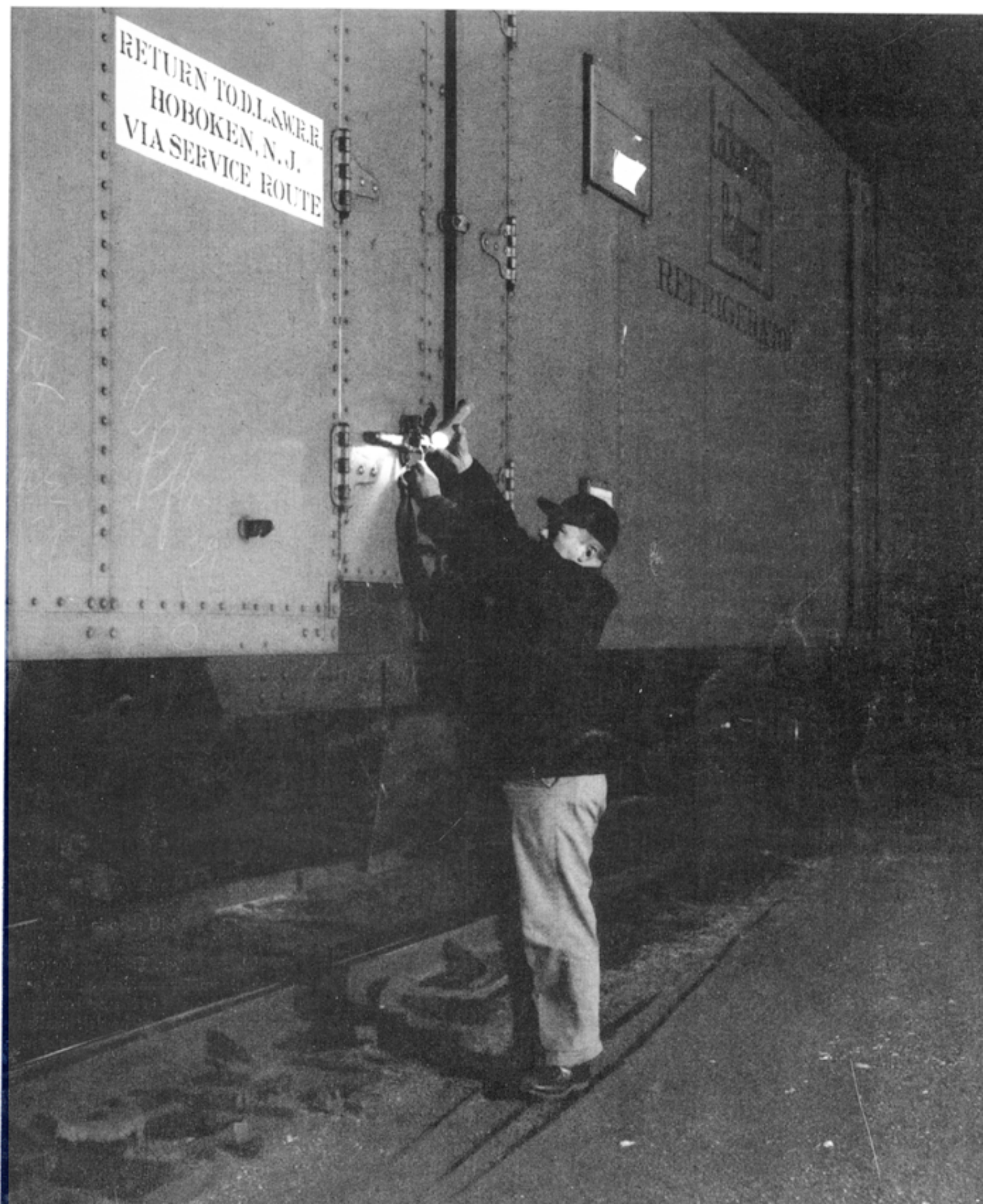


THE Lackawanna

February, 1955

Vol. One

No. Ten





This is one of the modern improvements made to Lackawanna property during 1954. This installation, located adjacent to the MU shop in Hoboken provides for fueling and sanding diesel locomotives. Facilities for servicing steam locomotives, which are beyond the diesel in the background, are being razed since the deiselization of the railroad has been completed,

SUGGESTIONS

OVER the years many improvements in the Lackawanna's service, equipment and practices have resulted from the thoughtful suggestions of Lackawanna people. We offer better transportation to the public because this has been so. The art of transportation is an ever changing one, always susceptible to betterment. I hope it is understood by all that suggestions are welcomed. Some will be practical; others will not. In either event, I hope responsible supervision will never lack appreciation for suggestions sincerely made but, to the contrary, will indicate the gratitude of the management for the interest shown.

Continuing improvement in the quality of transportation we offer the public is a necessary part of building for the future. Better quality service means more friends and more customers. More customers means more business. A high level of business means stability of income. This in turn permits paying our people, paying our debts, giving our stockholders a reasonable income on their investment, and having funds left over for new equipment and property improvements. It is as simple as that.



THE Lackawanna



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On The Cover

Property Protection on the Lackawanna is a 24-hour a day job. One of the important activities of the department is the checking of car seals. Here is Patrolman H. J. Van Winkle checking seals on a carload of bananas in the Westbound Yard at Hoboken. Now turn to page 4.

Property Protection

Quietly, Efficiently They Guard the Railroad Against Thieves and Trespassers

Superintendent E. W. Thomas and Captain G. B. Ward discuss a Property Protection Department report. Captain Ward is in charge of department's operations on Morris and Essex division.



EVERY member of the Lackawanna railroad's Property Protection department takes an oath "to protect lives and property on the railroad." Protecting the millions of passengers and billions of dollars worth of commodities shipped on the railroad every year is its chief responsibility and the purpose of its existence. In upholding their oath and carrying out their duties the Lackawanna property protection men operate with an efficiency so unobtrusive that passengers, shippers and the general public are hardly aware of their operation.

In 1864, when the Lackawanna railroad was protected by the original property protection men, the Coal and Iron Police, the organization and knowledge of their duties varied so

much that it took more than 300 men to guard the property. Today, through the use of the latest police organization and crime detection methods, and working hand-in-hand with federal, state and municipal police, the Property Protection department protects the railroad with a force of 79 men.

An Impressive Record

Superintendent of Property Protection, Edward W. Thomas, heads the department and is assisted by three division captains, Gerald B. Ward at Hoboken; John M. Astfalk at Scranton, and W. E. Zimmerman at Buffalo. The department is further strengthened by six lieutenants, seven sergeants and fifty-three patrolmen stationed at various locations on the

railroad. The work ranges from doing traffic duty at Hoboken to checking car seals in Hampton, Taylor or the East Buffalo yards, promoting safety among youngsters throughout the railroad and making investigations of all kinds.

Because the department is hardly ever brought before the public's eye, few people know of it and of its work. Few know that in 1953 the property protection men prevented more than 3,000 persons from the possibility of injury by preventing them from loitering on railroad property; that their excellent handling of the juvenile problem has merited them commendations from both municipal law enforcement agencies and the parents of the children involved; that they recov-

ered and returned to the owners more than \$5,000 in cash along with almost countless wallets, pocket books, cameras, jewelry and other valuable articles lost on trains, ferry boats and in stations.

An impressive record such as this results from the training given Lackawanna Railroad Property Protection men. This training enables them to deal with any incident that may arise. It is generally considered to require about ten years to train a property protection man to a point where he is able **to** act independently and correctly in any given situation.

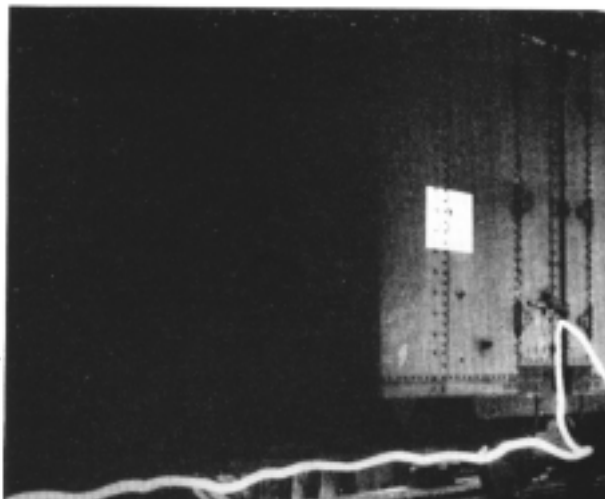
Actual training is not received through class room work, although the Protective Section, Association of American Railroads, has established a railroad property protection academy and has set a training program for the future. Lackawanna training is acquired through practical on-the-job experience.

Training Schedule

After a probationary period of duty with an experienced officer and a careful personal investigation, the new recruit is granted a special police commission signed by and with the authority of the governor of the state in which he will work. This special commission grants him police authority throughout the entire state.

The new property protection man is

Patrolman Van Winkle's flashlight made this string of light as he inspected car seals in Hoboken yard.



Juvenile Delinquency

Juvenile Delinquency is one of the most serious problems confronting law enforcement officers today. One of the principal causes of it is parental negligence.

