

THE Lackawanna

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Vol. One

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"Handsome is as handsome does," so goes the saying. A handsome performer and a handsome looker, the Lackawanna's streamliner "Phoebe Snow" makes a striking picture of grace and power as she rounds a bend and passes the station at Nickolson, Pennsylvania, on the run from Buffalo to

Last Year — This Year

THE year 1954, when it dawned just 12 months ago, was not considered to be the brightest for American business and the railroads, and it was no easier than it was expected to be. On the other hand, it was not the most difficult year by any standard and it brought many interesting challenges.

Some of the darker clouds on the horizon twelve months ago had lasting effects throughout the year, while others posed only temporary problems. The skies brightened toward the end of the year and augured an important upturn for 1955.

President Shoemaker, last month took a look at the year 1954, just past, and searched into the year 1955, just beginning.

“The past year was a difficult one,” he said, “but we made material progress all along the line. In 1955 new trends and encouraging reports give expectation for a better year. It will pose problems as it runs its course, but because we have continued to place emphasis on maintaining our property and equipment in the best possible condition, the Lackawanna is able to not only face these problems without apprehension, but looks forward with optimism to its opportunities to serve the public in 1955.”

Continued on next page

THE Lackawanna



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On The Cover

One of the principal ingredients in the recipe for good railroading, is proper and timely maintenance of equipment. At the Diesel Shop at Scranton is where this element is added and the locomotives on the cover this month are in various stages of inspection and maintenance.



1954 Saw Lackawanna Maintain Its Progress

**Continued Maintenance Program, 1000
New Box Cars, 100 New "Piggy-Back"
Trailers Will Help The Railroad in 1955**

Continued from preceding page

The strike of longshoremen on the New York waterfront early in the year had a detrimental traffic effect which lasted throughout 1954, said Mr. Shoemaker. At the same time, he pointed out, the year found the United States completing its readjustment as a part of the normalizing of business after Korea.

These were the principal factors, he said, that contributed to the railroad's lowered gross and net income during the year, which resulted from the decrease in cars handled. The Lacka-

wanna handled approximately 630 thousand carloads in 1954, decrease of slightly more than eight per cent compared with the previous year.

Despite the unsettled conditions during the year, the Lackawanna did not suspend its roadway or equipment maintenance programs, but kept these activities in operation in order to maintain the property in first-class condition so as to be able to handle the increased business anticipated in 1955.

At the same time, the president said, the railroad continued to institute new

features and improvements in its service and operations throughout the year to attract and hold business.

During the final quarter of the year, Mr. Shoemaker stated, there was an obvious and continuing upward trend in carloadings, which indicated that the adjustment had pretty much run its course. As a matter of fact, he said, the railroad handled more cars during December than in the same period in the previous year.

The most pressing problem which the railroad faced during the past

An open yard, like this at East Buffalo, is a sign of efficient railroading ...Cars not moving are dollars standing still.



year was the increased cost of wages and materials in the face of lowered income. This made it virtually impossible to achieve a satisfactory net income for the year. As a result of these increased costs of doing business, the net income of the railroad was almost 50 per cent under the year 1953, while the gross income of the railroad was only about 12 per cent under the previous year.

With an eye toward continuing progress in improving the service and plant, the Lackawanna last year made important steps forward, the president asserted.

In the middle of the year, the Lackawanna inaugurated "Piggy-Back" service between Buffalo and Newark and New York. At the same time, through "Piggy-Back" service was extended to Chicago, via the railroad's connections at Buffalo. Later, the service, which is expected to return to the railroad some of the business lost to trucks, was extended again; this time to include Detroit and St. Louis. In December, service was begun out of Syracuse.

During the year, also, the railroad acquired 10 new steel barges, which completed the conversion to steel of all of the scows and barges which the company operates in New York harbor. Thirty-four new all-steel caboose

cars were built in the company's shops at Keyser Valley, 18 of which were equipped with electric lights. Twelve of these latter cars were additionally equipped with two-way radio for use in freight service between East Buffalo and Scranton.

Train No. 20, a fast, overnight freight train between Buffalo and Newark-New York, was inaugurated. As a further improvement in the railroad's freight service, the Chesapeake and Ohio (Pere Marquette District) now operates in and out of our East Buffalo terminal.

Maintenance work on the railroad's passenger equipment was continued throughout the year. As a further improvement in the suburban equipment, electric fans were installed in commuter cars for the convenience of New Jersey suburban passengers.

The railroad also continued its aggressive industrial development program, and 1954 saw the establishment of several new industries along the line. One of these was the installation of the Anchor Gas Company, near Bath, N. Y. L-P Gas, chiefly propane, is shipped in in tank cars, stored underground and distributed throughout New England, Pennsylvania and New York, mainly in rural areas, for cooking and home heating. The Army Signal Corps depot at Tobyhanna, Penn-



After being repainted a box car is re-lettered by Ralph Lamarno at Secaucus.

sylvania, was dedicated and the United States Ordnance Depot occupying the railroad's former locomotive shops at Scranton, was activated.

What does 1955 hold?

"We can look forward to the coming year with more than a little optimism," said Mr. Shoemaker. "Our confidence in 1955 is well attested to by our order for 1,000 new box cars, a cost of \$7 million, the first of which we expect to be delivered in

During 1954 maintenance of roadway and equipment was continued to keep the property in first class condition.



World's Greatest Railroad Center

It was just a century ago that Chicago began to be recognized and acclaimed as the leading railway center of the North American Continent. The city has never relinquished that title, and for many years past it has been known as the world's greatest railway center.

Today Chicago is served by 38 railroads, of which 20 are trunk line roads, 7 are switching and terminal companies, 8 are industrial railroads, and 3 are electric interurban roads.

Within the Chicago terminal district there is more than enough railway trackage to form a double-track railroad reaching across the United States from coast to coast. This trackage includes more than 200 freight yards with a total capacity of 250,000 cars.

In the Chicago terminal zone there are 255 freight houses and 372 public team tracks for loading and unloading freight. About 4,300 manufacturing plants, utilities plants, wholesale warehouses, and other industries are served by private railway tracks.

At any time, day or night, there are about 1,100 locomotives, 3,600 passenger cars and 50,000 freight cars in the Chicago area.

Each day around 1,450 passenger trains and more than 2,000 freight trains enter, leave or operate in the Chicago terminal district. These trains provide Chicago with direct through service to and from every part of the United States and many important cities in Canada.

The estimated annual payroll amounts to \$350,000,000. The railroads spend around \$325,000,000 a year with Chicago firms for fuel, material, supplies and equipment, and pay out many millions of dollars annually in the Chicago area for electric light and power, water, telephone and telegraph service, advertising, taxes, interest, dividends and numerous other necessities.



The year 1954 saw the inauguration of "Piggy-Back" service on the Lackawanna. Before the year was out the railroad was operating this service between New York and the suburban New Jersey territory and Buffalo and Syracuse and Chicago, Detroit and St. Louis.

January, and the ordering of 100 modern highway trailers for our 'Piggy-Back' service."

The railroad's Traffic Department has set a goal for substantially more business in 1955 than we had in 1954, he stated. Moreover, the Operating and Maintenance Departments have set their sights on achieving a quality of service that will give Lackawanna patrons more for their transportation dollar than ever before.

Additionally, the president said, the railroad expects to continue this year the replacement of semaphore signals with color light signals on the Buffalo division; the modernization of the interlocking program at Scranton also will be continued. At the same time, it is expected that the CTC installation on the Boonton Branch will be completed during 1955.

Financially, the railroad expects to arrive at one of the most important

mileposts in its history late in 1955. There is every intention that we shall pay off the Morris and Essex construction bonds which will mature on November 1, the president stated.

"We are determined to accomplish this," Mr. Shoemaker said, "because our stockholders have gone so long with limited dividends. The retirement of this maturity in November and the reduction of charges resulting from the purchase of additional bonds of other company issues will eliminate the serious restriction on dividend payments which the sinking fund obligations created.

