquefied petroleum gases (LPG) are products that vaporize readily and must be kept under pressure to retain and handle them in liquid form. The gas itself is not liquid, but is compressed into liquid form for efficiency in transportation. When the pressure is released the liquids form gases, which are very similar to natural gas, although much heavier.

The liquefied petroleum gases, which vaporize almost instantly when they reach the atmosphere are practically undetectable and have no odor. Consequently an odorant is added.

LP gas can be used in any way that manufactured or natural gas is used, such as cooking, space heating, refrigeration, hot water, clothes drying, waste disposal by incinerator, cool or warm air conditioning systems. It is delivered to the home or commercial user in tanks, some of which are refillable on the site.

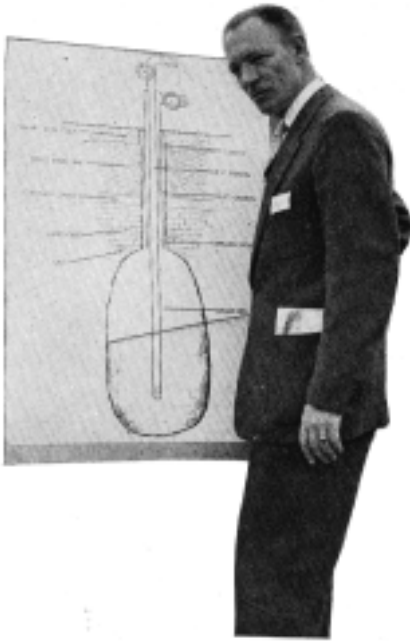
In a special ceremony attended by Lackawanna Railroad and Anchor company officials as well as the public, the first car of liquid petroleum gas was pumped into one of the wells. About 300 were on hand to hear officials of Anchor explain the operation of the plant.

Officials of the Anchor company who took part in the ceremonies were William A. Baden, president; B. B. Blair, vice president; Fred Shellhorn, vice president; Stuart Branyan, chief engineer; P. E. Gray, resident engineer; E. S. Carley, vice president in charge of sales, and C. E. Hart, sales manager at Westfield, Mass., and N. J. Biebel, sales manager at Toledo, Ohio.

The new plant was welcomed to the Bath area by Mayor Harold C. Lee and State Assemblyman John Young.

## Gandy Dancers

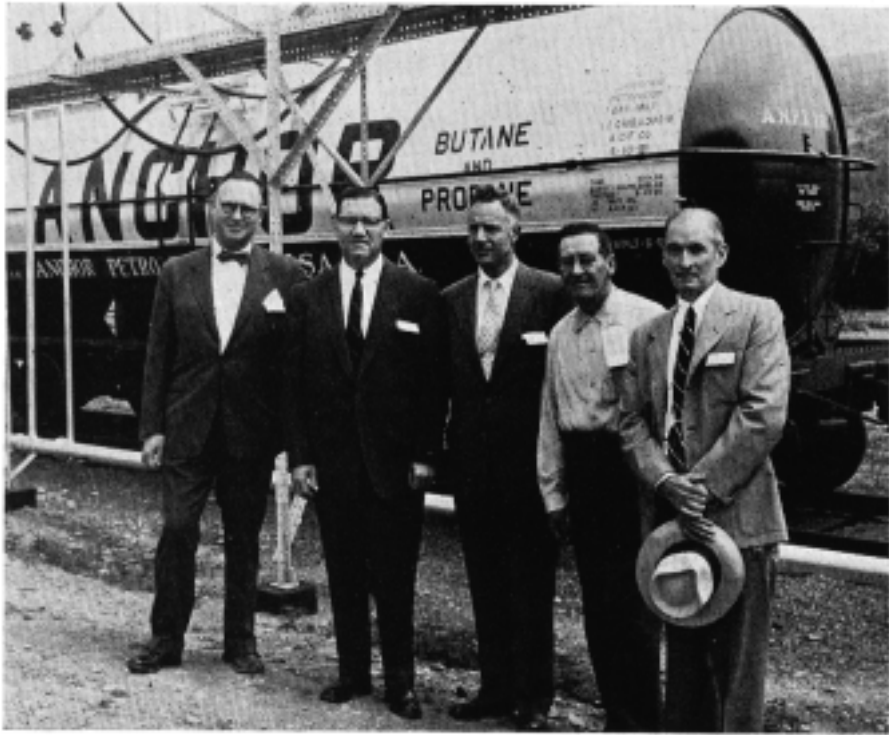
The term "gandy dancer," applied to railroad section workers, originated in Europe and was used mainly with reference to the Irish, according to Thomas C. Carroll, president, of the Brotherhood of Maintenance of Way Employees. Railroad track crew men used to work in unison, and they sang while they worked. The rhythmic movements of their bodies while shovelling and stomping, and singing, made it look as though they were dancing.



