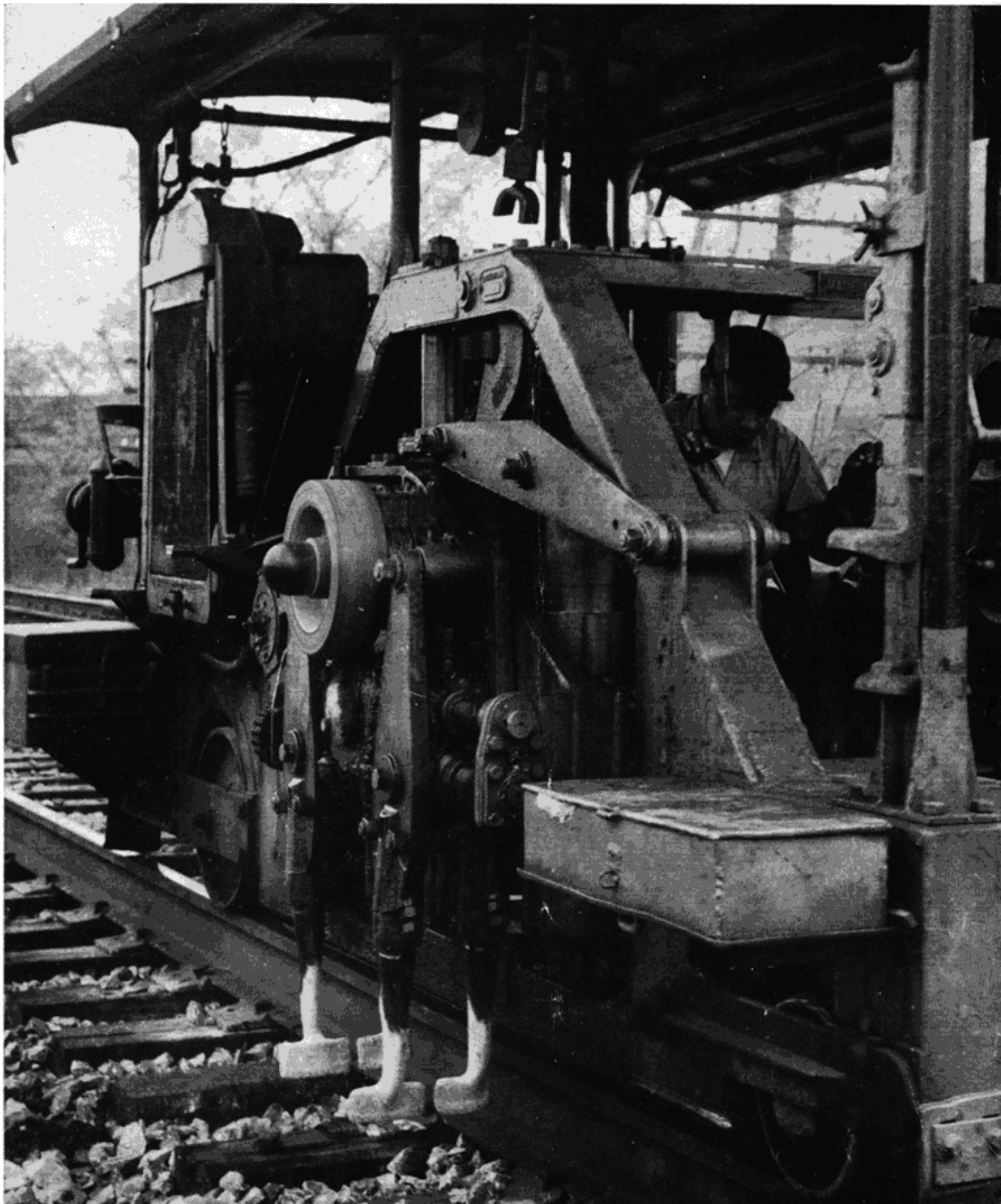
THE Lackawanna

July, 1954 Volume One Number Four



The Lackawanna's passenger station at Buffalo made this interesting picture one clay recently when just the right clouds and iust the right sunlight got together for this striking effect. The picture was made from the tower Just outside the station. The railroad's team tracks are at the right, while tracks at left pass under the station.