"The progressive policies of the Lackawanna will stand it in good stead this year and we intend to serve our customers more economically and efficiently. The loyalty and fine workmanship of the company's employees are important factors in our success," Mr. Shoemaker concluded.

The Home Of "Chrissie and Henry"

A UTICA LANDMARK

JUST a few miles outside of Utica, New York, is where "Chrissie and Henry" live. Henry is Henry Williams, Lackawanna locomotive engineer in yard service in Utica; and of course, Chrissie is Mrs. Williams.

Although piloting a switch engine is not the least of his accomplishments, Henry Williams is best known locally as a painter, among several other avocations including teaching Sunday School in the Cassville Baptist church, writing a weekly column for the nearby Waterville Times, collecting antiques, president of the Lackawanna Veterans Association at Utica and chief engineer of Division 14, BofLE.

These things, along with a few other activities as they come up, manage to keep the Williams family busy.

The Williams live at Cassville and the outstanding feature about the house, really is the garage. Across the double doors is a delightful painting, all in color, of a rural landscape. The scene changes about every year when Henry gets the yen to paint again. Across the second story of the building, in raised letters is "Chrissie and Henry Live Here."

So prominent is the house and its exterior that tourists passing on highway No. 8 often stop to make pictures

This is the Williams' garage at Cassville. At the right is the current scene.

-Utica Daily Press Photo



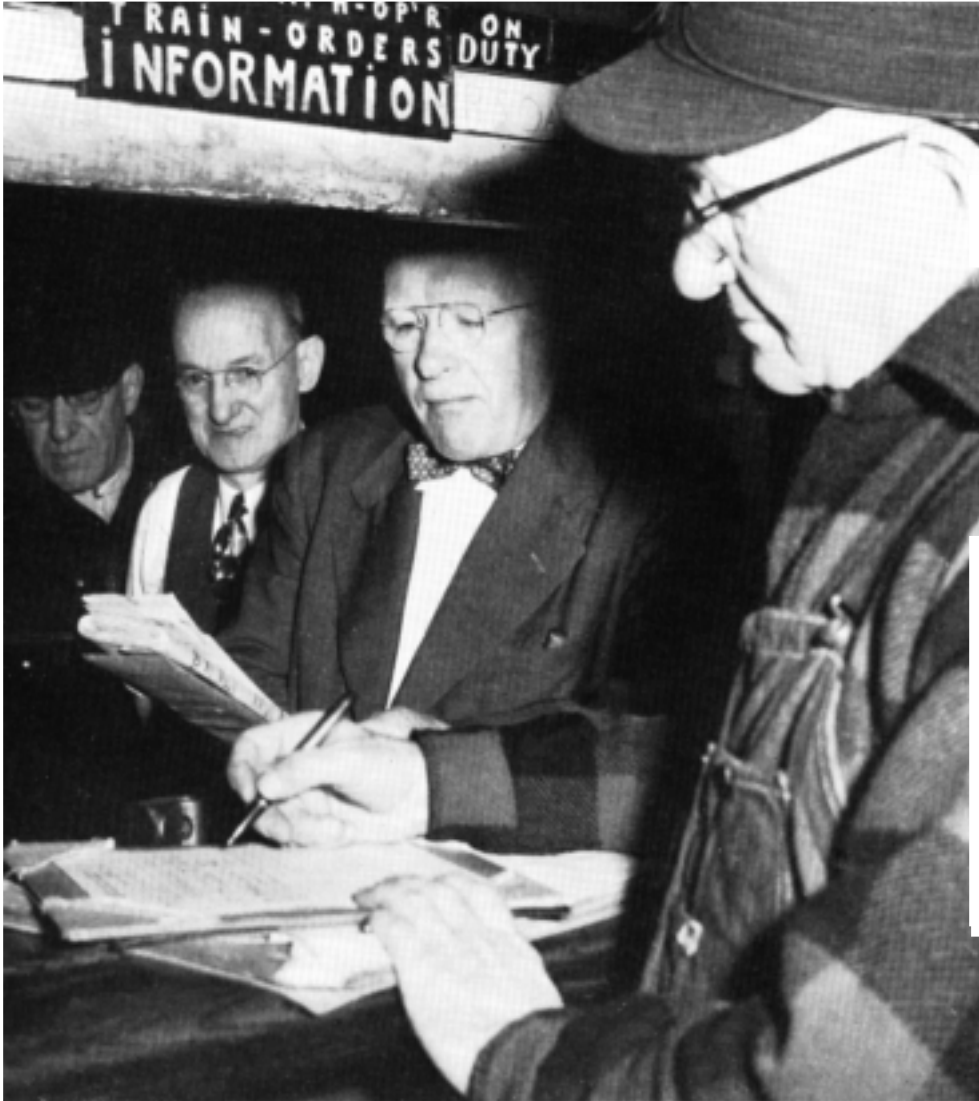
Henry Williams (left) with the Utica yard crew, A. P. Clark, fireman; Fred Zimmerman, switchman; Carl Smith, conductor; S. R. Harvey, switchman.

of it. It is not uncommon for the Williams to receive a copy of the picture later, merely addressed "Henry and Chrissie, Cassville, N.Y."

Henry has a penchant for collecting antiques, especially if they have a railroad connection. The "studio," on the other side of the house, is filled with such things as old oil cans with long nozzles, old time message hoops. In addition, there is the bell from an old locomotive, a railroad lantern, and a large sign, "Richfield Junction," which Henry says is all that remains of the one-time station at the junction above Cassville, where the branch turns off to Richfield Springs. He has a collection of automobile license plates dating from 1922 and a warmer that is nearly 100 years old. The charcoal burner was used under blankets in the sleigh and even in church.

There is a steep hill behind the house and Henry has built paths up the grade and made "lookouts." On one of these lookouts is the "Richfield Junction" sign. A couple of the platforms are large enough to hold a small family reunion.

The Williams have two married sons and two grandchildren, all of which makes for a happy group.



Utica To Binghamton and Back Again

Conductor A. E. Thomas (right) signs the register and gets his bills from G. B. Allen, yardmaster-agent, as H. C. Clough, telegrapher, and F. C. Boyser, trainman, look on.

BRANCH LINE SERVICE

TRAIN No. UB-20 operating between Utica and Binghamton, New York, every day is surely not the hottest freight train in Lackawanna service, but never the less, it has its place in the scheme of things.

Twenty years ago the nation was criss-crossed with the branch lines of railroads, but today many of them are gone . . . victims of the changing economy of America and the highway truck. Despite this, however, many branch lines still are in service and prove to be important feeders to the main lines.

This is the case with the Utica Branch of the Lackawanna.

UB-20 starts out each morning from

the yard at Utica at 8:15. The train returns as BU-19 leaving Binghamton at 1 AM. This is not the only service on the Utica Branch. There is a similar daytime train northward from Binghamton, BU-21, and a night train southward from Utica, UB-22. None provide passenger service.

The southbound UB-20 has a consist that varies from day to day, with the preponderance of the cars out of Utica being empties. Northbound, the consist is mostly loads.

One morning last month, the train left Utica with seven loads and 17 empties. On the way to Utica, the train does all the local switching between Utica and Paris, switches at

Sherburne and picks up southbound cars from the NYO&W interchange at Norwich, picks up milk at Oxford and Greene. This milk is switched at Binghamton to train No. 44, that same afternoon, for delivery that evening at Newark, New Jersey.

While the crew is making up the train in the Utica yard Conductor A. E. Thomas is getting his bills from H. C. Clough, telegraph operator, and G. B. Allen, yardmaster-agent at Utica.

As the train leaves Utica yard it rolls down the center of Schuyler street until it gets out to a point near the site of the old New canal, now filled in and used as a highway.

First stop was Washington Mills,

where a car of feed was set out and two empties were picked up at the G. L. F. Feed company. Also located here is the Perry and Kramer Coal and Feed company.

It was cold this day in upper New York, and Flagman G. W. Penner always checked his fire when he returned to the caboose after protecting the rear of the train.