No one knows all the causal factors of Juvenile Delinquency but I believe that our problem today is not one of Juvenile Delinquency, but rather one of parental delinquency. There is no greater deterrent to Juvenile Delinquency than a good, wholesome American home with parents who are willing to subordinate their own personal desires to the healthy growth of their children. Being a good parent today is one of the biggest jobs in the world. The responsibilities of today's parents require the utmost resourcefulness and patience.

In most cases it is the training that the child receives during the early formative years that determines his personality and character throughout life.—E. W. Thomas, Superintendent, Property Protection Department.

then assigned to a division on the Lackawanna. He learns how to inspect trains, check car seals, and check fire and safety hazards. Because of the variety of his work he learns the duties of almost every craft employed by the railroad. He learns to recognize a train brakeman or switchman from a trespasser. He develops an awareness and working knowledge of the federal, state and city laws in the territory through which the railroad operates.

His off-railroad property investigations, during the course of his duties, might make him an authority on such careers as merchandising, food distribution, scrap collection and the lumber business—as it has for some members of the department. He also learns

to talk to a lawyer in legal terms.

The duties of a railroad policeman are as varied as his abilities must be. He protects the property of the railroad; he guards freight, express, baggage and mail from theft, loss or damage; he protects passengers against gamblers, pickpockets and thieves; he quells any disturbances that may arise on company property; he conducts investigations of people and problems as required by management; and he preserves order on the railroad's premises and on trains.

Police Authority

Though every Lackawanna railroad property protection man is vested by law with certain authority, it must be



The Case Of "The Wealthy Junk Dealer"



Captain W. E. Zimmerman, at Buffalo, cautions children of the danger when playing on railroad property.

exercised with great caution. The property protection men must know thoroughly the ordinances and general laws of the municipalities, as well as the statutes of the individual states, in which the railroad operates. A mistaken arrest by a Lackawanna property protection man, acting in the line of duty, could result in a suit for false

arrest by the offended party, involving the railroad in public embarrassment and loss of money.

The Lackawanna property protection department is operated along the same lines as municipal police departments. The railroad property protection man has the same authority as the civil police officer but his right to it comes from the state governor. The Lackawanna property protection men constantly work together with the state and local police officers and frequently with the Federal Bureau of Investigation. Since many of the railroad cases involve interstate commerce, the F.B.I. is authorized to conduct an investigation but, invariably, the railroad policeman has done much of the ground work.

A number of Lackawanna railroad cases have been solved by the teamwork of the railroad's Property Protection Department and Federal agents. However, the occasions in which railroad property protection men are called to act with civil authorities are varied according to the offenses committed.

The Lackawanna property protection man has much more to do than to apprehend a trespasser on railroad

property and admonish him. He usually investigates *to* find out if anything has been stolen. If a theft has been committed or property damaged, he must get the facts and then double-check them to eliminate the possibility of error. During his investigations he attempts to find out if the offender has an outlet for the stolen goods. He then goes after the receiver, as well. As Superintendent Thomas explains, experience has proved that "when you get the receiver you can crack a case every time."

"Wealthy Junk Dealer"

One particular instance, which the Property Protection Department refers to as "the case of the wealthy junk dealer", Superintendent Thomas proved his philosophy. It was in this case, also, where the efficiency of the department was shown to its best advantage.

The Lackawanna was being plagued by a gang of juvenile thieves who were stealing equipment from the cars and selling it as junk. Superintendent Thomas then an inspector, and Lieutenant William D. Hape, both located at Scranton, caught some of the boys in the act of stealing. They readily



Patrolman Fred W. Englert in passenger station at Buffalo, keeps a careful eye on passengers' baggage.



Here are some of weapons taken away from trespassers. John J. Kelley, chief clerk, looks over air rifle.

er” . . . And the Dover “Daredevils”

confessed and gave the name of the receiver. So much incriminating evidence was found that this “Fagin” was sent to jail. That brought an end, for a long time, to thefts of Lackawanna Railroad property.

Peril and discomfort are often the railroad policeman's lot, too. In another case two men nearly froze to death while tracking down meat thieves in the yards near Scranton. In below zero temperature and through a heavy snow they followed a gang that had looted a refrigerator car. The trail led to a cabin in the woods. With guns drawn the Lackawanna property protection men kicked open the door and caught the thieves by surprise. They made the arrest without a struggle.

One of the problems of the department is the curbing of pilfering. Though it involves only small items, usually not bulky, and which can be tucked away in a coat or jacket, the total financial loss to the railroads would stagger the imagination.

Probably the greatest problem confronting the railroad Property Protection Departments and every law enforcement agency today, is juvenile delinquency. Roving bands of destruc-

tion-bent juveniles are responsible for more than 50 per cent of the crimes committed against the railroads. Among their favorite “amusements” are throwing stones at passenger trains, knocking out locomotive headlights, breaking station windows and even placing obstructions on the tracks in hope of a derailment.

It is hard to believe, but the Lackawanna Property Protection Department has a big headache with the 10- and 14-year old group. One particular group operated on the tracks west of the Dover station. They called themselves the “Daredevils” and only the “bravest” could belong to it. The “bravest” was the last of a group to jump from the tracks while running ahead of a fast moving train.

The Lackawanna Property Protection Department believes in action and getting to the source. To promote safety among juveniles they visit schools along the line and discuss with the children the hazards of playing on railroad property. They give talks, show movies and distribute literature. To impress the message on the youngsters the Lackawanna man reads aloud from his pamphlet while the children follow, reading aloud, from their copy.



Captain John M. Astfalk and Patrolman George J. Murdock on station platform at Scranton.

The Lackawanna Railroad Property Protection Department also can boast about its own particular accomplishments in the field of safety. For the past three years the department has been awarded a plaque indicating their accident-free record. These safety laurels are a tribute to the fellows who “practice what they preach.”



Patrolman Wm. Mulholland files a complaint at Hoboken police headquarters with Sergeant Daniel Kieley.



New employees sometimes are fingerprinted by John A. Kniskern, desk patrolman.

SCRAPBOOK

Thirty Minutes Of Railroading

Thirty minutes is a brief period.

But it can encompass an enormous amount of activity in transportation.

Consider what the railroads do in thirty minutes.

In the next half-hour—and in any other average half-hour of any day—some 600 freight and passenger trains will start on their runs somewhere in the United States, and another 600 will pull into terminals, their runs completed.

The transportation output of freight trains in this 30-minute period will be the equivalent of hauling a ton of freight more than 34,500,000 miles.

When quantities moved and distances involved are measured, it is found that the railroads are responsible for more commercial intercity freight hauling than all other forms of transport rolled into one.

In the same half hour, passenger trains will produce transportation

equivalent to carrying 1,807,000 persons one mile, and they will handle more than 85 per cent of all non-local United States mail.

It costs a lot of money to run anything as big, complex and extensive as our railroads.

During these brief thirty minutes the railroads will pour into the bloodstream of the nation's economy more than \$304,000 in wages to their employes and \$110,000 in purchases of fuel, materials and supplies.

And the treasuries of the national, state and local governments will be fattened by more than \$67,600 in railroad taxes. The foregoing refers to Class I railroads only.

And, remember, that happens in just half an hour—and it happens each and every half hour—or 48 times every day.

These facts illustrate the tremendous importance of our railroads.

TRAIN ROBBERY

The recent discovery of a bag containing 3,700 Lincoln-head pennies in a wooded area near Lewistown, Pennsylvania, created no little excitement among the townspeople as well as railroad police when it was established that the bag was a part of the "loot" taken 45 years ago by a band of desperadoes who dynamited to a stop and robbed a Pennsylvania Railroad train. The bandits made away with \$65 in newly minted Lincoln-head pennies and overlooked a million dollars in gold bullion.

HOT BOX!

The trainman heard the music of the car wheels humming low,
With his head stuck out the window of the upstairs "cupolo,"
And he heard the merry warble of the birds up in the trees,
Smelled the fragrance of the flowers borne upon the balmy breeze,
All the world was looking lovely, and his heart with rapture swelled
Till he heard the hot box squealing and the burning dope he smelled.
He forgot the fragrant flowers and forgot the birdie's song,
When he dug down in the locker for a brass ten inches long;
All the world turned dark and dreary and his heart felt just like lead,
As he gathered up the outfit, put the brass upon his head.
'Round his neck he hung the bucket that was filled with greasy dope,
In each hand a pail of water, in his mouth a cake of soap,
Then he lifted up and balanced the jack block upon his nose,
Deftly gathered up the jack bar, carried that between his toes,
Put the jack down in his pocket, on his ear he hung the hook.
The conductor carried what was left—the pencil and the book!

-Delaware & Hudson Company Bulletin

FIFTY years ago last month the Lackawanna's Keyser Valley Shops, at Scranton, Pennsylvania, opened its doors—in a figurative sense—and at the same time not only created a stir in the city's industrial system, but also became one of the important factors in the growth of Scranton.