THE Lackawanna

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July, 1954

Volume One Number Four

Contents

On The Cover

Good malnfenance iS the essence of safe, strong, smooth-riding track for which the Lackawanna Railroad is well-known. The big Mafisa tamper on the cover is just one of the modern fools used by the railroad's Maintenance of Way department. This one was at work recently just west of Elmira, N. Y.

Safety Is First

PREFACING our Book of Rules of the Operating Department is a general notice, the first paragraph of which reads:

"Safety is of the first importance in the discharge of duty."

This is more than a rule. It is a statement of policy. It is the first sentence of basic education for all new employes. It is the foundation of conduct for all employes.

Our responsible concern and accountability for safety, while traditionally a vital part of railroading, has steadily increased through the years with the broader nature of our duty to passengers and fellow workers. Safety is an obligation that we share together 9 Good results--and our aim always is perfection in safety--are achieved by the melding of individual effort into good team work. A railroad organization is no different than a baseball team in this respect 9 Baseball pennants are won by a perfection of team work, with each player instinctively backing up another if he can. Perfect safety reflects upon team work. Much of the philosophy of our Book of Operating Rules is based upon the principle of one man checking and backing up another.

Superseding the great mechanical and electrical improvements which recent years have brought into railroad technology, there stands one fundamental for safe operation, namely, the vigilance of individual men. Nothing mechanical nor electrical is infallible. The vigilance of individual men extends to everyone. It relates to maintenance of track and equipment as well as to operation. It is checking and rechecking based upon the thoughtful observance of alert and competent men. It brings closer /he dividend we are seeking --perfect safety.

For the first half of this year our employee safety record, as measured by number of reportable employee injuries, is more favorable than in 1953. Yet it does not measure up to the standard of which we are capable. I urge the solemn resolution that our safety effort in the last six months of 1954 will bring us' much nearer to the perfection which is our goal.

50,000 RECIPES FOR MAKING GLASS

This Is the Story of Coming Glass, A Practitioner Of Human Relations

GLASS–an inorganic product of fusion, which has been cooled to a rigid condition without crystallizing. CORNING--a manufacturer of glass, located in the heart of New York state's southern tier, where it has pioneered in glass research and manufacture for more than three-quarters of a century.

Coming and glass go together like ham and eggs. The company, like most successful American businesses, had a small beginning, but its enterprise during the subsequent years has served Corning Glass well.

Job For Railroads

The company long has put considerable emphasis upon research, and curiously enough, this research had its start in a job for the railroads. The lenses in the color signals which the railroads were using were anything but satisfactory. Poor optical systems reduced the distance of visibility; sudden temperature changes shattered lenses; the colors in many instances were not true and as a result hazards were ever-present.

The railroads took their problems to Coming in 1877. With the assistance of university scientists, the solution was found. A new glass resulted, a better lens was developed that produced more uniform colors.

Research into the problems of the optics of colored glass continued through the years and with each new development the glass improved. In 1908, the Railway Signal Association accepted Corning's colored glasses as standard for all railroads in the United States and Canada.

It was about 5000 B.C. that man had his first look at glass. According to Pliny, a Roman historian of the period, a group of Phoenician sailors, marooned on a storm-washed Mediterranean beach, were unable to secure stones to support their cooking pot. One of them suggested placing the pot on the soda blocks that were resting unharmed in their battered boat--which they did. Later the sailors watched in amazement as a liquid began oozing out of the fire. The heat had fused the beach sand and soda--a fundamental basis in the manufacture of glass.

All of the progress since that time has involved the simple procedure of heating "batch" ingredients--sand, soda, lime and other earthy materials --until they fuse and flow.

Born in Boston

Corning Glass Works was established originally in 1851 as the Union Glass company in Somerville, Massachusetts, a small community on the outskirts of Boston, by Amory Houghton, whose great grandson, Amory Houghton, is now chairman of the board. During the first quarter of a century of its existence there was little about its operations to distin-

The Coming Glass Center (right) was Built to celebrate the IOOth anniversary of the Coming Glass Works. The museum contains the most comprehensive collection of glass in the world and the library the largest known collection of Books about glass. In the adjoining Stueben factory the visitor may watch the process of making beautiful hand-blown crystal by world's master craftsmen.

guish it from any other glass company of the period, except an awakening interest in the development of new ways to produce colored glass. The company was making the conventional glass products of that day --crystal glass blanks for cut glass, thermometer tubing, pharmaceutical ware and signal lenses.