Next stop was Clayville, a bustling place despite its serene appearance. Some of the knitting and textile mills, for which the area was once famous, have moved out, but have been replaced, in a large measure, with other industries. One of these is the Utica Drop Forge and Tool company, which occupies the former plant of the Utica Knitting Mill.

At Clayville, Agent Ray Dawson is busy keeping track of cars and bills for such industries as Utica Drop Forge and Tool, Central Castings company, Latus Feed and Lumber company and the Sitruie Paper Mills.

In the three-track yard at Clayville cars for these industries are shuffled and the empties are picked up. Next stop is a switch for Sitruie Paper Mills and it is time for lunch. Between handling his "office work" Conductor



Trainman F. S. MacMahon throws a switch at Oxford.

Thomas puts the water on the stove to heat for tea.

On the way to Sherburne, the train stops at Richfield Junction to pick up a car left there the night before and billed from Richfield to Newark. There was a car also from a connect-

Continued on page 10

A New Railroad

The new railroad in Labrador—the first ever to penetrate that wild northern domain—is 356 miles in length—approximately the distance from New York City to Richmond, Virginia.

The road extends from Seven Islands, Quebec, on the Lawrence River, to Schefferville, Quebec, in the vicinity of Knob Lake, the center of extensive iron deposits. Curiously, though it is commonly referred to as the Labrador railroad, it begins and ends in the Province of Quebec. Approximately 200 miles of the road, however, are in Labrador.

The railroad was built for the sole purpose of providing a transportation link between the iron mines and tidewater, using diesel locomotives and freight cars equipped with roller bearings. Over this single track railroad will move 10 million tons of iron ore annually.



First switch for UB-20 was at Washington Mills to set out a car of feed.

tion at Utica, which BU-19 would take up to Richfield Springs the next night.

At Sherburne there was several switches to make, including taking out loads and setting in empties at the Animal Foundation plant, manufacturers of dog food, and a car of lumber for a lumber and fuel company.

At Norwich Agent W. H. Gladwin talked with the crew for a few minutes about the switching moves to be made there, but most of which were to be handled by BU-21, which was waiting for UB-19 to pass. Just beyond Norwich is the NYO&W interchange where there were cars waiting for movement to Binghamton and beyond.

At Oxford there were three cars of milk for Newark to be picked up, a car of coal to be set up on a trestle for unloading and two empties to be set in. Another car of milk was picked up at Greene, and UB-20's work was all but finished for the day.

The run into Binghamton was easy. The milk cars were set out at the tower for the switch engine to pick up and take into the station for No. 44 . . . and UB-20 took the east leg of the Wye into East Binghamton yard.



UB-20 moves down Schuyler street in Utica after leaving yard en route to Binghamton.



Fred Cronauer
was engineer



G. W. Penner
was flagman



Frank Cook
was fireman

100 New Highway Trailers Ordered

An order has been placed by the Lackawanna Railroad with Fruehauf Trailer Company for one hundred motor truck trailers for use in its trailer-on-flat-car ("piggy-back") service. The new trailers, which will be delivered in from five to six weeks, will be 33 feet in length, with tandem axles, curb side doors and extra heavy floors. Fifteen units will be insulated so as to handle traffic requiring protection against heat or

The placing of this large order for new equipment results from the steady growth of Lackawanna's trailer service and the growing acceptance and satisfaction it is giving to shippers.

The new trailers will be used in Lackawanna's "piggy-back" service between the New York-Newark area and Buffalo, Syracuse, Cleveland, Detroit, Chicago and St. Louis. The order is believed to be one of the larger for railroad trailers.

The Lackawanna inaugurated "piggy-back" service for the handling of its own freight between the New York-Newark area and Buffalo, commencing June 16, 1954. Since then the operation has been extended to include points west of Buffalo in connection with the Nickel Plate to Cleveland, Chicago and St. Louis, and the Wabash to Detroit, Chicago and St. Louis. Service also has been expanded to include all stations in the New Jersey suburban area, and the Syracuse-Oswego area in New York State.

New Rail For Lackawanna Tracks

The Lackawanna Railroad has placed orders with the United States Steel Corporation and the Bethlehem Steel Corporation for 22.7 miles of heavy duty rail for replacement use in main line track. Most of the new rail will weigh 132 pounds to the yard. The rail will be used in carrying out the Lackawanna's track maintenance program during 1955.



Jim King pours coffee for a lady passenger.

The Commuters Give a Party

To Honor The Last Christmas Run Of Conductor Schwartz

TRAIN No. 402, a Gladstone Branch suburban run, was a gay and festive operation just before Christmas . . . and not just because it happened to be the Yule season. The main reason for the party was that this was the last Christmas that Conductor Frank Schwartz would handle the run.

The last coach of the train was decked out with pine boughs, tinsel and other Christmas decorations by the crew and some of the passengers. They also provided the coffee and doughnuts which were served by Jim King, a tinsmith for the railroad.

The more passengers that got on, the more festive became the atmosphere, and Conductor Schwartz, wearing his uniform and a jaunty derby hat decorated with tinsel, turned over the ticket punching to another member of the crew. Then, together with an old friend, Phil Cook, radio entertainer, the two strummed their ukeleles and sang the songs the commuters liked so well.

No one will forget Conductor Frank Schwartz . . . 52 years with the Lackawanna, 39 years on the Gladstone Branch.

Photos Courtesy Newark News



Conductor Frank Schwartz and Phil Cook entertain the passengers on No. 402.

We've Got Plenty to Sell . . .

LET'S BACK UP OUR ADVERTISING

THE Delaware, Lackawanna and Western Railroad has a story to tell and every month we tell it to virtually millions of people. It isn't a story about each of us individually, but it is a story about us as a company.

Like all railroads, the only thing we have to sell is service. We all know that our service must be sold to the public if we want it to patronize us. But we are not going to get very far if we don't back up that salesmanship with good service.

Our service has got to be good if we expect people to patronize it. We are competing with other railroads and with trucks, buses and airplanes who are producing good service and who are just as eager to sell it as we are to sell our service. In short we have some tough competition.

The Lackawanna regularly advertises its services, facilities and the territory it serves in magazines and newspapers. In addition, a variety of pamphlets and other publications, which we produce ourselves, are used for the same purpose. These cover general freight and passenger topics as well as certain specific services.

We have displays in the windows of our ticket offices and traffic agencies. We have numerous other ways and means of getting the story of our service to the public, including the LACKAWANNA MAGAZINE, the principal function of which is to carry this story to the employees, one of the important publics.

All of these activities are designed toward one end: to create in people a desire to ship and travel over the Lackawanna.

Last year, for example, the railroad advertised in more than 100 newspapers and magazines with a combined circulation of many millions. Last year we printed approximately 340,000 general timetables for the public, along with about 220,000 for suburban use in New Jersey. We printed some several thousand copies of booklets for both specific and general use. Some of these are directed toward specific groups of people or industries, while others are directed to the general public. Our newspaper and magazine advertising is similarly directed.

Some of the money is spent for the production of book matches, coasters and menus for use on the trains.

We carry on a constant campaign to interest new industries in locating on our lines and we promote the industrial development of the territory the Lackawanna serves. Occasionally our advertising is of the public service nature related to the railroad industry.

Continued on page 24

LACKAWANNA TRAILER SERVICE

(PIGGY-BACK)

Again EXPANDED!



- Lackawanna Trailer Service began on July 15, 1946 between New York-Newark and Buffalo, Cleveland and Chicago.
- Expanded on November 3 to include Detroit and St. Louis in the West and the entire New Jersey metropolitan area from Dover to the East.
- Now expanded again effective December 4 to include Syracuse and the area north to Georgia.

Lackawanna Trailer Service provides on-time performance regardless of weather conditions. Your door-to-door shipments move smoothly in a trailer riding on a flatcar. Intermediate handling is eliminated and damage hazards are reduced to a minimum.