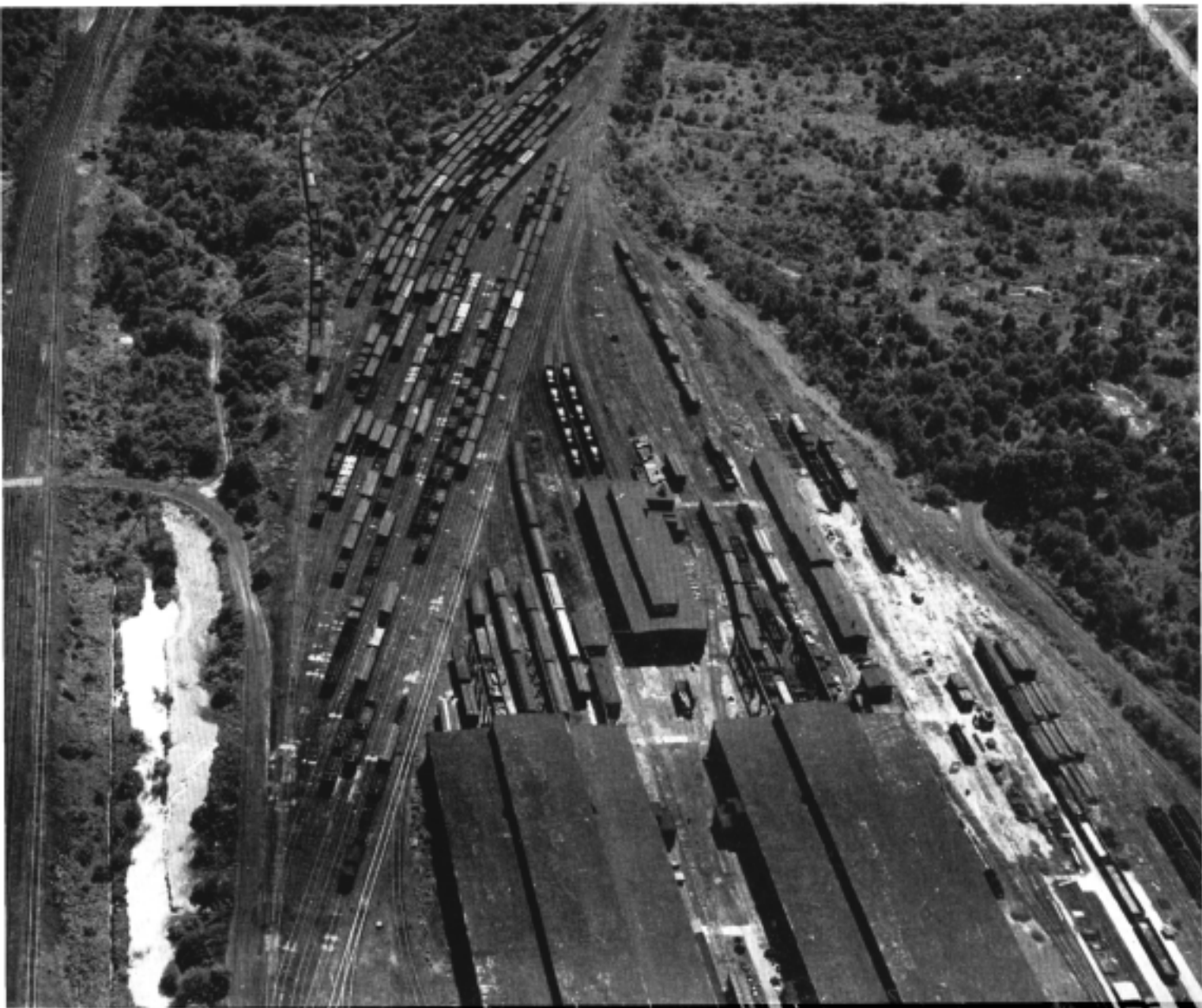
The mighty shops, regarded as among the best in the nation, gave employment to hundreds of men who either crossed the fields from their homes or rode the company train to the West Scranton area to go to work. Operations generally at the shops began in January 1905, although the powerhouse and a few other facilities had begun operations some time earlier in preparation of the opening.

At the time the Keyser Valley shops were opened the railroad's original car shops on South Washington Avenue were closed. These shops had been built in 1856, just five years after the first train had rolled eastward on the old Leggett's Gap Railroad, predecessor of the present Lackawanna System.

Many of the more than 300 machinists, carpenters and others employed at the shops built homes near their work and were responsible in a large measure for the shift in population to the Tripps Park and Keyser Valley sections of the city of Scranton.

For those who preferred to remain in other sections of the city, the railroad provided a company train which operated between South Washington Avenue and the shops.

The Keyser Valley shops are located on 83 acres of land and have track space for 600 cars. They originally were erected for the rebuilding and repairing of freight cars. However, heavy and general repairs have been extended in recent years to passenger cars, including the MU equipment which operates in the New Jersey suburban service. The shops include five main buildings, the floor space of which covers some five acres. Considerable space is to the storage



Here is an air view of the Lackawanna's big Keyser Valley Shops at Scranton.

FIFTY YEARS AT KEYSER VALLEY

of steel plates and other structural materials, trucks, wheels, axles, forgings, lumber and the great variety of other materials required in the construction and repair of railroad cars.

Because of the modern and efficient tools and machines, with which the shops are equipped, quantities of parts and materials for use at other locations on the railroad are manufactured at Keyser Valley. A reclamation unit at the shops salvages equipment and materials, and assembles scrap.

Presently the shops employ about 350 men, and last year made general

and heavy repairs to 2,700 freight cars and 29 passenger train cars. Here also was built the Lackawanna's new modern all-steel caboose cars, regarded among the best such equipment on any railroad today.

For the past 50 years Keyser Valley Shops and its efficient forces have made a major contribution to the Lackawanna Railroad. The symbol "KV" on a railroad car has been the sign of excellence for half a century. And for 50 years Keyser Valley has been important to the industrial economic life of Scranton.

HEALTH AND WELFARE

A New Insurance Program For Members of 13 Non-Operating Brotherhoods Begins This Month

RAILROAD employees who are represented by 13 non-operating brotherhoods this month will begin contributing to, and will be covered, by a new Health and Welfare Insurance Policy, which was part of the General Agreement signed August 21, 1954, by the railroads and the Non-Operating Railway Labor Organizations. Some seven thousand employees of the Lackawanna Railroad will be insured under this program.

Under the terms of the group policy, those employees who are represented by the 13 non-operating brotherhoods will contribute \$3.40 a month, beginning in February, 1955. The company will match this with \$3.40 a month, and the insurance will be in force effective March 1, 1955. It is estimated the cost to the Lackawanna Railroad will exceed one quarter million dollars a year.

The employee's payment for the insurance will be an automatic payroll deduction.

At the present time, the insurance covers only the employee. Additional coverage for the family of the employee is being explored and it will be announced later when it has been worked out. Whether or not the Blue Cross Plans, which some employees covered by this new health and welfare agreement now carry, will be continued has not yet been decided. That decision will be made by Blue Cross and will be a policy of that organization, and not the Lackawanna Railroad.

There are 15 non-operating railway labor organizations representing those employees on the railroads who are parties to the general agreement; however, two of these are not participating in the health and welfare section of this general agreement signed last August.

Those who are parties to the health and welfare memorandum are: International Association of Machinists; International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America; International Brother-

hood of Blacksmiths, Drop Forgers and Helpers; Sheet Metal Workers International Association; International Brotherhood of Electrical Workers; Brotherhood of Railway Carmen of America; International Brotherhood of Firemen, Oilers, Helpers, Roundhouse and Railway Shop Laborers; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; Brotherhood of Maintenance of Way Employees; The Order of Railroad Telegraphers; Brotherhood of Railroad Signalmen of America; National Marine Engineers Beneficial Association, and International Longshoremen's Association.

Not participating in the health and welfare section of the general agreement are the Hotel and Restaurant Employees and Bartenders International Union and the International Organization of Masters, Mates and Pilots, Inc.

Employees who will be covered by this insurance must have at least 60 calendar days of service with the railroad prior to the effective date of the insurance. New employees will be covered after they have had at least 60 days of service and providing they are members of any one of the 13 participating brotherhoods.

Generally speaking, the insurance, which is being written by the Travelers Insurance Company, of Hartford, Conn. is similar to most "health and accident" or "hospitalization" plans. In addition to the usual benefits provided by this type of insurance there also is a Poliomyelitis (infantile paralysis) Expense benefit, with a maximum of \$5,000.

A pamphlet is being prepared by the Travelers Insurance Company and will be distributed when available to all employees who will be covered by this insurance. It will describe in as much detail as possible the operation of the insurance program and the benefits.

Here are five of the first ten new box cars to be delivered to the Lackawanna this year.



The First Of One Thousand

Lackawanna's New "Cadillac Of Box Cars" Are Going Into Service To Provide Superior Transportation, Longer Life

THE Lackawanna Railroad received last month from Magor Car Corporation, Clifton, N. J., the first ten box cars of its order for one thousand such cars, placed last summer with Magor and ACF Industries. Each builder is constructing five hundred cars for the Lackawanna.