In 1868, however, the company moved to Corning, New York, after a brief period at Brooklyn. At the time the company moved to Coming, the name was changed.

This year the world celebrates the "Diamond Jubilee of Light" and in honor of the occasion a 75,000-watt lamp, world's largest and brightest, was lighted in a ceremony at Rockefeller Plaza in New York City.

The occasion had particular significance for Corning Glass because it marked that company's 75th year in the lighting business.

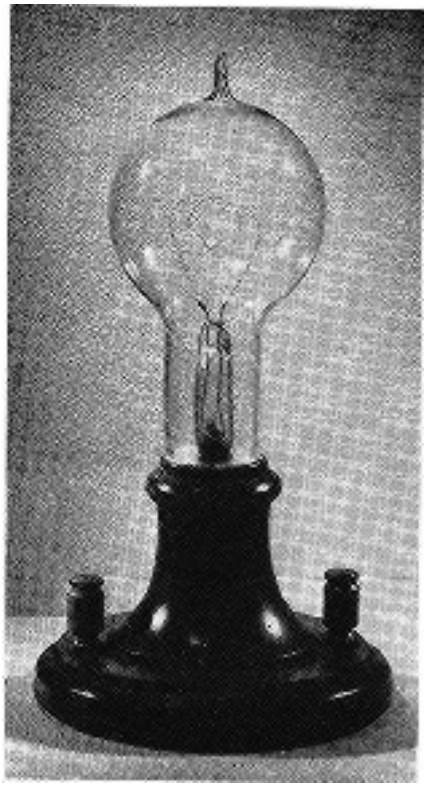
First Light Bulb

In 1879 Thomas Edison asked Corning to blow a glass envelope for his incandescent lamp. The venture was a success and .the climax to the young inventor's long search for a suitable glass bulb. At once it gave birth to an entire new industry--that of incandescent lighting.

The bulb for the giant lamp, which casts as much light as 2,874 60-watt household lamps, is a far cry from the tiny bulb and feeble flicker of Edison's first electric light.

Since that day, 75 years ago, electric light bulbs have been a principal product of Corning Glass.

In the days of Edison and the decades preceding and following the turn of the century, most city homes used gas for lighting. Some city homes, and all farm homes used kerosene lamps. The first electric light bulbs were hand blown, and production was slow. But as electric lighting expanded under the inevitable evolution of progress, the hand methods gave way to semi-automatic machines. One improvement in the machines followed another to today's fabulous ribbon machine that makes as many glass bulbs in one minute as a two-



This is a replica of fhe first bulb Blown for Thomas A. Edison's incandescent lamp in 1879 by Coming. (See Below)

man team of expert glass blowers formerly made in an eight-hour working day.

Oddly enough, it is interesting to note that despite all this progress in lighting Corning still produces millions of chimneys for kerosene lamps.

One of the biggest steps forward in the company's history came with another improvement for the railroads. This was the development of heat-resistant borosilicate glass, first used in railroad signal lanterns. This was in 1908, the same year in which the company's research laboratory was founded.

This glass could withstand much more sudden temperature changes than ordinary lead and lime glasses then in common use. In railroad lanterns, the new borosilicate composition provided the first dependable all-weather signalling glass.

It was from this development that there later emerged a group of related borosilicate compositions that have been important segments of Corning's present business.

In 1915 came the first commercial production of Pyrex ovenware; two years later came Pyrex laboratory and Pharmaceutical ware; in 1924 came the first heat-resisting nursing bottles. Then there was Flameware for top-of-the-stove cooking in glass.

Corning's most widely-known single product--the 200-inch, 20-ton mirror disk for the Palomar mountain telescope at the observatory of the California Institute of Technology, traces its origin to the first borosilicate glass developed for the railroad brakeman's lantern.

The uses and types of glasses are almost endless. The ingredients, fused by extreme heat, may be combinations of nearly all of the basic elements of the earth's surface. At Corning, using combinations of practically all of the 99 elements, more than 50,000 formulae have been developed to produce glasses with widely diverse characteristics. It is possible to make glass lighter than cork or almost as heavy as iron; as strong as steel or fragile as an egg shell; as soft as cotton or as hard as precious stones; resistant to heat or corrosive acids; glass that transmits or absorbs infrared, invisible, ultraviolet or the X-ray bands of the spectrum, and glass that conducts or stops electricity.