If you have not as yet shipped via Lackawanna "Piggy-back," we urge you to specify it for your next full trailer load (regular or open top) or L.C.L. For information use your Lackawanna representative.

OVERNIGHT SERVICE

Between New York, Newark, New York, Buffalo, New York, Syracuse, New York, and Baltimore.

SECOND MORNING SERVICE

Between New York, Newark, New York, St. Louis, Chicago, Cleveland, Chicago, Detroit and St. Louis.




Lackawanna Railroad

Shortest Rail Route Between New York, Buffalo and the West

We Have WONDERFUL CONNECTIONS

... 36 To Be Exact




With its ports for serving the rich industrial area between New York and the Great Lakes, the Lackawanna is a "bridge" connecting all major transportation centers with a network of 46 other major railroads, which flows in and out every station on the route.

Lackawanna terminals are located at the gateway to the great markets of the East and West... at Hoboken, New York and Buffalo. Through-line gateway and its numerous intermediate points Lackawanna's coordinated service maintains the flow of freight traffic, independent of any facility needed by shipper and receiver including:

Here are these essential requirements for the safe, speedy and dependable handling of all types of equipment and freight loads. There are more and more of the various loading facilities are developing. "Route 1" is Lackawanna.

LACKAWANNA RAILROAD

Shippers Who Are In The Know
Choose The Route Of Phoebe Snow



Lackawanna Railroad



*The
Story of
Phoebe Snow*



Here are three of the Lackawanna's advertising pieces. The timetable below is of special importance to suburban passengers. There are 340,000 general timetables printed each year. The booklet on "Phoebe Snow" is a collection of the jingles for which the lady is so well-known.



66 ACRES FOR INDUSTRY

PARADISE RIVER

Less Than 10 Miles From Times Square!

How Big The Field:

- Located on Clinton St. E., this property is close to the Atlantic Terminal, the Hudson Tunnel and the George Washington Bridge — all connecting with New York City.
- It is the first site since New Jersey State Highway Route 15 which connects with the New Jersey Turnpike and State Highway 17.
- Adjacent to the Francis Street.
- Highway: 30 feet wide, paved and curbed, has turn lanes, curbs, water lines, fire hydrants and sewer lines laid out and there is also access to a three-lane street.
- Electric power, water and gas — all available.

- A large pond of about 100,000 sq. ft. is available.
- A subway will be constructed along the water frontage with all city service from which industrial structures will be available.
- The owner will build and lease to associations and the specific rates of occupancy fees.

The detailed, authentic information about this and other desirable sites in Lackawanna Land, without obligation, please contact:

INDUSTRIAL DEVELOPMENT DEPARTMENT
 Room 1703, 140 Cedar Street, New York 6, N. Y.
 Phone BR 6-1616

LACKAWANNA RAILROAD

Shortest Rail Route Between New York and Buffalo

Here are four of the advertisements with which the railroad not only seeks new business but calls attention to its services.

The ad at the left is only one of a series which call attention to the important industrial sites available in Lackawanna Land.

Now Lackawanna Gives You

3-WAY CHOICE OF BARGAIN FARES

Now, your vacation or business trip costs you less than ever! Choose the Bargain Fare Plan best suited for your needs and save up to 40% when you travel Lackawanna!

MID-WEEK COACHFARES Plan your round-trip Monday through Thursday (except holidays) and save up to 40%. Ask your Lackawanna ticket agent for details.

ROUND-TRIP FAMILY PLAN: For trips longer than 120 miles, the perfect way a family can vacation-travel in coaches, sleeping or parlor cars. Husband and wife require only one regular round-trip and one one-way fare for their round trips. If one or both parents are accompanied by children, charge for children is as follows: between 5 and under 12, one-half the regular one-way fare; between 12 and under 22, one regular one-way fare; children under 5 are carried FREE. (Pullman accommodations, of course, are extra.)

CROUP ECONOMY PLAN: For trips longer than 120 miles, three or more adults traveling together in coaches can each save 25% of the regular round-trip fare. (Two half-rate fares will count as one adult fare.)

For complete information see or phone your Lackawanna Ticket Agent.

Lackawanna Railroad

RAILROAD RETIREMENT

ON August 31, 1954, President Eisenhower signed into law the bill, H. R. 7840, making fundamental changes in the Railroad Retirement Act, the Railroad Retirement Tax Act, and the Railroad Unemployment Insurance Act. These changes involve many millions of dollars, and will affect the lives of hundreds of thousands of men and women who work for the railroads in this country, and their dependents. The railroad industry which provides the financial support for the retirement program through the salaries of its employes (taxed to provide benefits) and through its own direct contributions to the fund is also vitally affected by the new law.

The Railroad Retirement Tax Act was amended by raising the maximum taxable earnings from \$300 to \$350 a month. There was no change in the railroad retirement tax rate, which remains at 6¼ percent for employers and employes alike. A similar change was made in the taxing provisions of the Railroad Unemployment Insurance Act. These taxes, however, are paid by employers only. The \$350 ceiling was effective on earnings for July 1, 1954, and after.

Railroad Retirement Amendments

Here are the major changes in the retirement and survivor benefit system, most of which were effective September 1, 1954:

Survivor Annuities at Age 60

A widow, dependent widower, or parent may now qualify for a survivor annuity at age 60 rather than at 65 as before. This liberalization recognizes that elderly persons, particularly women, find it difficult to get employment after age 60. As many as 25,000 widows, dependent widowers, and

parents between the ages of 60 and 65 may be eligible immediately for survivor annuities averaging \$40 a month.

Disabled Children Past 18

A survivor annuity may now be paid to a child over age 18, and to its mother, if the child became totally and permanently disabled before age 18. Under the old law, the annuity to a widowed mother under age 65 was discontinued as soon as her youngest child became 18, and no child 18 or older was eligible.

Full Benefits to Survivors Drawing Retirement Annuities

The restriction against a widow, dependent widower, or parent drawing the full amounts of both a monthly railroad survivor annuity and a railroad retirement annuity based on his or her own railroad earnings has been removed. Formerly, the survivor annuity was reduced by the amount of the retirement benefit, and frequently it was eliminated completely. At the present time, about 100 aged widows and parents are receiving both retirement and survivor benefits. Their benefits are being increased by an average of about \$20 a month under the new law. Those widows whose survivor annuities had been eliminated altogether will have their benefits restored. The new provision does not eliminate deductions made on account of any benefit for which the widow, widower, or parent qualifies under the Social Security Act.

Benefit to Child Not in School

The amendments removed the provision which required that a child's survivor annuity be withheld for any month in which the child did not attend school regularly after reaching age 16.

New Work Clause for Disability Annuitants

The disability retirement provisions were amended by substituting a straight monthly earnings test for the previous 6-consecutive months earnings test. Under this amendment, if a disability annuitant under age 65, earns more than \$100 in any one month, his annuity would not be paid for that month. Of course, the annuitant may be required to furnish proof from time to time that he is still disabled. Any annuity terminated under the old provision may be reinstated as of September 1, 1954, if the employee is still disabled.

Earnings After Age 65 May Be Disregarded

An employee's earnings after age 65 may now be disregarded when his annuity is computed if this will result in a higher benefit. Before the amendments, all compensation earned by an employee, including that earned after age 65, had to be used in figuring his annuity. Even though the employee's earnings after age 65 are excluded in computing the higher annuity under the new law, his years of service after 65 are still counted. Of the 100,000 annuitants on the rolls who have service after age 65, about 7,500 may benefit under this new provision.

The new provision is retroactive to November 1951, when service and earnings after age 65 became creditable toward annuities. Employees whose annuities can be raised under the amendment should file applications with the Board.

Waiver of Annuity

A beneficiary is permitted to waive all or part of his retirement annuity

or pension if he wishes to do so. The purpose of this provision is to enable the beneficiary to meet the income requirements for a Veterans' Administration benefit. The waiver may be revoked at any time, but the amounts deducted while the waiver was in effect will not be refunded. A waiver by a retired employee will not affect the amount of the wife's annuity.