ACF's share of the order is being built at its Berwick, Pa., plant, and delivery of those cars began later in January.

Described as the "Cadillac of Box Cars," they were designed both for superior transportation service and much longer life than conventional equipment. They are being built of copper bearing steel, an unusual feature, with high-capacity draft gears and high-speed trucks. They are lined inside with plywood on heavy steel backing. The floors are of extra thickness and protected at the doorways with heavy steel plates. Lading strap anchors in the sides of the cars will permit easier bracing of freight and

will insure stability of loading and damage-free delivery of lading.

The load capacity of the boxcars is fifty tons, with inside area of 3,879 cubic feet; 40 feet, 6 inches long; 10 feet, 5-3/8 inches high; 9 feet, 2 inches wide and side doors 8 feet wide.

These box cars ordered by the Lackawanna, in the summer of 1954, comprised one of the larger purchases of such cars by an American railroad last year. Including the Lackawanna's order, the total number of box cars bought last year by all railroads was 9,846 units.

Upon completion of the current box car order, the Lackawanna will have in service about 7,500 such cars, used primarily to transport manufactured articles, food stuffs and other high-rated commodities.

Lackawanna has been, for several years, among the leaders of American railroads in the high percentage of serviceable freight equipment of all classes being used in day-to-day op-

eration. It is expected that these new box cars will further enhance that record.

Car 54500. . .

. . . Was among the first ten to be delivered to the Lackawanna last month and almost immediately went into service. A railroad box car has a busy life; see just how busy it is, watch for the "Life and Times of Car 54500" in a future issue of the magazine.





WITH optimism born of the brighter outlook for business generally in 1955, President Perry M. Shoemaker set the goals for the Lackawanna at the railroad's annual general staff meeting, held late in December at the Waldorf-Astoria hotel in New York City. The meeting was attended by 91 officials of the railroad, including two members of the Board of Managers.

*It is expected that the railroad will continue its important maintenance of way projects, including the laying of some 22 miles of new rail, and the maintenance of equipment on the same high level as in preceding years, the president continued. Other goals

for 1955 are a greater dependability of car movement, an improved on-time record and a substantially better safety record.

The steadily increasing cost of doing business facing the Lackawanna in 1955 requires that substantially more business be handled, the president pointed out. The determination of the company to pay off the Morris and Essex Construction bonds upon maturity late in 1955, and the need and desirability of paying the stockholders an adequate return in the

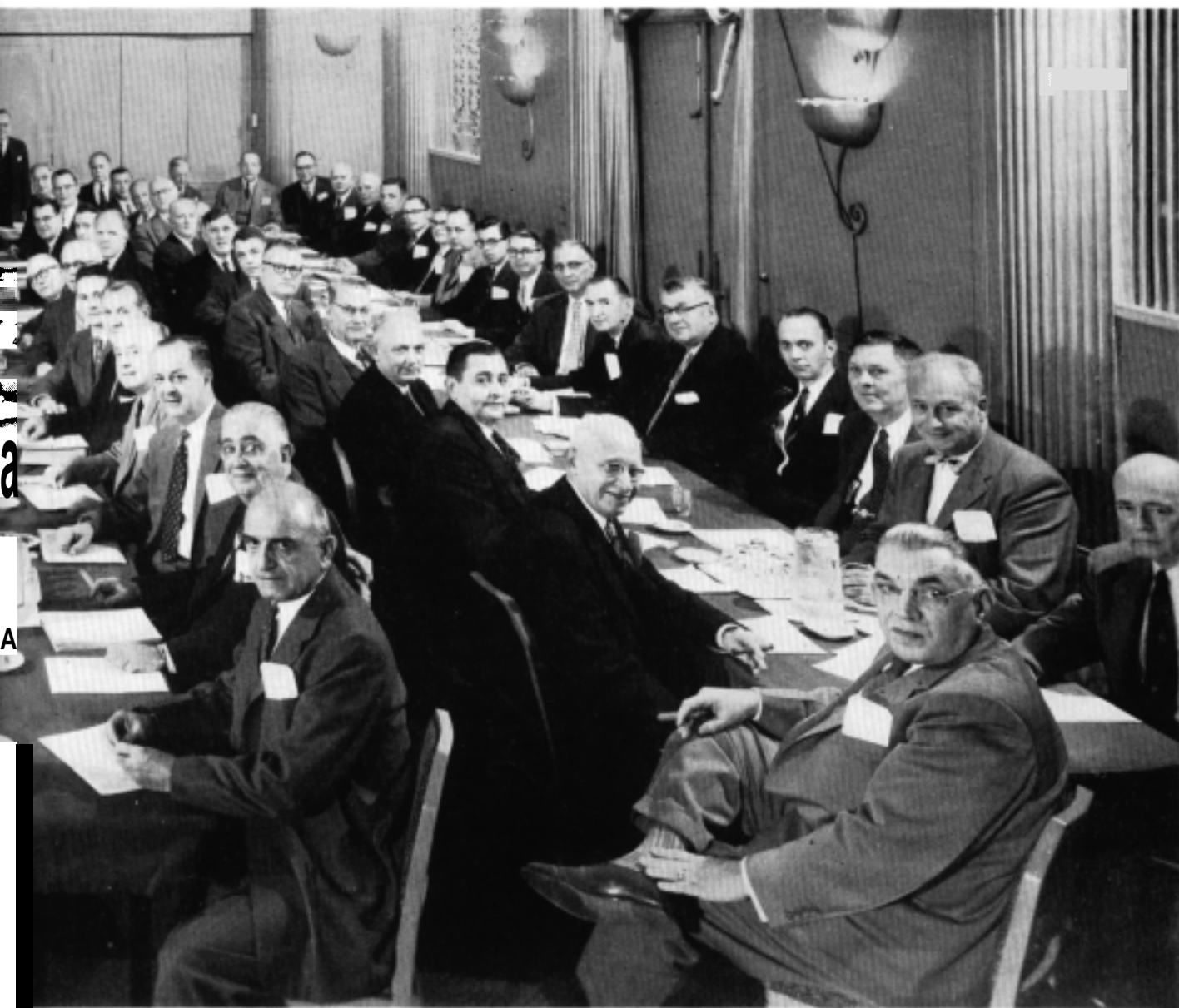
GENERAL STA

Railroad Holds One-Day Sees Better Business, Im

form of dividends on their investment, are of utmost importance, Mr. Shoemaker asserted.

The retirement of the Morris and Essex Construction bonds will relieve the company of a financial obligation which has had a depressing effect upon the railroad's ability to adequately compensate its stockholders.

In discussing the year 1954, Mr.



FF MEETING

Session In New York; Service In 1955

Shoemaker outlined the accomplishments of the railroad. The dividend for stockholders, he said, was raised from 50 cents a share to 75 cents a share. Among the other mileposts during the year was the installation of freight train radio; 10,000 tons of new rail laid, the delivery of 10 new all-steel barges, the continued work in mechanizing the Revenue Accounting

and Car Accounting departments, the location of 30 new industries along the railroad, and the inauguration of "piggyback" service.

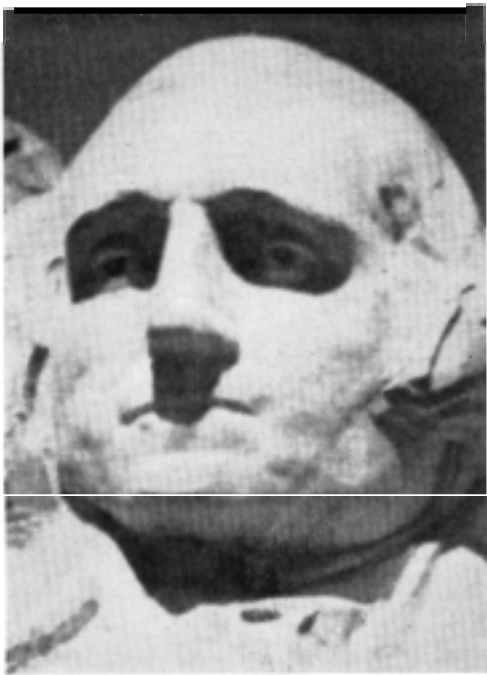
More than three million dollars was spent last year on additions and betterments to the railroad, the president said.

Heads of the several departments of the railroad discussed the past year's accomplishments and the programs for 1955.

C. F. Farmer, vice president-traffic, forecast an increase in business

for 1955. W. G. White, vice president—operations, and his department have programmed improved service and performance, and more friendliness and courtesy. Other speakers included R. L. Davis, Jr., vice president and general counsel; J. G. Enderlin, secretary and treasurer; G. A. Phillips, chief engineer; P. D. Jonas, comptroller; C. F. Bayer, manager of purchases and stores; F. H. Cogan, superintendent of the Marine department.

Guests at the meeting included J. R. Staley, vice president of Quaker Oats Company, who spoke to the group following luncheon, and Roy C. Gasser and Robert G. Fuller, members of the Board of Managers.



PREFACERS TO

George Washington Once Proposed A Canal System That Became A Railroad

America. It was addressed to the governor of Virginia, Benjamin Harrison.