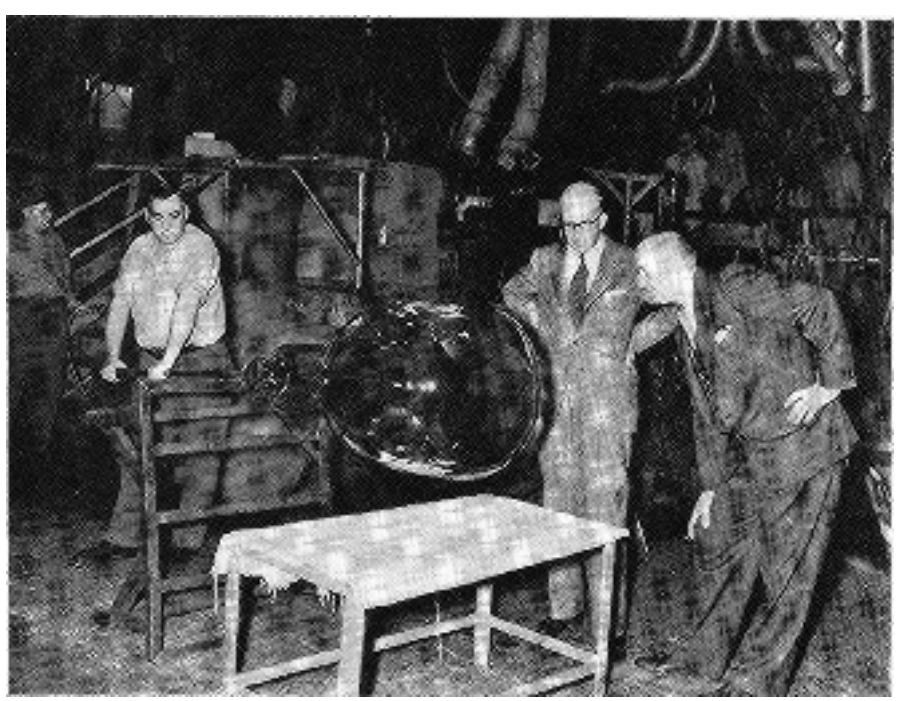
Glass can be blown into various shapes; it can be pressed into many other shapes. It can be drawn into threads, sheets, rods or tubing. It can be finished and decorated in more ways than can be counted.

It is probably the single most versatile item in modern living--and in all of which Corning Glass has been in the vanguard in research and development.

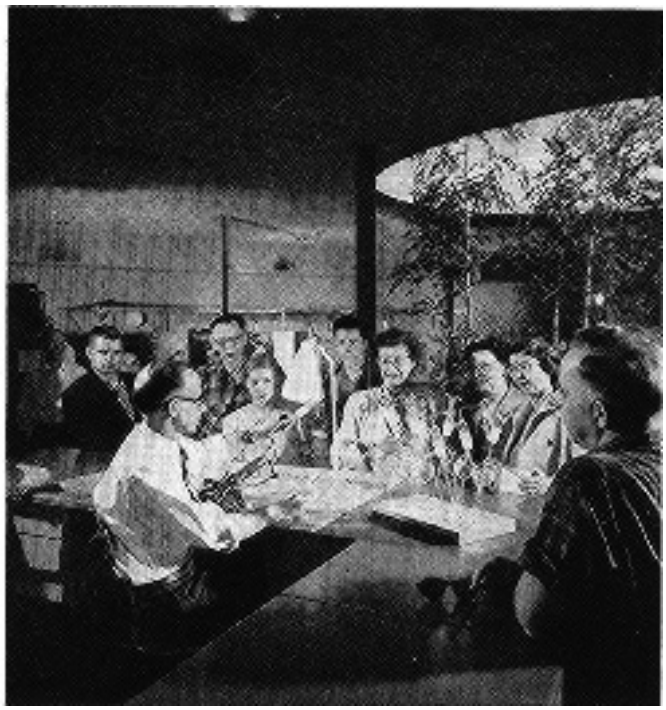
The past year has offered a striking example of research leading to a new and unusual use of glass. Based on four different recent discoveries, it is possible to produce experimentally an all-glass aperture mask for certain picture tubes used in color television.