In computing a residual payment, the fact that some benefits may have been waived will be disregarded.

Convention Delegates Not Covered Employees

Service performed as a delegate to a national or international convention of a railway labor organization is no longer covered by the Railroad Retirement Act or the Railroad Unemployment Insurance Act unless the delegate had previously per-

formed creditable service other than as a delegate. This provision is effective with respect to service on and after April 1, 1954.

Higher Earnings Creditable

Beginning with July 1, 1954, earnings are credited up to \$350 a month, instead of \$300. As a result, somewhat higher retirement and survivor benefits will be payable. For example, after 1 year the maximum retirement annuity will be \$166.29, and after 5 years, \$169.05, as against the former maximum of \$165.60. (Of course, after 1966, when more than 30 years of service can be counted, the maximum will gradually become much higher.)

Railroad Unemployment Insurance Act Amendments

The new provisions of the Railroad Unemployment Insurance Act will

cause an increase of about 24 percent in unemployment and sickness benefits. The changes in this law, all of which are effective as of July 1, 1954, are as follows:

Higher Daily Benefit Rates

A higher schedule of daily benefit rates is established, ranging from \$3.50 to \$8.50. The range of the old schedule was from \$3.00 to \$7.50. The new law also provides that an employee's benefit rate in any benefit year will not be less than half of his regular rate of pay for his last railroad job in the base year, up to a maximum daily benefit rate of \$8.50. (The base year is the calendar year preceding the beginning of the benefit year. A benefit year begins each July 1.) This means that very few employees will be paid at a rate of less than \$6.00, which is equal to \$30.00 a week for continuous unem-



Some Retirement and Unemployment Benefits Increased

ployment or sickness. The maximum benefits on a weekly basis are now \$42.50.

The new schedule of benefit rates, subject to the new special minimum, is as follows:

Base year compensation	Daily benefit rate
\$400 to \$499.99	\$3.50
\$500 to \$749.99	\$4.00
\$750 to \$999.99	\$4.50
\$1,000 to \$1,299.99	\$5.00
\$1,300 to \$1,599.99	\$5.50
\$1,600 to \$1,999.99	\$6.00
\$2,000 to \$2,499.99	\$6.50
\$2,500 to \$2,999.99	\$7.00
\$3,000 to \$3,499.99	\$7.50
\$3,500 to \$3,999.99	\$8.00
\$4,000 and over	\$8.50

New Limit on Total Benefits

An employee may not receive more in either unemployment or sickness benefits in a benefit year than the amount of earnings credited to him in the base year. This limitation is in addition to the existing maximum of 130 times the daily benefit rate.

Higher Qualifying Earnings Requirement

To be a qualified employee in any benefit year, an employee must now have earned at least \$400 in the base year. To receive benefits in the current benefit year, an employee must have earned at least \$400 in 1953.

Higher Earnings Creditable

Earnings under the Railroad Unemployment Insurance Act are now creditable up to \$350 a month. However, since this amendment is effective July 1, 1954, the base year 1955 will be the first in which the maximum creditable earnings will be

\$4,200. For the base year 1954, the maximum will be \$3,900; and for 1953, it remains at \$3,600.

Social Security Act Amendments

The 1954 amendments to the Social Security Act, approved by the President on September 1, contain provisions which have the effect of amending the Railroad Retirement Act in the following ways:

Special Minimum Provision

In increasing benefits under the Social Security Act, the amendments indirectly raise some of the retirement and survivor benefits payable under the Railroad Retirement Act. This is because of the special minimum provision of the latter act which guarantees that monthly benefits to railroad employees and their families may not be less than they would be if railroad service were covered by the Social Security Act.

Railroad retirement and survivor benefits now computed under the special minimum formula will be raised to correspond to the higher social security benefits. Some others, which will now come under this minimum for the first time, also will be raised.

Of the beneficiaries now on the Board's rolls, about 17,000 retired employees, 6,000 wives, and 125,000 widows, children, and parents will receive increases. Reductions will have to be made in the annuities of some 11,000 wives, widows, and parents who are also receiving old-

age benefits under the Social Security Act. The new rates were effective September 1, 1954, and were reflected in the October 1 benefit checks.

Work Limitations on Survivor Beneficiaries

Beginning January 1, 1955, a survivor beneficiary under age 72 may earn as much as \$1,200 in a taxable year (usually the calendar year) in employment for hire outside the railroad industry or in self-employment without losing any benefits. (A benefit must be suspended for any month in which the beneficiary does any work for pay in the railroad industry.) If a person earns more than that amount, his annuity will be suspended for 1 or more months, depending upon the amount of earnings and the extent of the work. Beneficiaries are required to report such earnings to the Board.

More specifically, an annuity must be suspended for 1 month for every \$80, or part of \$80, the beneficiary earns over \$1,200 in a taxable year. For example, a beneficiary who earns \$1,201 in a year loses 1 month's benefits; and if he earns \$1,281, he loses 2 month's benefits; and so on. However, a benefit cannot be suspended for any month in which the earnings did not go above \$80 or, if the beneficiary is engaged in self-employment, for any month in which he did not perform substantial service.

Time Limit on Filing Applications

Generally speaking, persons applying for either retirement or survivor benefits under the Railroad Retirement Act will have 1 year after becoming eligible in which to file an application without losing any payments. The full effect of this provision will not be felt, however, until after February 1, 1955, since the amendments provide that the retroactive beginning date may not be earlier than February 1, 1954.

Great Railroad Stories of the World

Probably no one subject in America has been such a fertile field for novelists and short story writers as the railroads. . . . The material is virtually limitless, but out last month came a book, "Great Railroad Stories of the World," edited by Samuel Moskowitz, and containing 14 of the best. There are pieces by such writers as Marquis James, Charles Dickens, William Saroyan, Octavus Roy Cohen. There are tales of humor and tragedy on the railroad; exciting episodes of dynamiting trains and bridges, and some with modern romantic flavor. . . . It's good relaxation.

(Great Railroad Stories of the World; The McBride Co., New York, \$3.95)

General Stationmaster-The Man With The Answers

TO run a big station like the Lackawanna's Hoboken passenger terminal, even under normal conditions, is a handful. But when the problems that are generated by the Christmas season are lumped on top of that, the job becomes something just less than monumental.

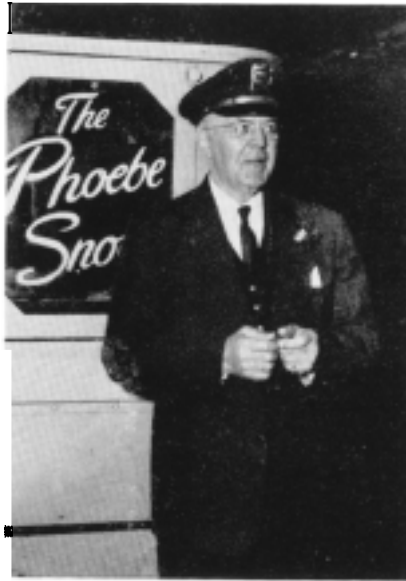
For Max Plum it doesn't seem so large. Probably one of the principal reasons is that he has been general stationmaster at Hoboken since 1940 and has some 35 years of Lackawanna Railroad service to back him up.

Max Plum is a big, pleasant-faced man who is as ubiquitous at the station as the trains themselves. He is known to most of the railroad's suburban passengers and not a few of the regular through passengers, as the man with the answers and who can solve their travel problems — even including advancing the price of a fare now and then — with smiling alacrity.

His even-tempered good nature stands him in good stead even when an irate group descends upon his office because their suburban train had to leave without them when a ferry boat was delayed through circumstances beyond its control. In this case the passengers were placed aboard the next train that was given extra stops. Everybody was happy and all had a good word for Max Plum.

Max was born at Dunmore, Pennsylvania, but grew up and went to school at Hawley, Pennsylvania. His father was a conductor for the Erie railroad and Max seemed to gravitate toward the rails. It wasn't quite as simple as this, however, because his introduction to railroading was the result of economic pressure, so to speak.