S. G. Branyan, chief engineer, with chart which shows method of washing cavern out of salt.

This is an important step forward for Anchor and the LPG industry in the east, according to W. A. Baden, president of the petroleum company.

The use of part of the tremendous salt beds underlying more than 200 miles of the Lackawanna Railroad lines is an example of the Lackawanna Land possibilities. The railroad and the Industrial Development department has complete details on other properties available for this purpose, as well as complete information concerning other industrial sites and buildings and their possibilities along its right-of-way.



Attending ceremonies were W. G. White, vice president-operations, Lackawanna; W. A. Baden, president of Anchor; H. C. Schmidt, assistant vice president-traffic, Lackawanna; Fred Shellhorn, vice president, Anchor; B. B. Blair, vice president, Anchor.

# SAFETY LINE

*From This Corner:*

## General Superintendent—M. P. & E.

Safety is many things. It is an approach to our daily working activities; it is something to be talked about and practiced forever at home; it is that which returns us intact to our families each day.

Finally, it is a complete way of life. We cannot live without it. Many people do not realize that safety is a matter of life and death, they do not recognize the deadly broken bones or a broken life. A momentary lack of alertness, an apparently trivial lapse in thinking can lead in a thousand ways to the most serious accident.

We need constant vigilance, and we must keep in our minds always one of the oldest and briefest of safety slogans, and still the best:

**SAFETY FIRST**

-F. T. James

## “SAFETY”

### The Key To Our Future

With 1954 half over we are in the home stretch of our Safety Contest.

After reviewing the Safety Record of our railroad for the first half of 1954, we can but wonder what has happened. We try to think of the many rules and preventive measures that have been incorporated into our daily tasks and then we try to find the answer. The facts are that for the first six months of 1954, we on our railroad have suffered forty-four reportable injuries.

This is not the goal we are aiming for. It is the aim of this railroad to decrease the injuries of its personnel. To help them, in every way possible, to perform their duties Safely. But we can't do it alone. We need the cooperation of every man and woman in our railroad family. They must work Safely both at home and on the job.

At the present time we are enjoying temperatures that call for trips to the shore, picnicking, and outdoor activities. We must forever remember the hazards of hot weather; heat

exhaustion, over exposure to sun, crowded highways, excessive exercising, etc. We must guard against these hazards just as we must guard against our working hazards. We must take all the necessary precautions to keep ourselves free of injury at home, on the highways and at work. We can do this by staying alert at all times, by obeying our traffic laws and also our Safety Rules, by being courteous, considerate and cautious.

Heads-up playing, heads-up working are the keys to a Safe and enjoyable summer season.

*I laugh, I cry,  
I jump with glee  
'Cause my record shows  
I'm injury free.*

## ORCHID OF THE MONTH



Clarence J. Surplus,  
Tobyhanna, Pa.

Clarence J. Surplus points to a safety record of 49 years without a reportable injury . . . because of his continuous interest in safety, the observance of safety rules and the practice of taking action immediately to correct unsafe practices and conditions.

If this formula works for Mr. Surplus, it could work for everyone.

### The Other Fellow's Corner

*The guy who thinks safety is a lot of  
“Red Tape”*

*Usually winds up in a lot of “White  
Tape.”*

Charlie Judd, Dispatcher, Hoboken, N. J.