The glass is a thin, non-warping plate, 12 inches in diameter, containing more than 200,000 accurately-spaced holes.

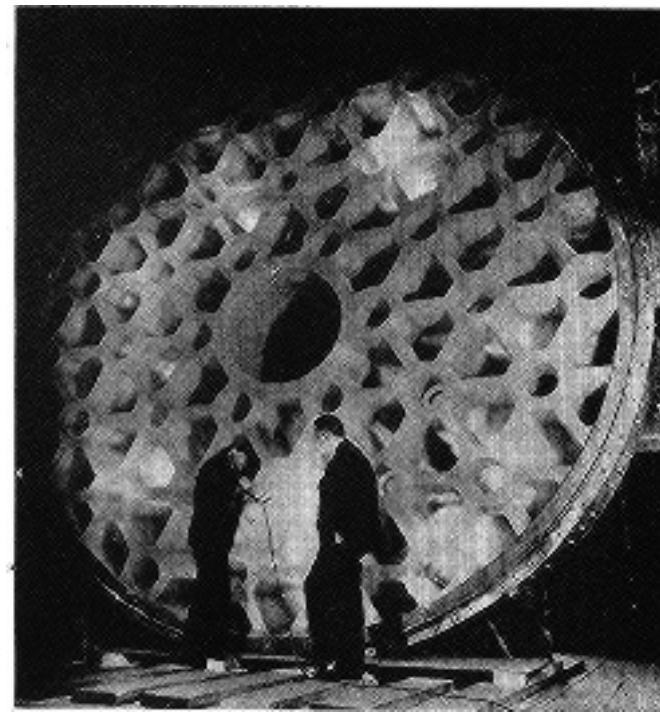
During the past year, too, Corning developed glasses of three different densities required by the Atomic Energy Commission for the protection of operators from gamma radiation. Corning is the only glass manufacturer at present providing the complete line required for observation windows used in various types of atomic energy plants. These windows, some as heavy as five tons, are needed in increasing quantities as nuclear



Blowing the 75,000-watt bulb, made in celebration of fhe 75th anniversary of Edison's first incandescenf lamp.



Visitors to the Glass Center watch a lampworker in the Hall of Science and Industry at work.



First casting'of the 200-inch mirror disk for telescope on California's Palomar Mou ntain.

energy becomes available to industry.

One of Corning's most distinguished developments is its Steuben glass. Combining purity of material, excellence of design and skill of craftsmanship, Steuben products are treasured by the connoisseurs of fine art glass and tableware the world over. This fine American crystal is the work of skilled designers and hand craftsmen following the traditions of an age-o1d art.

The Lackawanna's passenger station at Corning is particularly attractive and is in keeping with the city's largest industry. The entrance doors are large solid glass panels and the interior walls contain murals done in glass. In the waiting room are two large cases which contain examples of old and modern glass ware. These exhibits are changed from time to time and present a fitting entrance atmosphere to the city of glass.

Just as Coming Glass Works is the center of the community's industrial life it seems manifest that the cultural life also should center around the company, where so much emphasis is placed on human relations.

To achieve this end, Coming commemorated its 100th anniversary May 19, 1951, by opening the Coming Glass Center, a fabulous institution designed to focus attention upon the importance of glass. It was a bold experiment in human relations. At the celebration the company said:

"The Center is founded upon the

A Christmas free ornament exhibit in the Hall of Science and Industry.