The letter stressed the need for communication with the West. It was at once a vision of commerce and of transportation for America . . . and then proposed a canal system between Chesapeake Bay and the Ohio River, outlining a plan by which the project could be achieved.

The answer to the letter was action by the Virginia Assembly which organized the James River Company and named George Washington as its president. But before the canal system could be finished, the railroads came onto the scene and Washington's dream of communication with the West was coming closer and faster to fruition.

The canal system, by a curious turn of events, became the present Chesapeake and Ohio Railroad. The legislature of Virginia and West Virginia, in 1867, passed acts for the completion of a railroad line or lines over virtually the same territory as the canal system, and decreed that it "should be known as the Chesapeake and Ohio Railroad Company."

George Washington's James River Company canal became the right-of-way for the railroad when the Buchanan and Clifton Forge Railroad laid rails alongside it. The Buchanan and Clifton Forge Railroad was absorbed by the Chesapeake and Ohio in 1889.

Abraham Lincoln's connection with the railroad industry was considerably more direct than Washington's. Throughout his life Lincoln was an admirer of the railroads and rode them as often as possible. As president of the United States he signed the bill July 1, 1862, which authorized the first transcontinental railroad.

But Lincoln is best remembered as a lawyer for the rail-

IN the month of February we pay tribute to two of our greatest presidents, men whose vision and work for America far outshines their contemporaries. These two men, George Washington and Abraham Lincoln, are hailed for many things, but few regard them as railroaders or having railroad connections.

In Washington's time, of course, there were no railroads, but he did have dreams of transportation. His visions were of canals, which later virtually were to become railroads.

Young Washington prepared himself early for a career as a surveyor at the advice of a bachelor cousin, Lord Fairfax. His proficiency as a surveyor was both obvious and rapid, and in 1748 Washington became part of a survey party sent out to make reports on a large tract of land owned by Lord Fairfax over the Blue Ridge mountains in what is now West Virginia. This was Washington's first taste of the West and he saw great possibilities there.

For the next three years he continued to work as a surveyor, winning a reputation for neatness and accuracy. During that time and the years that followed he never lost his visions of the great potential of the West, as he saw it.

On October 10, 1784, not long after he had returned to Mount Vernon, he sat down and wrote a letter that was one of the important early programs for transportation in

Illustrations on this page are sections of the famed Mount Rushmore Memorial, sculptured on the top of a mountain in the Black Hills of South Dakota. The memorial contains the likenesses of George Washington, Thomas Jefferson, Theodore Roosevelt and Abraham Lincoln. —Photocourtesy of the Chicago and North Western Railway System.

TRANSPORTATION

Abraham Lincoln Was An Inveterate Traveler And Defender of the Rails

roads, principally the Illinois Central. And thereby hangs a tale widely known but with several variations. As a matter of fact, he represented the Illinois Central as sort of second choice in one instance, after the opposition had failed to reply to his offer.

Under the terms of the charter granted the Illinois Central railroad, the company was to pay to the state of Illinois each year five per cent of its gross revenues. In return its property was exempted from taxation for six years. This arrangement was to be succeeded at that time by another system of taxation for state purposes.

During the first year of construction rails were laid from the Illinois river to Bloomington by May 1853. In August, the same year, McLean county assessed the railroad for its property within the county. The railroad objected and brought suit to halt the collection. Champaign county also was considering a similar tax.

The railroad first sought the services of Lincoln, but he felt an obligation to a friend and wrote him suggesting the two counties get together and at the same time suggested the counties had first claim on his services. Neither county accepted the offer and he notified the railroad that he was available. In due course the Illinois Central retained him and in 1854 the case was brought before the McLean County Circuit Court.

The case was decided against the railroad and an appeal was taken to the Supreme Court. In 1856 the court decided in favor of the railroad.

It is then reported that Lincoln tendered the Illinois Central a bill for \$2,000 in addition to the retainer fee. Later he raised the fee to \$5,000. A year passed and Lincoln finally brought suit against the company. There were discussions back and forth between the railroad company and Lincoln, but to no avail. The case came up on June 18, 1857, in the McLean court. No one appeared for the railroad and the judgment was rendered in default. Later that afternoon, however, John M. Douglass, general



counsel of the railroad, appeared and asked that the judgment be set aside.

When the case was called again, Lincoln read statements by six lawyers who maintained the \$5,000 fee was reasonable. Lincoln already had been paid his \$200 retainer fee, and the judgement was handed down in Lincoln's favor for \$4,800.

The panic of 1857 struck a month later, and in all probability, if Lincoln had not collected his fee when he did, he might not have received it for a considerable time.

Lincoln represented the Illinois Central in other cases, and on one occasion worked for the Rock Island Railroad.

Lincoln was a politician and an effective speaker, but he never was learned in the law. In trying a case he preferred to carry it straight to the jury on questions of right and wrong. This was the trait on which his life was built and for which he is best remembered.

That wasn't all of the Lincolns in railroading. Abraham Lincoln's eldest son, Robert Todd, was associated with the Pullman Palace Car Company, in Chicago, as legal advisor and finally its president.

It is said of the two men, Washington and Lincoln . . . Washington is respected . . . Lincoln is beloved.

HERE ARE THE CHAMPIONS

1954 SAFETY CONTEST WINNERS

Our MP&E forces, under the leadership of Mr. F. T. James, General Superintendent, MP&E, Department, are the proud winners of the President's Departmental Safety Trophy for the year 1954.

President's Trophy — System

F. T. JAMES, General Superintendent MP&E Department

Transportation:

F. H. COGAN, Superintendent Marine Department

M. P. & E.:

G. F. BACHMAN, Superintendent Diesel Operation

M. of W. & S.:

A. H. HENCKEL, Division Engineer, M. & E. Division

Miscellaneous Departments :

E. W. THOMAS, Superintendent Property Protection

Switching Terminals :

G. B. ALLEN, Yardmaster, Utica, N.Y.

Metropolitan District

Freight :

E. A. RYAN, Agent, Pier 13, N.Y.

On Line Freight, Group "A"

M. V. PLUM, Stationmaster, Hoboken, N.J.

On Line Freight, Group "B":

J. H. SIMRELL, Ticket Agent, Binghamton, N.Y.

On Line Freight, Group "C" :

G. T. YOUNGS, Agent, 25th Street, Brooklyn, N.Y.

Baggage Departments :

S. C. PRICE, Stationmaster, Newark, N.J.

Car Department, Group "A":

C. N. BECKENDORF, JR., General Foreman, E. Buffalo, N.Y.

Car Department, Group "B" :

B. J. WEISMER, Foreman, Secaucus, N.J.

Enginehouses, Group "A" :

J. A. KRON, General Foreman, Hoboken, N.J.

Enginehouses, Group "B" :

W. H. EDDY, Foreman, Syracuse, N.Y.

CONTESTANTS WITH PERFECT SAFETY RECORDS IN '54

E. J. Elston, Rdm., Elmira, N.Y.
J. H. Schoonover, Div. Engr., Scranton, Pa.
D. R. Grimes, Rdm., Binghamton, N.Y.
F. Martin, Div. Engr., Buffalo, N.Y.
T. J. Wallace, Rdm., Port Morris, N.J.
T. E. Dunn, Mas. Mech., Hoboken, N.J.
C. F. Klein, Gen'l Fore., Buffalo, N.Y.
C. F. Savercool, Agt., Scranton, Pa.
H. A. Carey, Agt., Col. St., Buffalo, N.Y.
M. Reichlmayr, Fore., E. Buffalo, N.Y.
L. R. Walker, Agt., Syracuse, N.Y.
J. H. Simrell, Agt., Binghamton, N.Y.
F. A. Cappock, Agt., Newark, N.J.
D. C. Albertson, Agt., Elmira, N.Y.
G. B. Allen, Agt., Utica, N.Y.
E. Spicer, Agt., Cortland, N.Y.
W. C. Petzke, Fore., Elmira, N.Y.