### Will Phoebe Smile At You?



**Motive Power and  
Equipment Department  
Miscellaneous Department**

**Now Phoebe Smiles and She is gay  
She knows safety's right, it will pay**

# Standing of Respective Divisions and Departments For The First Six Months of 1954

					Casualty Ratio	
					per Million	Manhours
					Worked	Worked
					To Date	To Date, 1953
	Killed	Injured	To Date	Manhours		
				Worked		
				To Date		
TRANSPORTATION DEPARTMENT						
1. Scranton Division .....	0	0	4	1,635,278	2.45	9.29
2. Buffalo Division .....	0	* 2	5	1,188,079	4.21	2.37
3. M&E Division .....	0	4	18	2,425,087	7.42	5.43
4. Marine Department .....	0	0	4	519,130	7.71	6.25
TOTAL .....	0	6	31	5,767,574	5.37	5.96
MOTIVE POWER & EQUIP. DEPT.						
1. Keyser Valley Shops .....	0	0	0	323,040	0.00	0.00
2. Diesel Shops, Scranton .....	0	0	0	289,091	0.00	3.70
3. Car Dept., Buffalo Div.....	0	0	0	270,892	0.00	6.98
4. Master Mechanic, Scranton Div.....	0	0	0	109,242	0.00	0.00
5. Master Mechanic, M&E Div.....	0	0	0	101,971	0.00	0.00
6. Buffalo Division Enginehouses .....	0	0	0	84,007	0.00	0.00
7. Car Dept., M&E Div.....	0	0	1	426,264	2.35	0.00
8. Car Dept., Scranton Div.....	0	0	1	196,460	5.09	8.32
TOTAL .....	0	0	2	1,800,967	1.11	2.37
MAINTENANCE OF WAY & STRUCTURES DEPT.						
1. B&B Dept., M&E Div.....	0	0	0	219,349	0.00	0.00
2. Track Sub.Div. No. 3, Scranton .....	0	0	0	173,004	0.00	0.00
3. Track Sub.Div. No. 6, E. Buffalo .....	0	0	0	149,052	0.00	0.00
4. Track Sub.Div. No. 5, Elmira .....	0	0	0	110,033	0.00	0.00
5. B&B Dept., Scianton Div.....	0	0	0	106,427	0.00	23.34
6. B&B Dept., Buffalo Div.....	0	0	0	76,546	0.00	0.00
7. Track Sub-Div., No. 4, Binghamton .....	0	0	0	67,128	0.00	0.00
8. Track Sub-Div. No. 1, Hoboken .....	0	0	1	183,358	5.45	5.29
9. Track Sub-Div. No. 7, Syracuse.....	0	1	1	148,679	6.73	0.00
10. Elec. & Communications Dept.....	0	0	1	109,409	9.14	0.00
11. Signal Department .....	0	0	2	202,691	9.87	0.00
12. Track Sub-Div. No. 2, Stroudsbng .....	0	0	3	147,438	20.35	0.00
TOTAL .....	0	1	8	1,693,114	4.73	2.67
MISCELLANEOUS DEPARTMENTS						
1. Purchases & Stores Dept.....	0	0	0	104,769	0.00	0.00
2. Property Protection Dept.....	0	0	0	93,029	0.00	0.00
3. Dining Car Department .....	0	0	2	78,003	25.64	0.00
TOTAL .....	0	0	2	275,801	7.25	0.00
H. H. Antrim, Accounting Dept., Scranton .....	0	0	1			
GRAND TOTAL .....	0	7	44	9,537,456	4.61	4.48

\* 1 omitted from previous report.

Reportable Casualties June 1953.....	4
Reportable Casualties June 1954.....	7
Increase .....	3

**A Thought For August: "Watch  
what you do when you do it".**

## EMPLOYEE CASUALTIES GROUP "B" RAILROADS

Based on reports to Interstate Commerce Commission for the First Five (5) Months 1954. (Group "B" only) over 20 and less than 50-Million-man-hours per year.

Rank	Railroad	Man.Hrs.	K	I	1954	1953
1.	Norfolk & W.....	15,590	4	41	2.89	2.92
2.	A. C. L.....	15,475	2	43	2.91	3.88
3.	Tex. & New Orlns.....	14,038	1	47	3.42	2.40
4.	Erie .....	15,309	2	55	3.72	4.54
5.	D. L. & W.....	8,598	0	38	4.42	4.53
6.	Wabash .....	10,646	1	49	4.69	6.40
7.	NYC&StL (W&LE) ...	12,926	1	64	5.03	5.91
8.	StL-SF (In.StLSft) ...	13,672	0	69	5.05	5.19

Rank	Railroad	Man.Hrs.	K	I	1954	1953
9.	Reading .....	11,775	0	62	5.27	5.66
10.	C. R. I. & P.....	16,668	0	91	5.46	6.35
11.	G. M. & O.....	7,930	1	44	5.67	5.13
12.	Boston & Maine .....	9,965	0	59	5.92	6.32
13.	M-K-T .....	7,426	1	45	6.19	3.35
14.	Seaboard A L.....	13,736	0	92	6.69	7.53
15.	NY, NH H.....	15,480	3	189	12.40	6.97

Safety means doing what has to be done in the safest way we know how. There is no reason why we can't win the battle of Accident Prevention if we all recognize and act according to our various responsibilities—if we think safety and act safely.