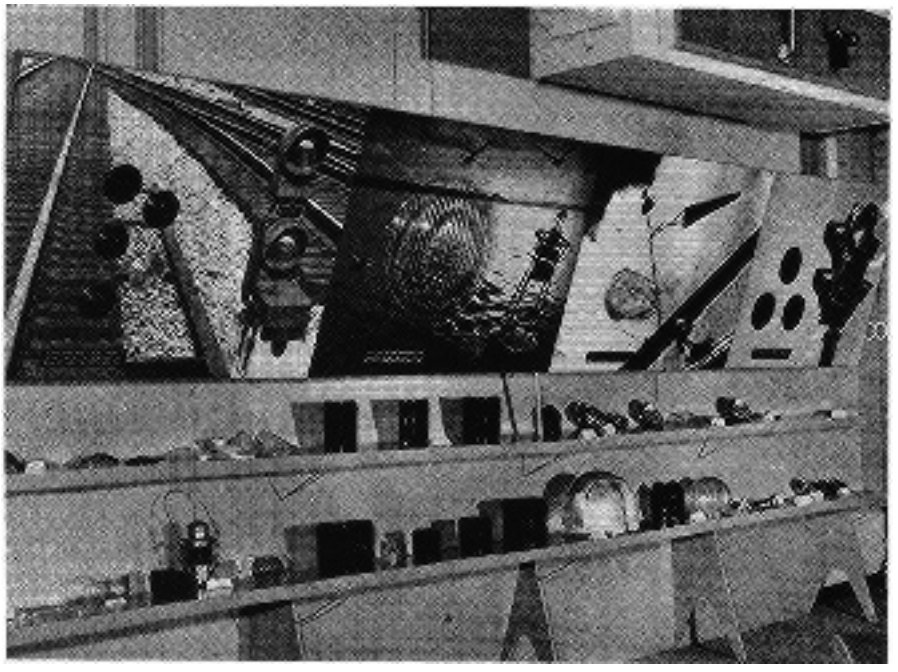
conviction that a broadened concept of industrial research can be realized by including in a rounded plan not only scientific research in the physical aspects of a matter, but also in the artistic, historical and human relations aspects of the industry. The Corning Glass Center is being built to give form to this concept by establishing a research and educational center dedicated to the history, science, art and industry of gtassmaking."

The Glass Center provides a research center for the world of glass, along with a library and the collections of-the Coming Museum of Glass for investigations and studies. There also is a series of exhibition galleries presenting the story of glass and the industry, including its history, its art, science and the actual making of glass. There are facilities for community programs and civic functions of every conceivable type, except political rallies; and finally, a recreation center for the employes of Corning Glass Works.

The manufacture of Steuben glass is located in a building adjacent to the Center and reached by a spectacular bridge made of Pyrex glass. Vis-

The first glass cake dish was the bottom of a battery box, first used in 1913 and the forerunner of Pyrex ovenware.

Tubing for neon lights is made by Coming Glass.



Development of colored signals for railroads, like those in this exhibit, was an early project for Coming and forerunner of much of company's Business.

itors can watch the manufacture of Steuben glass, the work of which is all done by hand..

This phase of the visitor's tour of the Glass Center is a fascinating one and is best summed up by a statement by one prominent visitor: "Watching skilled craftsmen at work has given young people a living example of the dignity of hand labor and pride in one's work,"

A Million Visitors

More than a million and a quarter persons have visited the Corning Glass Center since it opened in 1951. The registration lists visitors from every state in the nation and 50 foreign countries each year. The average guest spends an hour and a half at the center, 30 minutes of which time is in the Steuben factory, where he watches "glass blowing."

The dignified atmosphere of the building is immediately apparent in the darkened lobby before the 200-inch telescope mirror, a twin of the one located in California's Palomar Mountain Observatory.

Casual tourists, of course, make up the greatest part of the attendance figure. However, organized groups of all types are increasing year by year.