Upon graduation from business school, Max and a friend were following the advice of Horace Greeley and were en route to the west coast. Upon their arrival in Chicago it became obvious that they didn't have enough money to complete the trip. The Chicago and North Western was hiring



Max Plum

clerks and Max and his friend went to work. His first job was a rate clerk in the Freight department.

The pair worked for the North Western for a while and then returned to Pennsylvania, where Max went to work for the Laurel Line at Scranton as a clerk in the Auditor's office.

World War I came along to interrupt his career and he joined the Army, serving overseas as a Captain of Infantry at headquarters of the First Army Corps.

Upon returning to the United States at the conclusion of the War, Max went to work for the Lackawanna in 1919 as a trainman. Working first on freight trains, he entered passenger service where he spent the next five

years. In 1925 he was named stationmaster at Newark, and in 1930 came on into Hoboken as stationmaster. He was appointed general stationmaster in 1940.

The job never gets monotonous, Max will tell you. Always something new coming along. Like the lady a few months ago who lost her ticket and couldn't speak a word of English. As a result, she was unable to tell anyone what had happened. Fortunately, another employee who could speak Italian got the story from her and in due course the tickets were located.

Then there was the young housewife, loaded with bundles, who came into the office one afternoon all out of breath. She had spent all her money in New York and didn't have enough left to buy a ticket home. Could Max help her out? He advanced her the money out of his pocket and in a couple of days he had it back.

"Every once in a while someone will arrive in the station without money, or maybe they have lost their ticket," he says. "They are good responsible citizens and I always try to help them. The best part of it is that I haven't lost anything yet."

Ordinarily the station force at Hoboken employs in the neighborhood of 175 people to handle the mail, keep the place cleaned up and dispatch the trains. Because of the organization of the work, rarely does a hitch occur. When the Christmas season comes around, however, with its huge increase in mail and express, the force is almost doubled.

As an idea of the volume of mail that Christmas brings with it, on one day in the week preceding this past Christmas the Hoboken terminal mail department handled 35 thousand bags of mail, all of which had to be loaded or unloaded from cars and sorted.

"I have enjoyed these years of railroad work," Max says, "and if I had it to do over again, I would do the very same thing."

Joins Law Firm

Donald R. Creighton, general attorney of the Lackawanna Railroad, has resigned to return to private practice of law, and will become a member of the firm of Dickson and Creighton, Hoboken, N. J. Mr. Creighton has been with the Lackawanna since 1946.

ATTENTION

SAFETY SLOGAN CONTEST

1955

Get your pencil out—put on your “thinking caps.” We are again in the market for our Safety Slogan for the year 1955.

Mail slogans to the Superintendent of Safety, Hoboken, N. J.

Contest closing date—JANUARY 31, 1955

All Lackawanna personnel welcome to participate.

Make Safety Your New Years Resolution

WE are entering a New Year and at this time most of us make resolutions to correct the faults of past years; to perform in a manner that will improve our personal lives; to be sincere, honest, industrious, kindly and considerate to others and, in fact, to become and remain model individuals and citizens.

What of Safety? Should we not make this the most important and the first of our resolutions? Oftentimes, due to a lack of safety, accidents occur—some of them minor to be sure, but frequently of a serious nature which may cripple us for life. While it may be true that even cripples can be, and many are, kind and considerate, it is equally a fact that they may be unable to carry through on certain other resolutions, which they have made.

Safety is a quality that is instinctive and instilled into our nature for the express purpose of avoiding personal injuries and preserving life, but frequently it is over-ruled by our own actions.

For centuries apparently few preventive measures were taken to promote safety. It would appear that this feature of human existence was more or less left to individuals on the basis that all understood the adage “Self Preservation is the First Law of Nature.”

The gradual industrialization of the world and the attending increase in the tempo of modern life have created

accident hazards which were not previously present.

It finally became evident that it was necessary to take action to impress people with the meaning and aims of Safety and the measures to promote it. Today there is hardly an industry which does not consider Safety of prime importance in its operation. Many of the larger industries maintain Safety departments with trained personnel, who investigate methods, issue circulars, deliver lectures, check on safety devices and carry on other activities pertaining to help prevent accidents.

There are many industries in existence which devote their entire operations to the manufacture of Safety devices, such as goggles for the purpose of keeping foreign objects from entering and damaging the eyes; shoes with steel caps to prevent injuries to toes; special articles of wearing apparel adopted to certain duties, special gloves for hand protection.

It is disheartening to Safety Engineers and personnel to find a lackadaisical attitude on the part of some employees in regard to Safety measures. These employees do not seem to realize that Safety, in the main, is for their special benefit.

Let us on the Lackawanna at this beginning of a New Year dedicate ourselves to work carefully and safely, live up to Operating and Safety Rules and put Safety first on our list of resolutions. If we do this we can prevent or reduce personal injury accidents and possibly avoid a lifetime of sorrow and regret.

ORCHID OF THE MONTH



Frank M. Szumski

Air Brake Machinist, Hoboken
M. U. Shed

Twenty-seven years service without a reportable injury.

Mr. Szumski attributes his safe record to his obedience to Safety Rules, Safety instructions issued by supervisors and also heeding advice from Mrs. Szumski each morning to be careful.

From This Corner:

General Superintendent- MP & E

The hazards of another winter are with us, and call for enhanced vigilance. Walkways must be cleaned of snow and ice, and must be further protected by salt, ashes or sand as necessary. Choose your footing with care. If driving, use caution at all times to avoid skidding, which can result in serious injury and expensive property damage. Icicles should be cleared from eaves, and particularly over doorways and windows. Footboards and steps on locomotives must be kept clear of ice and snow. We must be constantly alert to protect ourselves against every foreseeable danger. Adequate clothing should be worn for protection against cold weather conditions.

Take no chances!

F. T. James

Standing of Respective Divisions and Departments For The First Eleven Months of 1954

	Killed	Iniured	Casualties To Date	Manhours Worked To Date	Casualty Ratio per Million Manhours Worked To Date	Manhours Worked To Date, 1953
<u>TRANSPORTATION DEPARTMENT</u>						
1. Buffalo Division	0	1	11	2,220,385	4.95	2.56
2. Marine Department	0	0	5	958,994	5.21	6.23
3. Scranton Division	0	2	19	3,083,903	6.16	7.77
4. M&E Division	0	6	38	4,631,591	8.20	4.86
TOTAL	0	9	73	10,894,873	6.70	5.34
<u>MOTIVE POWER & EQUIP. DEPT.</u>						
1. Diesel Shops, Scranton	0	0	0	537,353	0.00	3.93
2. Car Dept., Buffalo Div.	0	0	0	477,151	0.00	3.75
3. Master Mechanic, M&E Div.	0	0	0	186,656	0.00	4.40
4. Buffalo Division Enginehouses	0	0	0	150,533	0.00	0.00
5. Keyser Valley Shops	0	0	1	564,197	1.77	0.00
6. Car Department, M&E Div.	0	1	4	787,956	5.08	2.45
7. Master Mechanic, Scranton Div.	0	0	1	196,314	5.09	8.01
8. Car Dept., Scranton Div.	0	1	5	371,617	13.45	8.85
TOTAL	0	2	11	3,271,777	3.36	3.42
<u>MAINTENANCE OF WAY & STRUCTURES DEPT.</u>						
1. B&B Dept., M&E Div.	0	0	0	384,598	0.00	0.00
2. Track Sub-Div. No. 5, Elmira	0	0	0	206,420	0.00	0.00
3. B&B Dept., Scranton Div.	0	0	0	184,079	0.00	13.13
4. Track Sub-Div. No. 4, Binghamton	0	0	0	159,889	0.00	5.52
5. B&B Dept., Buffalo Div.	0	0	0	152,119	0.00	0.00
6. Track Sub-Div. No. 2-A, Port Morris	0	0	0	4,598	0.00	0.00
7. Track Sub-Div. No. 1, Hoboken	0	0	1	342,240	2.92	5.76
8. Track Sub Div. No. 6, E. Buffalo	0	0	1	266,236	3.76	0.00
9. Signal Dept.	0	0	2	367,031	5.45	2.58
10. Track Sub-Div. No. 3, Scranton	0	0	2	322,044	6.21	0.00
11. Track Sub-Div. No. 7, Syracuse	0	0	3	279,233	10.74	3.27
12. Elec. & Communications Dept.	0	1	3	204,384	14.68	4.78
13. Track Sub-Div. No. 2, Stroudsburg	0	0	4	233,504	17.13	2.85
TOTAL	0	1	16	3,106,375	5.15	3.07
<u>MISCELLANEOUS DEPARTMENTS</u>						
1. Purchases & Stores Dept.	0	0	0	198,313	0.00	3.13
2. Property Protection Dept.	0	0	0	167,133	0.00	0.00
3. Dining Car Dept.	0	0	2	152,187	13.14	20.67
TOTAL	0	0	2	517,633	3.86	7.25
H. H. Antrim, Accounting Dept., Scranton	0	0	1	---	---	---
GRAND TOTAL	0	12	103	17,790,658	5.79	4.60