# At 80-Plus He Has Another Career Going

YOU would think that man of 82 years, who had completed one successful career, would be inclined to settle back and take it easy. But for Delbert J. White, who retired as Lackawanna traveling passenger agent at Chicago at the beginning of 1942—over 12 years ago—it was just the beginning of another career. Mr. White is spending his days practicing law, working out of his office at 30 West Chicago Avenue, Chicago, Ill.

His interest in the legal profession started some 40 years ago, when he was city ticket agent and later city passenger agent for the railroad at Newark. He began to attend night classes at New Jersey Law School, now Rutgers College, at Newark. On March 27, 1917 he was admitted to the bar of the State of New Jersey.

His railroad career and his interest in law continued apace through the years until on June 29, this year, when he was admitted to the bar of the State of New York as attorney and counselor at law. In between these two events Mr. White was admitted to the bar of the State of Illinois.

Delbert White's railroad career started on the Buffalo division on January 1, 1891, as telegraph operator and assistant agent. During the course of the first year he served at several stations on the division moving to Elmira, N. Y., as assistant ticket agent in January 1892. Mr. White remained at Elmira until 1901 when he became telegraph operator and ticket agent at Morristown, N. J. This assignment lasted for two years and in 1903 he was named city ticket agent at Newark. During the next 17 years he successfully served as city passenger agent at Newark and then city ticket agent at the Broadway and 28th Street office in New York City.

He moved west in 1920, becoming traveling passenger agent at Chicago



Delbert J. White

July 15, of that year. He held this position until his retirement January 1, 1942.

He continued his law studies at Chicago and on February 16, 1922, was admitted to the bar of the state of Illinois. The high point of his legal career, however, came ten years later when he was admitted to practice before the United States Supreme Court on October 13, 1932.

Mr. White completed 51 years of service with the Lackawanna Railroad, years that were filled with many interesting experiences. One of his proudest possessions is the gold embossed pass which is inscribed: "Continuous Lackawanna Service For More Than One-Half Century."

One of the high points of his railroad career came in 1900 when he was telegraph operator at Elmira, N. Y. "Phoebe Snow" was extolling the virtues of the sootless and dustless Lackawanna trains. The ubiquitous "Miss Phoebe" and her catchy jingles were the talk of the town. New verses were added every

day, but they were anti-climactic to the first one:

*"Says Phoebe Snow about to go,  
Upon a trip to Buffalo  
'My gown stays white from morn  
till night  
Upon the road of anthracite'."*

Samuel Clemens (Mark Twain), who was living at Elmira then and who always was a fast man with a pencil, got off the train from New York one day and dashed off an endorsement of "Phoebe Snow's" comments in a telegram to his friends in Manhattan. The telegram, which he handed to Mr. White read:

*"Left New York in white duck suit and it's white yet. — Samuel L. Clemens."*

In the early part of this century inspection trips on the railroad were made in a vehicle with the unlikely name of "Comet." This was a one-car unit, about the size of a caboose that had an observation room on the front end. It was pushed by a locomotive.

In those early days, too, wages and hours were not comparable to today's. His salary then was \$40 a month—which was generous for those times. The job required seven days a week and 12 hours a day, or night, as the case might be. Payment was made in gold and silver coins.

Lean 'and spry, Delbert White's today belies his age.

This probably results from the good health he enjoyed during his years. He has the unique achievement of having been ill only once, and this occurred during his service at Chicago. In 1926 while in Minneapolis during a small pox epidemic, he contracted the disease and spent three weeks in a Chicago hospital.

On his next birthday, November 13, he will mark four score and three years . . . but he's much too busy right now for "the rocking chair."





### Three Retirements

Several hundred commuters tarried in the Lackawanna station at Hoboken recently to congratulate Edward Crevling, locomotive engineer, who was retired after 50 years with the railroad.

A large sign wishing him good luck had been fastened on the side of the diesel locomotive operated by Mr. Crevling for the last time. After he climbed down from the cab, the passengers assembled to express their good wishes to the engineer with whom they had ridden regularly since 1946.