E. W. Courtney, Fore., Port Morris, N.J.
J. S. McFarland, Fore., Syracuse, N.Y.
T. S. Gough, Bagg. Agt., Elmira, N. Y.
C. Terboss, Bagg. Agt., Stroudsburg, Pa.
R. B. Grimes, Ticket Agt., Scranton, Pa.
H. E. Goff, Bagg. Agt., Syracuse, N.Y.
J. Hofmeister, Gen'l. Fore., Scranton, Pa.
W. O'Donnell, Fore., Port Morris, N.J.
E. F. Maloney, Fore., Binghamton, N.Y.
W. B. Dunning, Fore., Elmira, N.Y.
J. J. Sullivan, Fore., Kingston, Pa.
C. R. Smith, Fore., Bangor, Pa.
F. B. MacArthur, Fore., Utica, N.Y.
J. J. Kane, Fore., Groveland, N.Y.
F. S. Scanlon, Agt., Stroudsburg, Pa.
J. F. Cunningham, Fore., Hoboken MU Shed

Standing of Our Respective Divisions and Departments For The Year 1954

	December		Total	Manhours	Casualty Ratio	
	Killed	Injured	Casualties	Worked	per Million	Manhours
			1954	To Date	Worked	Worked
					To Date	To Date, 1953
<u>TRANSPORTATION DEPARTMENT</u>						
1. Marine Department	0	0	5	1,053,427	4.75	5.73
2. Buffalo Division	0	5	16	2,448,307	6.54	2.36
3. Scranton Division	0	*5	24	3,373,386	7.11	8.29
4. M&E Division	0	x12	50	5,106,579	9.79	4.45
TOTAL	0	22	95	11,981,699	7.93	5.23
<u>MOTIVE POWER & EQUIP. DEPT.</u>						
1. Diesel Shops, Scranton	0	0	0	589,455	0.00	3.58
2. Car Department, Buffalo Div.....	0	0	0	516,724	0.00	3.43
3. Master Mechanic, M&E Div.....	0	0	0	205,297	0.00	4.09
4. Master Mechanic, Buffalo Div.....	0	0	0	164,135	0.00	0.00
5. Keyser Valley Shops	0	1	2	616,214	3.25	0.00
6. Car Department, M&E Div.....	0	0	4	865,320	4.62	2.24
7. Master Mechanic, Scranton Div.....	0	0	1	214,217	4.67	7.45
8. Car Department, Scranton Div.....	0	1	6	406,200	14.77	8.09
TOTAL	0	2	13	3,577,562	3.63	3.13
<u>MAINTENANCE OF WAY & STRUCTURES DEPT.</u>						
1. B&B Dept., M&E Div.....	0	0	0	417,618	0.00	0.00
2. B&B Dept., Scranton Div.....	0	0	0	198,759	0.00	12.00
3. Track Sub.Div. No. 4, Binghamton	0	0	0	168,149	0.00	5.22
4. B&B Dept., Buffalo Div.....	0	0	0	164,259	0.00	0.00
5. Track Sub.Div. No. 2a, Port Morris	0	0	0	100,680	0.00	0.00
6. Track Sub.Div. No. 1, Hoboken	0	0	1	367,707	2.72	5.32
7. Track Sub.Div. No. 6, E. Buffalo	0	0	1	282,182	3.54	0.00
8. Track Sub.Div. No. 5, Elmira	0	1	1	215,711	4.64	0.00
9. Signal Dept.....	0	0	2	398,710	5.02	2.36
10. Track Sub.Div. No. 3, Scranton	0	0	2	351,011	5.70	0.00
11. Track Sub.Div. No. 7, Syracuse	0	0	3	297,579	10.08	3.05
12. Elec. & Communications Dept.....	0	0	3	221,986	13.51	4.36
13. Track Sub.Div. No. 2, Stroudsburg	0	0	4	241,365	16.57	2.69
TOTAL	0	1	17	3,335,104	5.10	2.85
<u>MISCELLANEOUS DEPARTMENTS</u>						
1. Property Protection Dept.....	0	0	0	182,225	0.00	0.00
2. Purchases & Stores Dept.....	0	1	1	217,763	4.59	3.97
3. Dining Car Dept.....	0	0	2	166,121	12.04	18.81
TOTAL	0	1	3	566,109	5.30	6.63
H. H. Antrim, Accounting Dept., Scranton	0	1	2			
GRAND TOTAL	0	27	130	19,360,474	6.68	4.42

* 1 omitted from previous report

x 4 omitted from previous report

Reportable Casualties December 1953.....	8
Reportable Casualties December 1954.....	27

Increase 19

EMPLOYEE CASUALTIES—GROUP “B” RAILROADS

Based on reports to Interstate Commerce Commission for the first eleven (11) 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.	A. C. L.....	33,740	4	96	2.96	3.68
2.	Norfolk & W.....	33,515	4	96	2.98	3.14
3.	Tex. & New Orlns.....	30,242	1	119	3.97	3.26
4.	StL-SF (InStLSFT)....	29,502	0	136	4.61	5.11
5.	Wabash	23,829	2	114	4.86	6.39
6.	C. R. I. & P.....	37,082	0	188	5.07	6.88
7.	M-K-T	15,862	1	81	5.17	4.74
8.	Reading	25,542	0	136	5.32	5.04
9.	NYC&StL	28,434	6	146	5.35	6.44
10.	D. L. & W.....	19,105	0	103	5.39	4.24

Rank	Railroad	Man.Hrs.	K	I	1954	1953
11.	G. M. & O.....	17,113	1	97	5.73	5.68
12.	Boston & Maine	21,246	1	124	5.88	5.96
13.	Seaboard A. L.....	29,277	2	200	6.90	7.64
14.	Erie	34,333	2	246	7.22	5.08
15.	NY, NH & H	33,275	4	392	11.90	10.17

Our railroad has had a rather disheartening year. We are not accustomed to the standing (10th position) in which we find ourselves today.

Every Lackawanna employe should put his personal effort into Accident Prevention so that we can make our railroad the Safest to work on. That is **our** goal in '55.

Remember—“You Can If **You** Think You Can!”

ESTIMATED STANDING OF RESPECTIVE DIVISIONS AND DEPARTMENTS FOR MONTH OF JANUARY 1955

	January Killed	January Injured	Casualties To Date	Manhours Worked To Date	Estimated Casualty Ratio per Million Manhours Worked To Date	Casualty Ratio per Million Manhours Worked To Date 1954
<u>TRANSPORTATION DEPAKTMENT</u>						
1. Scranton Division	0	0	0	278.761	0.00	0.00
2. Buffalo Division	0	0	0	219.480	0.00	0.00
3. M&E Division	0	3	3	457.395	6.56	12.48
4. Marine Department	0	1	1	90.935	11.00	0.00
TOTAL	0	4	4	1.046.571	3.82	5.08

MOTIVE POWER & EQUIP. DEPT.

1. Car Dept., M&EDiv	0	0	0	74.499	0.00	0.00
2. Diesel Shops. Scranton	0	0	0	50.172	0.00	0.00
3. Keyser Valley Shops	0	0	0	50.090	0.00	0.00
4. Car Dept., Buffalo Div	0	0	0	38.107	0.00	0.00
5. Car Dept., Scranton Div	0	0	0	33.302	0.00	0.00
6. Master Mechanic. M&EDiv	0	0	0	17.951	0.00	0.00
7. Master Mechanic. Scranton Div	0	0	0	17.240	0.00	0.00
8. Master Mechanic, Buffalo Div	0	0	0	13.098	0.00	0.00
TOTAL	0	0	0	294.459	0.00	0.00

MAINTENANCE OF WAY & STRUCTURES DEPT.

1. B&B Dept., M&E Div	0	0	0	31.797	0.00	0.00
2. Signal Dept.	0	0	0	30.506	0.00	0.00
3. Track Sub.Div.No.3. Scranton	0	0	0	27.894	0.00	0.00
4. Track Sub.Div.No.7. Syracuse	0	0	0	17.667	0.00	0.00
5. Elec. & Communications Dept.	0	0	0	16.950	0.00	0.00
6. Track Sub.Div.No.6. E. Buffalo	0	0	0	15.355	0.00	0.00
7. B&B Dept., Scranton Div	0	0	0	14.136	0.00	0.00
8. B&B Dept., Buffalo Div	0	0	0	11.690	0.00	0.00
9. Track Sub.Div.No.5. Elmira	0	0	0	8.947	0.00	0.00
10. Track Sub.Div.No.4. Binghamton	0	0	0	7.954	0.00	0.00
11. Track Sub.Div.No.2. Stroudsburg	0	0	0	7.570	0.00	0.00
12. Track Sub.Div.No.2a. Port Morris	0	0	0	5.267	0.00	0.00
13. Track Sub.Div.No.1. Hoboken	0	1	1	24.524	40.78	0.00
TOTAL	0	1	1	220.257	4.54	0.00

MISCELLANEOUS DEPARTMENTS

1. Purchases & Stores Dept.	0	0	0	18.730	0.00	0.00
2. Property Protection Dept.	0	0	0	14.533	0.00	0.00
3. Dining Car Dept.	0	0	0	13.418	0.00	0.00
TOTAL	0	0	0	46.681	0.00	0.00
GRAND TOTAL	0	5	5	1.607.968	3.11	3.76

Reportable Casualties January 1954..... 6

Estimated Reportable Casualties January 1955..... 5

Decrease 1

DON'T BE HEEDLESS—ACCIDENTS ARE NEEDLESS.

The Motto For Success

Looking at the injury record of our railroad for the year 1954, the motto for success "IT CAN BE DONE—IT WILL BE DONE" is our challenge for 1955.

The statistics for 1954 are a vivid reminder of the suffering and the economic and social waste brought about by accidents. The report shows 130 reportable casualties; this is not good.

In addition to our concern for the individuals involved; we cannot afford this unnecessary drain on our productive manhours, nor can we afford these accidents to our workers. Surely there is enough experience in accident prevention on this Lackawanna system of ours to check these needless losses.

Every employee has an important function in the operation of this railroad. It is his responsibility to keep himself free of injury so that he can perform this operation so that the railroad can safely and efficiently perform its obligation to its passengers and shippers. He must keep himself safe not only for himself, his income, but also for his family.