* 1 omitted from previous report

Reportable Casualties November 1953.....	8
Reportable Casualties November 1954.....	12
Increase	4

A RULE BREAKER

IS AN

ACCIDENT MAKER

EMPLOYEE CASUALTIES GROUP "B" RAILROADS

Based on reports to Interstate Commerce Commission for the first ten (10) 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.	40,559	4	89	3.04	3.16
2.	A. C. L.	30,628	4	92	3.10	3.51
3.	Tex. & New Orlns.	27,521	1	108	3.96	3.17
4.	Erie	31,331	2	138	4.46	4.91
5.	St.L-SF(In.StLSFT)	26,928	0	127	4.72	4.99
6.	Wabash	21,656	2	105	4.94	6.21
7.	C. R. I. & P.	33,875	0	173	5.11	7.03
8.	D. L. & W.	17,415	0	91	5.23	4.20
9.	M-K-T	14,461	1	76	5.32	4.25
10.	NYC&StL	25,811	5	133	5.35	6.76

Rank	Railroad	Man-Hrs.	K	I	1954	1953
11.	Reading	23,216	0	126	5.43	5.01
12.	G. M. & O.	15,634	1	90	5.82	5.61
13.	Boston & Maine	19,473	1	114	5.90	5.86
14.	Seaboard A. L.	26,645	2	184	6.96	7.54
15.	NY, NH & H	30,387	3	359	11.91	9.95

STEPPING BACKWARD

Loss of territory should impress each supervisor with the necessity of placing emphasis on the subject of Safety to all workers, in order to insure everyone recognizing hazards and unsafe practices that result in casualties to himself and fellow workers. . . . We must all avoid the momentary laxity which permits accidents to happen.

Let's Back Up Our Advertising

Continued from page 12

Regardless of the media or the methods used, our advertising has one continuing theme. Each piece stresses the constant improvement and modernization of our equipment, the safe handling of freight, the special services we provide and the skill and efficiency of the railroad's employees. The copy is designed to interpret the railroad to the public, to inform them of our services and to promote better relations with our friends.

The Lackawanna has spent millions of dollars since the end of World War II on new freight and passenger equipment as well as on the modernization of other equipment and its plant in general. We have put new trains into service offering the finest in passenger accommodations and the fastest freight service. None of us should hesitate to tell people about the modern Lackawanna.

We have plenty to sell. We have fine trains, both freight and passenger, and are capable of rendering the best kind of service. We are proud to tell the public through various means the story of our railroad.

In order for us to do a complete job, however, we have to back up our ad-

vertising by each of us individually seeing to it that we produce the kind of service the public wants to buy. Every railroad job, well performed, will do just that.

Industry And Transportation

But for the railroads, Battle Creek could be buried to a depth of some feet in its own breakfast foods in a matter of a few weeks. And if that were to happen, the mills would quickly grind to a halt. Which is but another way of saying that industry is not commerce until things begin to move.—Battle Creek (Mich.) *Enquirer-News*.

The Other Fellow's Corner

The beginning of the year 1955 should mark the beginning of a long pleasant period—with cool judgment, warm appreciation of life, high respect for safe practices, and a low accident rate.

*Michael Polyak, Ticket Agent,
Boonton, N.J.*

Good Service Brings Thanks From Shipper

Cooperation and good service brought warm thanks to the Lackawanna recently from Joseph S. Halter, vice president of George Q. Moon and Company, feed manufacturers at Binghamton, N. Y.

"This service is the answer to competition," said Mr. Halter.

The commendation came in connection with the movement of a car of feed consigned to J. C. Gibbs, at Johnsonburg, N. J. Mr. Gibbs was faced with a serious feed shortage recently, and the Moon company had arranged to manufacture the feed over the week-end. The job was completed by noon and through the cooperation of the Erie Railroad general yardmaster, the car was switched to the interchange. The Lackawanna handled it quickly to the eastbound yard where the car was switched into Advance BH-4 for Port Morris.

At 6:15 the following morning the car was spotted at Johnsonburg and was being unloaded.

This was accomplished "through the teamwork of all Lackawanna employees involved in the movement . . . to all of whom we express our gratitude," Mr. Halter concluded.

"It Is To The Credit Of The Railroads. . ."

IN this great enterprise for the advancement of our city transportation system, the trunk line railroads serving New Orleans have been our partners. The Union Passenger Terminal contract has been one of mutual assistance to all parties—the city as well as the railroads. Together, we have invested public and private monies in a great consolidation, unification plan, which has practically separated rail from road within our city limits, and has made for a much more safe and expeditious movement of traffic by both modes of transportation.

We are happy to say that the railroads have paid their way in the true sense of the word in the construction of and now the present and future operation of the new system with all its improvements.

The City of New Orleans has not and will not pay one cent for the construction of the Union Terminal with its tracks and facilities—nor will it contribute to the operation thereof. This cost is borne entirely by the railroads, either from their own capital funds or

bond proceeds, backed up by the full faith and credit of the eight railroads using the terminal.

This is different in the case of the airlines in our metropolitan area. The taxpayers have paid the full cost for the construction of our municipal airport and its terminal.

It is to the credit of the railroad industry that stand practically alone as the one mode of transportation that "pays its way," without subsidy, and without special privilege.

In America, the bulwark of the free enterprise system, this is ever so important. And, on the occasion of the dedication of our new, modern, air-conditioned railroad terminal, we salute you, the Presidents and officials of our nation's major railroads. We trust that you will forever keep your railroad system strong financially, independent and free of subsidy, and still capable of providing safe and efficient service.

Remarks by Mayor Morrison

Union Passenger Terminal Board Banquet



HOW WE STAND

The Delaware, Lackawanna and Western Railroad had a net income after contingent charges, but before capital and sinking funds, of \$275,009 for the month of November this year, as compared with \$308,063 for the same month in 1953 . . . For the first 11 months of 1954, the railroad had a net income after contingent charges, but before capital and sinking funds, of \$2,773,508, as compared with \$6,004,776 for the same period in 1953 . . . Gross revenues for the first 11 months of 1954 amounted to \$71,630,313, as compared with \$82,775,259 in 1953.

TAX DAY IN NEW JERSEY

Representatives of railroads serving New Jersey handed their annual tax—checks, totaling \$17,406,787—to State Treasurer Archibald S. Alexander (seated) in his office in Trenton on November 30. The payments comprise only the operating property taxes on the New Jersey Railroads, amounting to an average of over \$1.60 paid to the state for every dollar earned in the state . . . To meet the annual tax bill, the railroads must on an average bring in from outside the state and pay to New Jersey an additional 60 cents for each one dollar earned.

LOUIS E. NELSON RETIRES

After 43 years of service with the Lackawanna Railroad, all of which was in the Traffic Department, Louis E.