John H. Manley, engineer of the Lackawanna's stream liner, The Phoebe Snow, was the host to a hundred friends and relatives, from Scranton to Elmira, July 31. The group accompanied Engineer Manley to Elmira for a reception and dinner in his honor as a farewell on his last trip prior to retirement after 49 years of service. . . . Mr. Manley's guests included fellow members of the Town Club, of Dunmore, Pa., neighbors, other friends and the veteran engineer's family. . . . Mr. Manley has operated The Phoebe Snow westbound since March, 1948. He was employed as locomotive fireman, August 26, 1905, promoted to engineer in January, 1911.



J. H. Manley

When Eric T. Dahlberg, tax agent for the Lackawanna, retired after 53 years of service, he brought to a conclusion a career in real estate tax work that made him one of the most respected men in the business. . . . As an example of the esteem with which Mr. Dahlberg was held, the Special Franchise Tax Hearing held in Albany, N. Y., inserted in the minutes of the proceedings recognition of the fact: ". . . A man of outstanding ability and unquestioned integrity. It has been a pleasure to work with him . . . we very, very much appreciate his cooperation . . . and regret this is his final appearance.'>

Mr. Dahlberg learned telegraphy during his final year in high school at Oxford, N. J., in 1902. That same year he took a job with a station agent at Oxford. The following year he was appointed telegrapher on the Scranton division. . . . In 1900 he went to work for the Pennsylvania as a telegrapher, but returned to the Lackawanna in the Real Estate and Tax Department as deputy tax agent in 1911. He was appointed tax agent about 20 years ago.



Edward Crevling is greeted by President Perry M. Shoemaker on his last run into Hoboken. At right is E. T. Dahlberg, who commuted on Mr. Crevling's train and who also was retiring on that day. At left is Mr. Crevling's brother, Charles, road foreman of engines.

### \$7,000,000 for New Freight Cars to Handle the Business Better

The Lackawanna Railroad took a look at the future recently and decided it looked bright enough to make a seven million dollar investment in 1,000 new freight cars, delivery of which will start in the fall.

Five hundred cars will be built by ACF Industries, at Berwick, Pa., and 500 at Magor Car Corporation, at Clifton, N. J. Both plants are served by the Lackawanna.

The cars will be built for heavy duty service to company specifications, designed to guarantee minimum maintenance, reduce car hire expense and provide maxi-

imum service for many years. They will embody unique features of engineering design while offering shippers an improved percentage of modern equipment of high availability and dependability of transit.

The cars will be equipped with heavy-duty draft gears and high-speed trucks, lined with plywood on heavy steel backing. They will have extra heavy floors and will be equipped with numerous loading anchors. They will be built throughout of copper ng steel, another unique feature of such equipment. Load capacity will be 50 tons.

Stephen Price, stationmaster at Newark, received favorable comments on his "courteous and helpful" performance of duties in a letter written by Mrs. Brooks Reed of Bayside, New York . . . "I had occasion to go to your Newark station to see my son off to camp at Branchville, New Jersey," writes Mrs. Reed. "After he had departed, I asked Mr. Price for further information about a trip I wish to make from New York to Blairstown in a few weeks. Mr. Price took the time to look up trains for me, and even described how to best get to Hoboken from Long Island. He told me about the beautiful ride to Blairstown and the comfort and convenience offered by the Lackawanna. . . . In this day of discourtesy, haste and slap-dash manners, it was a reassuring experience to be served by such an intelligent and capable man."

General Agent Neil Mitts, at Buffalo, won the esteem and friendship of Edward L. Hardeman of the Chemung Canal Trust Company, Elmira, New York. Mr. Mitts made arrangements for Mr. and Mrs. Hardeman's trip to the Rotary International convention in Seattle, Washington . . . "We wish you to know," writes Mr. Hardeman, "that Mr. Mitts was on the job every minute caring for our every need. He did so in a cheerful manner, and no question or duty remained unanswered or undone. He really saw that all the passengers received every courtesy and comfort. It was a real pleasure to have had this trip with him."

James Bellington, Barclay Street ticket agent, was commended for his assistance in connection with a misplaced commutation ticket by Marshall S. Foster of Gammack & Co., New York. "A few weeks ago," writes Mr. Foster, "I purchased my May commutation ticket at your Barclay Street ticket window. I paid for the ticket but left it at the window, not realizing it until a day or so later. Your agent, James Bellington, went to considerable trouble to find me and refund the payment. I had already bought another ticket. I want to express my appreciation of his action and to call it to the attention of his employers."