Safety is catching. If you work safe,



Safety Committeemen, Hoboken Piers, Day Forces

so will those working with you. All employees are members of the Safety Committee, all employees are their brothers keeper.

Let us all work in 1955 to the end that we will abolish accidents from our railroad.

"IT CAN BE DONE—IT WILL BE DONE".

It has been the pleasure of the Safety Department to number among their Safety Committeemen the above group of men.

Although the Safety Record for the Hoboken Piers has not been perfect, it has been good. This has been brought about by the safety consciousness of the Safety Committeemen and the cooperation of their fellow employees.

Your Safety Committeemen, Hoboken Pier Day Forces are: Edward Foxworth, James Singleton, Edgar Fuller, Edward Carson, William Roberts, Edward Henry, John McCord, Leroy Harris, Alvin Attles and Allie White.

From This Corner:

Vice President-Operations

With the advent of the new year, we start a new safety contest. None of us on the Lackawanna are proud of the results of our safety work last year. We have demonstrated in past years that we can do better, and the time to do it is now and in the coming months.

In our 1955 program, our sights are aimed at perfection—no accidents. To accomplish this we must talk safety and teach safety. We are aiming high and to achieve our goal will require the interest, enthusiasm and cooperation of every Lackawanna man and woman. The welfare of individuals is at stake and through them the homes and families of our Lackawanna people. I am sure that if we keep these things in mind we will make the Lackawanna the safest railroad in the country.

I urge all to assist in achieving this goal.

W. G. White

The Other Fellow's Corner

*Do all within your power
To work Safely every hour,
So at the end of '55
You too may be alive.*

Russell C. Parks, 3rd Trick Towerman, Summit, N. J.

**STAY ALIVE
IN '55**

This Is The Story of Railroading And Softball

AS every father likes to look into the future for his son, Martin Marino, Lackawanna railroad track foreman for 45 years, was no different. He foresaw a career in railroading and sports ahead for his youngster, Al. The son lived up to his father's expectations, too, for today he can look back on 21 years Lackawanna service and his reputation in his hometown, Jersey City, New Jersey, as "Mr. Softball."

Al did not wait long to carry out his father's dreams of him following a railroad career. At the age of 12 his father had him making out his time book. This early experience in keeping time along with his excellent hand-writing — which has brought him many compliments since—was to come in handy a few years later when he would take a full time job with the Lackawanna.

Between school terms at Dickinson high school and Drake's Business school, Al spent vacations working for the railroad as a waterboy. Since he worked in his father's gang his father was always on hand to instruct him in railroading.

After finishing secretarial school Al joined the Lackawanna in April, 1934. His first job was timekeeping in the Roadway department for the extra gangs.

It was about this time that Al's athletic ability on the baseball field became well known in Jersey City. So much so that the late Newark Bears, of the International League, offered him a tryout.

In September, 1938, Al transferred from the Roadway department to the Central Accounting Bureau in Hoboken. He was assigned keypunch operator duties on the IBM machines. Five months later he moved into the Marine Department as timekeeper. Al held this job for 13 years before taking the position as Dining Car department timekeeper.

Though Al became known as "Mr. Softball" two years ago, it was in 1942 that he started on the road to winning



Al Marino

the title. His parish church, Mount Carmel, started a softball team to participate in city recreational leagues. Al was shortstop on this great team which won the league championship seven years in a row.

On the strength of their city record, Mount Carmel, with Al as manager; was selected to represent Hudson County in the fast New Jersey State Softball League in 1949.

In 1952 Al's Mount Carmel team won the New Jersey State League title and went to the Middle Atlantic district play-offs. His team came out on top here, too, and was rewarded with the chance to play for the Softball World's Championship.

The Softball World's Series was at Bridgeport, Connecticut, and Al's team was to face the best in the country. Although they lost the game which would have given them the championship, Al did have one consolation. The game made the record books by going 23 innings and lasting three hours and thirty-five minutes. It was the longest softball game on record and Al and members of his team have their names inscribed on the record.

In recognition of his outstanding

contribution to softball Al was appointed Hudson County Softball Commissioner. As head softball man in the county Al conducts softball tournaments every Summer among the top teams of the county in Class A and B competition.

Al's deep interest in sports and also in the Lackawanna has meant added business for the railroad. Not a few times has Al steered softball teams enroute to New York, to the Lackawanna. In fact, as soon as a tourney site is mentioned, Al goes to work writing the managers to tell them of the Lackawanna's excellent accommodations for their trip.

Of all the games that Al likes to look back on almost invariably he remembers those played among the railroad employees. Al was instrumental in getting the Lackawanna Softball league started. Al recalls that a few of the sluggers in the league were W. G. White, Lou Becker, Ted Brownell and Art Larsen.

Al bewilders his fellow employees when they start conversing about social activities. "How does he do it?" they ask. Al also is versatile in the field of journalism. He handles all the recreation publicity for Mount Carmel Church and writes a monthly sports column in the church's newspaper, "Cavalcade." Besides this he also manages to keep a good average in the Mount Carmel Holy Name Society Bowling League every Thursday night.

Yet with all these activities, Al never hears a complaint from the Lackawanna employees on the Syracuse and Utica branches, whose time he keeps. In fact he takes great pride in being accurate on his timekeeping so that these men will get paid correctly every payday.

has two boys—Martin, 15, and Vincent, 12—who are as enthusiastic about softball as their Dad is. Their pet project at home, though, is ribbing their mother, Josephine, that she is a "softball widow."



HOW WE STAND

The Delaware, Lackawanna and Western Railroad had a net income after contingent charges, but before capital and sinking funds, of \$1,027,864 for the month of December, 1954, as compared with \$647,102 for the same month in 1953. For the 12 months of 1954, the railroad had a net income after contingent charges, but before capital and sinking funds, of \$3,801,371, as compared with \$6,651,879 for the year 1953. Gross revenues for the 12 months of 1954 amounted to \$78,614,609, as compared with \$89,649,656 in 1953.

WALTER H. BROWNE DIES

Walter H. Browne, foreign freight traffic manager of the Lackawanna Railroad, died January 23 after a long illness. Mr. Browne was appointed foreign freight traffic manager October 1, 1945. He entered the service of the Lackawanna, October 8, 1905, as an employee of the lighterage station, at Hoboken. He transferred to the traffic department, March 1, 1920, as traffic representative of the foreign freight department. On February 1, 1927, he was appointed Canadian agent of the Lackawanna, with headquarters at Toronto, and then foreign freight agent, at New York, October 1, 1936. Mr. Browne resided at 56 Patton Drive, Bloomfield, N. J.



TWO ENGINEERS RETIRE: With a combined total of 85 years of railroad service between them two veteran engineers, Chauncey Peck and John Rockford, retired at Syracuse recently. Mr. Peck has been with the Lackawanna 43 years, and Mr. Rockford 42 years. **ABOVE:** Chauncey Peck and John Rockford (standing) watch William Eddy, general foreman of the enginehouse, chalk up the locomotive operated by Mr. Rockford. Both men have been in yard service in recent years.

MEN IN MOTION

Edward C. Ennis has been promoted to foreign freight traffic manager of the Lackawanna railroad, headquarters at New York, effective February 1, to succeed the late Walter H. Browne. Mr. Ennis has been general freight agent at Buffalo.

H. E. Simpson, general agent at Kansas City, Mo., has been promoted to general freight agent at Buffalo, to succeed Mr. Ennis.

J. H. Williams, general agent at Houston, Texas, has been transferred to Kansas City in the same capacity.

J. H. Cliff, traveling freight agent at Minneapolis, has been promoted to general agent at Houston.



HANDY HELPER: Back from the limbo came steam locomotive 1121 recently, to provide steam for the American Home Foods plant at Morris Plains, N. J., when that company suffered a boiler failure. No. 1121 was built by the American Locomotive Company in 1920 and was retired in June 1953. Along with a number of steam switch engines it has been retained for just such emergencies as this one.

— B O U Q U E T S —

Morristown ticket Clerk Frank R. Malone and Dover ticket Clerk Victor Boglioli were commended by A. E. Thevenet, of National Credit Office, New York, for their courtesy in helping to locate his misplaced briefcase. . . . Mr. Thevenet, a Lackawanna commuter since 1925, writes, "They contacted the train crew and tried their best to locate my bag. It was turned in at the Lost and Found department at Hoboken and was recovered by me the next evening. However, I do sincerely appreciate the efforts these gentlemen made and I want you to know that it is experiences like these that bring home to commuters the fact that the Lackawanna is a great road for service. Thanks to the Lackawanna for this demonstration of good service," he concluded.

Lawrence W. Cascio, Elmira ticket agent, received the sincere thanks of Mrs. Marguerite B. Siegel of Glendale, New York, for making a "difficult trip" an easy one for her husband, recently out of the hospital. . . . "My compliments and sincerest thanks," writes Mrs. Siegel, "for the courtesy and attentive service extended to my husband and me on

'The Phoebe Snow' from Elmira to Hoboken. Your Elmira agent, Mr. Cascio, arranged all the details that permitted my husband, just out of the hospital, to travel with the utmost comfort. All personnel from whom we required service were most helpful and courteous. Thank you again for making a difficult trip one that was made with the greatest ease," she concluded.