Nelson, chief clerk in the Passenger Department, retired December 31, 1954 . . . Mr. Nelson, who lives at Morgan, N. J., came to the Lackawanna December 1, 1911, as rate clerk, after previous service with the Central Railroad of New Jersey. He subsequently became chief rate clerk in 1918 and chief of the tariff bureau in 1937. He was promoted to chief clerk of the Passenger Department October 1, 1940, which position he held until his retirement.

MEN IN MOTION

Effective January 1, Fred Diegtel, general superintendent of the Lackawanna Railroad, was appointed Assistant General Manager, with responsibility for operation and personnel. The position of General Superintendent was abolished.

A. M. Bimson was appointed Assistant to Vice-President.

W. G. Dorsey, Superintendent at Scranton, was appointed Manager of Transportation, headquarters New York.

R. M. Jones, Superintendent at Buffalo, was appointed Superintendent at Scranton.

R. A. Carroll, Trainmaster at Buffalo, was appointed Superintendent at Buffalo.

J. E. Mahoney, Superintendent of Transportation, was appointed Assistant Superintendent at Hoboken, in charge of freight station, pier and related operations, and the position of Superintendent of Transportation was abolished.

Carl E. Frenzel, Supervisor of Stations and Transfers, was appointed Manager of Motor Service, headquarters at Hoboken, and his former position was abolished.

E. J. Whalen, Trainmaster at Scranton, was appointed Trainmaster at Buffalo.

Nasmith, assistant general attorney, is appointed General Attorney, succeeding Donald R. Creighton, resigned (See page 17).

TAXPAYERS: Left to right: Paul M. Tucker, tax agent, D L & W (\$2,516,655); C. William Pleiss, Reading Company; L. H. Brannagan, Central Railroad of New Jersey (\$3,320,313); Robert I. Hyuler, Lehigh and Hudson River Railway; Herman H. Ehlers, New York Central (\$1,374,289); Joseph Lessin, Lehigh Valley Railroad (\$1,587,054); Stanley Commaker, Pennsylvania Railroad (\$5,388,682); Arthur K. Marvin, NYS&W; Richard T. Blackson, chairman Of the Associated Railroads of New Jersey.



"A relaxing and refreshing experience" on the "Phoebe Snow" prompted William E. Henderson Jr., Fidelity and Deposit Company of Maryland, Buffalo, New York, to write, complimenting the fine service of the Lackawanna railroad . . . "I have just completed a ride on your delightful train, the 'Phoebe Snow'," writes Mr. Henderson. "It was a most relaxing and refreshing experience. I shall certainly share my pleasure with my friends. You are to be complimented on your fine service," he concluded.

M. & E. Division Passenger Agent Ted V. Wall has been commended for his helpful assistance by Reives H. Small, of Beneficial Management Corporation, Newark, New Jersey. Mr. Small had arranged a cruise for Philip L. Reinhard, assistant supervision director of the corporation, and Mrs. Reinhard, and arranged that their baggage would be checked at the Lackawanna's Barclay Street station in New York. Mr. Wall met the Reinhard's upon their arrival at Hoboken to make sure they got their baggage from the Barclay Street office before it closed at 8:00 p.m. . . . "Naturally, Mr. Reinhard was most appreciative of this courtesy shown him by Mr. Wall," wrote Mr. Small, "and you may be assured that Mr.

Reinhard, who is a frequent traveler, will, where possible, patronize the Lackawanna railroad."

Anthony P. Sarno, Newark passenger traffic office, was complimented by Miss Inez Lavin, a Paramus, New Jersey, school teacher, for his capable handling of a group of second grade pupils from Paramus school who were touring the Lackawanna facilities at Hoboken . . . "Of all the trips I have participated in with school children," writes Miss Lavin, "this was the most efficiently planned and executed. The Lackawanna representative, Mr. Sarno, handled the group beautifully, from assisting the bus drivers in parking to securing the aid of conductors, engineer, fireman, workers in the mail room, and other railroad people. Everyone seemed to go overboard in making the group welcome. For many children, and also teachers, it was the first experience on a streamliner like the 'Phoebe Snow'. No amount of reading or classroom discussion could equal the first-hand experience of actually being on the train with real railroadmen and passengers. Most important of all, however, it gave them insight into the true idea of a community where people live and work together. Thank you for each and everyone of us," she concluded.

Retirements . . .

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.

Samuel G. Alexander, 26 Newton Ave., Binghamton, N. Y.
Joseph W. Birtle, 642 Birch St., Scranton, Pa.
Frank Biviano, 40 Brown Ave., Norwich, N. Y.
Martin A. Breitsprecker, 303 Bose Ave., So. Orange, N. J.
John C. Castle, Castle Road, Gillette, N. J.
Joseph B. Colangelo, 15 Bayless Ave., Binghamton, N. Y.
Oscar L. Conrad, 49 Robinson St., Binghamton, N. Y.
John Derzanovich, 15 Queen St., Binghamton, N. Y.
Frank Geidig, 143 Main St., Buffalo 3, N. Y.
James Graham, 64 Slocum St., Forty Fort, Pa.
William P. Healey, 747 Prescott Ave., Scranton, Pa.
Joe Jackson, 33 W. 138th St., New York, N. Y.
George Jaremko, 152—3rd St., Passaic, N. J.
Griffith Jones, 1416 Luzerne St., Scranton, Pa.
John Karski, 1008 Lake St., Elmira, N. Y.
Charles J. Kleinhenz, 74 Mason Ave., Binghamton, N. Y.
Edwin C. Lloyd, 15 Summit St., Cortland, N. Y.

John J. Markey, 130 Fulton Ave., Jersey City, N. J.
Martin A. McEnrue, 546 Hoyt St., Kingston, Pa.
Peter A. Monaco, 736 Vallevbrook, Ave., Lyndhurst, N. J.
Patrick L. Moran, 1309 Monroe Ave., Dunmore, Pa.
Daniel P. Noone, 317½ 15th St., Scranton, Pa.

John D. Norman, 1925 Seventh Ave., New York 26, N. Y.

Manuel Patino, 26 Jefferson St., New York, N. Y.

Anthony A. Queeno, 23 Schiller St., Buffalo 6, N. Y.

Walter F. Ratchford, 543 Hampton St., Scranton, Pa.

Carl C. Roller, 418 Hewit St., Buffalo 15, N. Y.

James J. Sammon, 304 Ward St., Dunmore, Pa.

Domenick Scarola, 320 Livingston Ave., Lyndhurst, N. J.

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

"Lest We Forget . . ."

Harold T. Baker, 20 Moeller St., Binghamton, N. Y.

John L. Castleman, 237 Bryant Ave., Syracuse, N. Y.

Frederick Cooper, 82 Grand Ave., Washington, N. J.

James P. Cruickshank, 909 Mulberry St., Scranton, Pa.

Peter S. Derrick, 2101 Madison Ave., New York, N. Y.

Bert M. Fairlie, 79 Washington St., E. Orange, N. J.

George A. Fields, R.D. No. 1, Moscow, Pa.

Daniel Fordiani, 211 Fairview Ave., Scranton, Pa.

Michael R. Gaynor, Tobyhanna, Pa.

Charles W. Homadieu, 41 Standish Rd., Watertown, Mass.

Arthur T. Keyes, 930 W. Onondaga St., Syracuse, N. Y.

Earl Loomis, The Veterans Facility, Bath, N. Y.

Conrad Markey, 155 County Ave., Secaucus, N. J.

Steven Melneck, 611 Gifford St., Syracuse. Frederick J. Peck, 1160 So. Highland Ave., Oak Park, Illinois.

William F. Quigg, 311 Davis St., Clarks Summit, Pa.

James H. Shea, Jr., 322 Fifth Ave., Scranton, Pa.

Pellegrino lanta, N. Y.

P.O. Box 144, At.



The southern tier of New York state is one picturesque panorama after another, with its rolling hills and delightful valleys. This is a view looking westward along the main line of the Lackawanna Railroad near Groveland as the tracks wind up Dansville Hill.

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