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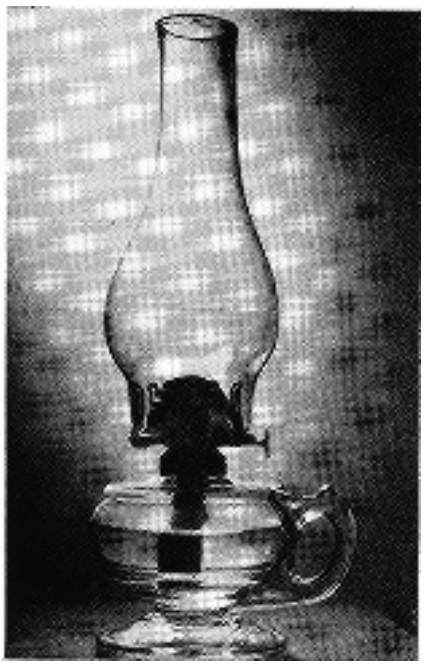
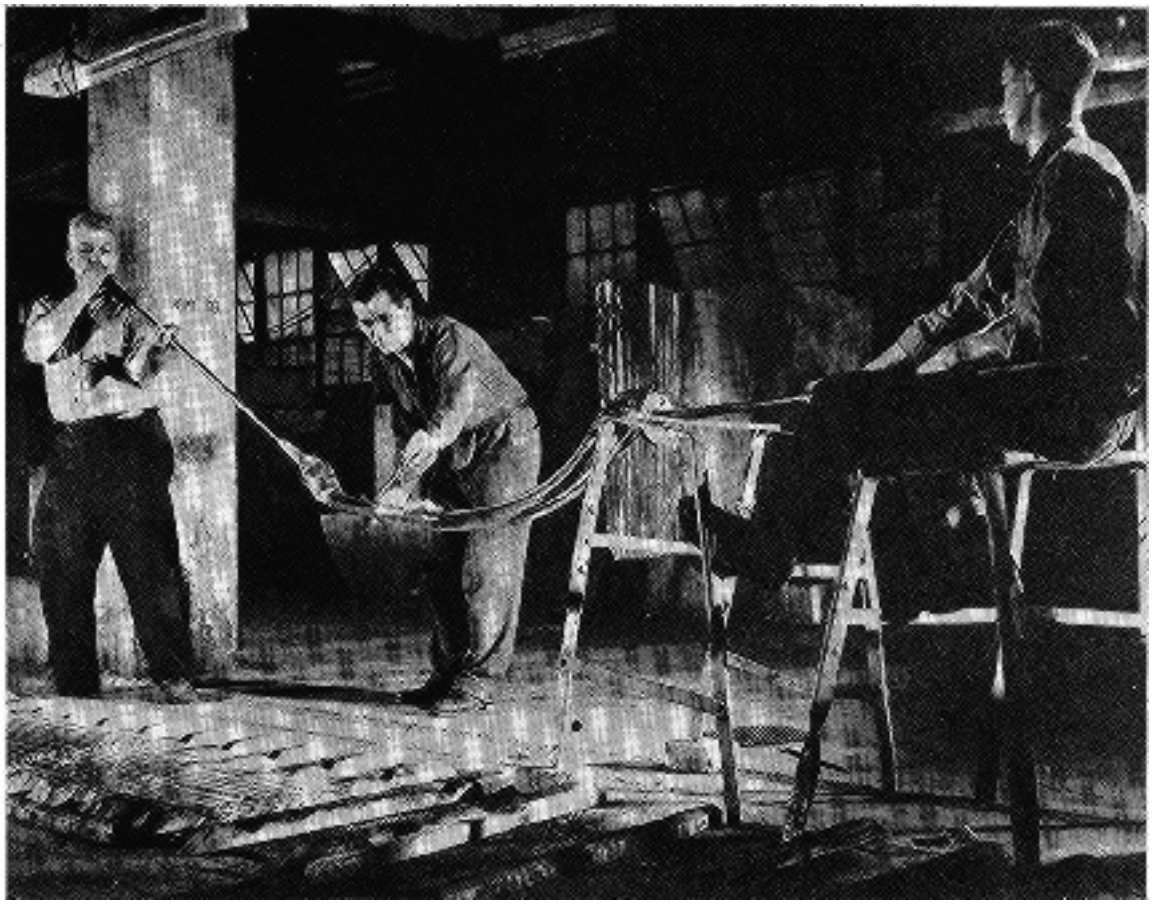
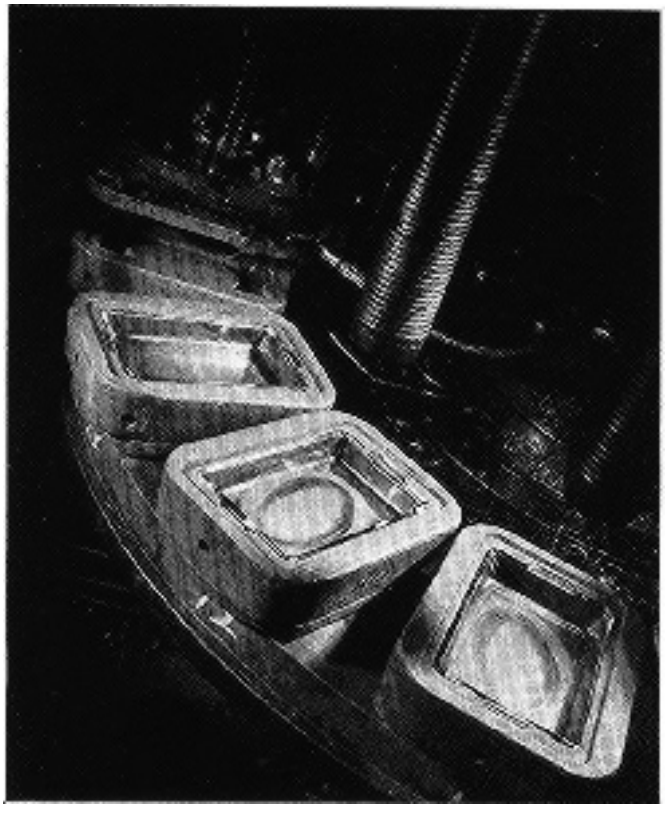