The Lackawanna made such a favorable impression on N. Konsolus of the Worthington Corporation of Buffalo, New York, that he has promised to spread the railroad's name throughout his native Holland for future travelers to America. Mr. Konsolus is a Dutch engineer and is in this country for study purposes . . . "Your conductor showed me the best seats in the train and carried our heavy suitcases to our seats," writes Mr. Konsolus. "It stands to reason that I came back to Buffalo again on one of your trains and found the same friendly service. Since your company is not as well known in our country as some others, you can be sure that I will tell the American Express in Holland to advise your company in the future. Of course I'll recommend your railroad to my friends and relatives," concluded Mr. Konsolus.

## Retirements . . .

**The following employes have completed their railroad service with the Lackawanna since the last issue of the magazine. May their retirement be long and pleasant.**

Marino, Berardino, 537 Division St., Bangor, Pa.  
 Kwiatkowski, Boleslaw, 223 Brunswick St., Jersey City, N. J.  
 Connelly, James Edward, 168 Harding Rd., Buffalo 20, N. Y.  
 Baker, Martin, 46-1 Colonial Ave., Paterson, N. J.  
 Keller, John William, Box 48, Stanhope, N. J.  
 MacDonald, Byron B., R.D. No. 2, Clarks Summit, Pa.  
 Honegger, Ernest, 212 S. Turnpike Rd., Dalton, Pa.  
 Dalberg, Eric Theodore, R.D., Stanhope, N. J.  
 Kent, William Arthur, 55 Wanamassa Pt. Rd., North Asbury Park, N. J.  
 Creveling, Edward Shafer, R.D. No. 1, Brass Castle Rd., Washington, N. J.  
 Lee, George S., 203 King St., E. Stroudsburg, Pa.  
 Silvestro, Petro Paul, P.O. Box 77, Candor, N. Y.  
 Bilous, Michael, 81 Elm St., Chadwicks,

N. Y.  
 Durning, Helen G., 833 Bloomfield St., Hoboken, N. J.  
 Garcia, Manuel, 129 Perry St., New York, N. Y.  
 Garrison, John H., 427 Dean St., Brooklyn, N. Y.

## Lest We Forget..

**The following employes have passed away. Deepest sympathy to their families and friends.**

Coleman, Francis V., 1417 Academy St., West Scranton, Pa.  
 Eberhardt, Frederick W., High St., Richmond 2, Maine.  
 Fagone, Frank, 651 Eighth St., Lyndhurst 5, N. J.  
 Golden, William F., 1625 Farr St., Scranton, Pa.

Kirby, Reuben R., 58 Paterson St., Paterson, N. J.  
 McGroarty, John J., 365 Warren Ave., Kingston, Pa.  
 Pulcini, Luigi, 108 Walnut St., Binghamton, N. Y.  
 Smith, Lewis, 30 Kenyon St., Clifton, N. J.  
 Hart, John Marlatt, RFD, Califon, N. J.  
 Herlihy, Timothy J., 109 Palisade Ave., Jersey City, N. J.  
 Jennings, John Edward, Box 583, Scranton, Pa.  
 King, Martin E., 2500 Adams Ave., Scranton, Pa.  
 Scrivanich, Antonio N., Route No. 1, Box 2C, Gig Harbor, Wash.  
 Donohue, William J., 317 Webber Pl., Elmira, N. Y.  
 Coghlan, Bernard F., 90 Earley St., Morristown, N. J.  
 Hughes, Charles H., 44 Poplar St., Kingston, Pa.  
 Silvestro, Frank, 334 Sussex St., Harrison, N. J.  
 Jepson, John M., 60 Bowers St., Jersey City, N. J.  
 Danko, Michael, 119 Page St., Kingston, Pa.  
 Maurer, Fred, 501 Second Ave., Lyndhurst, N. J.



Winner Of the coveted "Jonathan M. Wainwright Award" went to Joan Borsuk this year. The award is given to the member of the graduating class of Moses Taylor Hospital School of Nursing "who has retained a high scholastic standing and demonstrated unusual ability in nursing procedures and displayed a kindly understanding of the mental and physical needs of patients." Miss Borsuk resides in Binghamton, NY.

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