James Purcell, Hoboken general car foreman, received the personal thanks of Harry V. Bonner, Jr., of National Biscuit Company, New York for helping to locate his misplaced briefcase. . . . "The extreme kindness, prompt and efficient work done by Mr. James Purcell of your car department was most appreciated," wrote Mr. Bonner. "Mr. Purcell located and returned a briefcase containing important material which I had misplaced on a train out of Hoboken. It was certainly gratifying to see the way in which Mr. Purcell, together with your conductors, located and personally returned the case in less than one hour after the reported loss. Please accept my hearty thanks to your personnel, realize my admiration as well, for a fine system."

R e t i r e m e n t s . . .

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

Peter G. Burns, 20 Wellington St., Clifton, N. J.
Morris Caputo, 321 South Division St., Buffalo 4, N. Y.

Francesco G. Cavallo, 1041 West Side Ave., Jersey City, N. J.

Michael M. Costello, c/o Frank Fox, RFD No. 2, Homer, N. Y.

Gilford E. Cumbee, Box 67, Lonahurst, North Carolina.

George Custard, Colpitt Dr., Kirkwood, N. Y.

Giovanni DeSantis, 158 Park Ave., Hackensack, N. J.

Joseph Fiell, 407 W 51st St., New York 19, N. Y.

Guglielmo Florio, 64 Madison St., Hoboken, N. J.

Thomas S. Folan, 122 Carlyle Ave., Buffalo, 20, N. Y.

William J. Hanifan, 102 Lewis St., Binghamton, N. Y.

Ralph L. Harding, 22 Moeller St., Binghamton, N. Y.

Jacob Hofmeister, 716 River St., Scranton, Pa.

George Jaremko, 152 3rd St., Passaic, N. J.

William F. Martin, 1205 Summit Ave., Jersey City, N. J.

Arthur P. Maxson, 5 Mist Lane, Westbury, L. I., N. Y.

Herbert W. McDavit, Sr., Main St., Route 206, Andover, N. J.

Edward Miller, 2000 Boulevard Ave., Scranton, Pa.

William H. Moore, 96 Hendle Ave., No. Arlington, N. J.

Axel M. Nelson, 266 4th Ave., East Orange, N. J.

Louis E. Nelson, 255 Vinyard Ave., Morgan, N. J.

Patrick J. O'Connor, 1012 Sunset Ave., Utica, N. Y.

William G. O'Neal, 3 Kings Rd., Netcong, N. J.

John Petrizzo, 118 Monroe St., Hoboken, N. J.

John B. Rochford, 360 Seymour St., Syracuse, N. Y.

"Lest We Forget... "

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

Thomas Allocco, 10 Loveland St., Madison, N. J.

Victor Amey, 6138 Cadet St., Detroit 4, Michigan.

Floyd H. Berry, 437 N. Irving Ave., Scranton 5, Pa.

James Bresnan, 524 Elizabeth St., Elmira, N. Y.

Walter S. Broadt, 631 N. E. 1st Pl., Hialeah, Florida.

William W. Campbell, Meeker St., Succasunna, N. J.

Joseph Conn, Linwood, N. Y.

Christopher Dambra, 218 Eldert St., Brooklyn 7, N. Y.

John E. Gallagher, 423 W. Allegany Ave., Emporium, Pa.

Michael J. Glynn, c/o Essex Co. Overlook Hosp., Cedar Grove, N. J.

William Hover, 30 Cary St., Binghamton, N. Y.

William F. Schroth, 368 E. Thurston St., Elmira, N. Y.

Frank J. Sibylski, 349 Peckham St., Buffalo 6, N. Y.

Lee R. Smith, 1130 Downer Ave., Utica 4, N. Y.

Clarence J. Surplus, Gouldsboro, Pa.

Loreto, Taglienti, 496 Joyce St., Orange, N. J.

Robert Frederick Taylor, 1287 Bailey Ave., Buffalo 6, N. Y.

Claude W. Tiffany, 310 Prescott Ave., Scranton, Pa.

John N. Young, Park Ave., Cohocton, N. Y.

Le Roy Young, 271 Bryant Ave., Syracuse, N. Y.

John Ziegler, 1307 Monsey Ave., Scranton.

Joseph Krzanek, 42 Memorial Dr., Buffalo 6, N. Y.

Theodore Kuratnick, 416 Emmett St., Scranton, Pa.

Daniel H. Mains, 404 Dewitt Ave., Elmira, N. Y.

William R. McConnell, 408 S. 11th St., Cheektowaga 25, N. Y.

Lizzie Estelle Morgan.

Chester L. Newton, 28 Magnolia St., Buffalo 20, N. Y.

Wm. Osterhout, 73 Fairview Ave., Binghamton, N. Y.

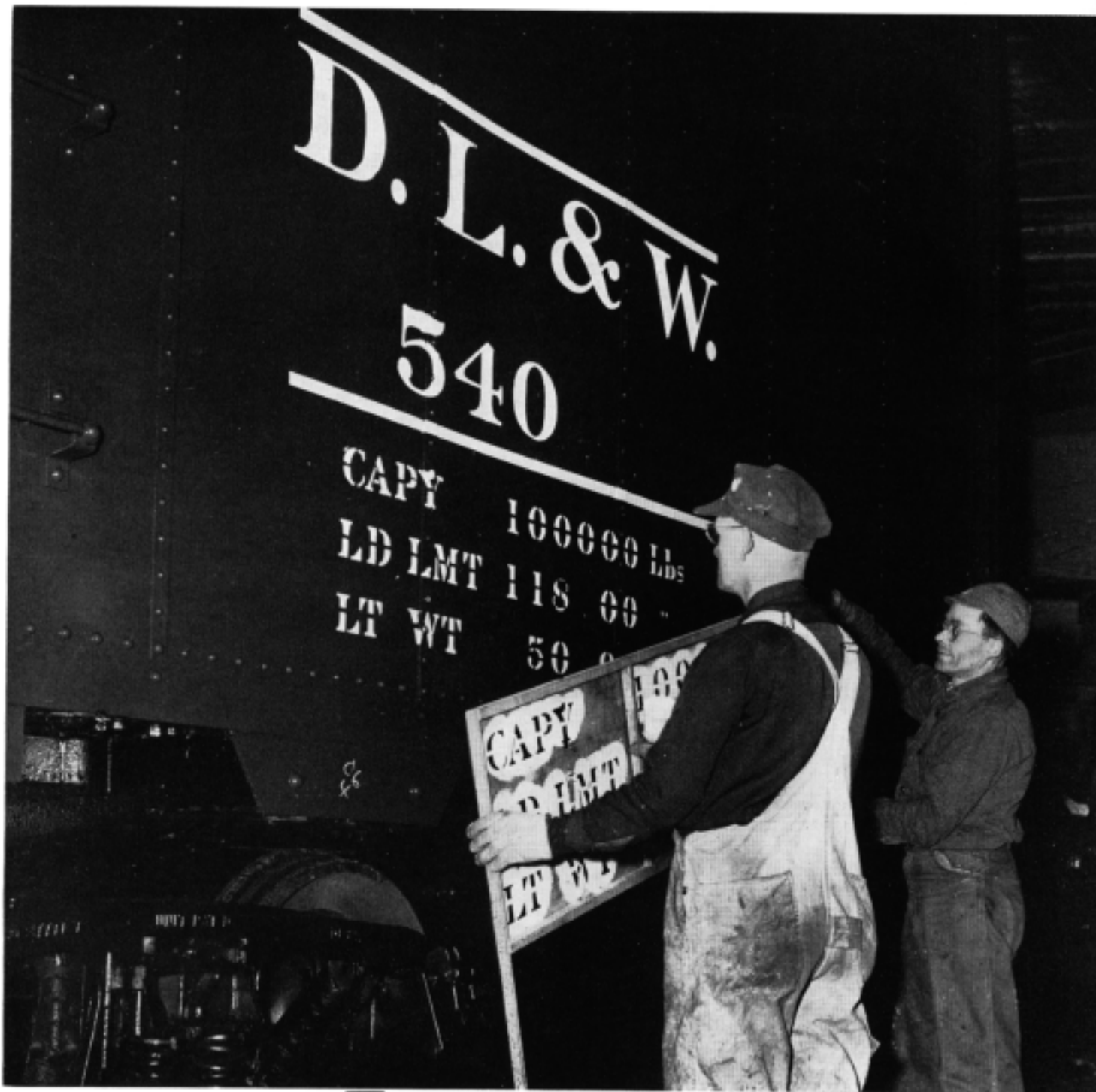
Merl S. Possinger, P.O. Box No. 95, Delaware Water Gap, Pa.

Curtis Solomon, 19 Edwards St., Binghamton, N. Y.

Jesse Squire, Tully, N. Y.

Fred Ulm, 446 Washington St., Carlsbad, N. J.

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