Corning still makes millions of lamp chimneys every year.

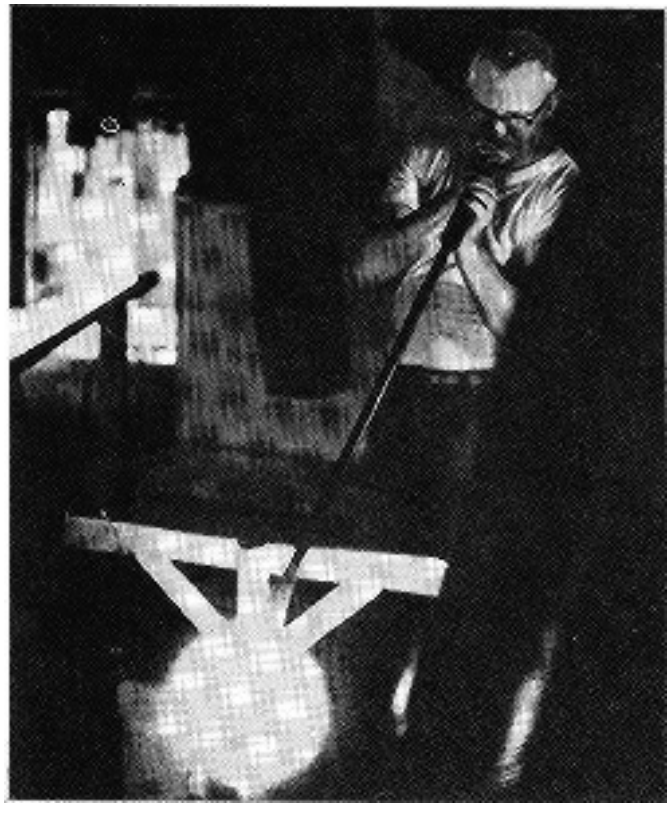
Glass Is Blown, Drawn, Pressed



Here are the three major methods of processing glass. Above, glass is drawn by hand. Glass is also pressed by hand. All three of these processes are used by Corning Glass Works in the every day conduct of manufacturing glass.



Ovenware is pressed by a machine.



A Corning glass blower at work.

ICC Allows "Piggy-Back" Operation

The Lackawanna Railroad has announced that, incident to the lifting of the suspension by the Interstate Commerce Commission, July 9, of "piggy-back" tariffs for trailer loads, it is inaugurating such service immediately, westbound and eastbound, between New York-Newark and Buffalo, Cleveland and Chicago.

West of Buffalo, Lackawanna's service is operated in connection with the Nickel Plate Road and the Wabash Railway to Chicago, and with Nickel Plate to Cleveland.

Lackawanna explained that under this new tariff its "piggy-back" service inaugurated June 16 in a limited way for less-carload shipments between New York and Buffalo is being expanded to include trailer loads of freight not only to Buffalo, but to Cleveland and Chicago.

When the Lackawanna started its trailer service, a month ago, it put on a new fast freight train eastbound between Buffalo and New York-Newark. Westbound traffic has been handled on two overnight freight trains. 'Such service will continue to handle both trailer-load and less-carload traffic on fiat cars.

Note To Retired Employes

Retired employes, who receive THE LACKAWANNA at their homes by U.S. Mail, should notify the magazine office at least 30 days in advance of change of address, giving both old and new address. When the publication is returned to the magazine office, the name is removed from the list. It can be re-instated, however, by notification to the editor.

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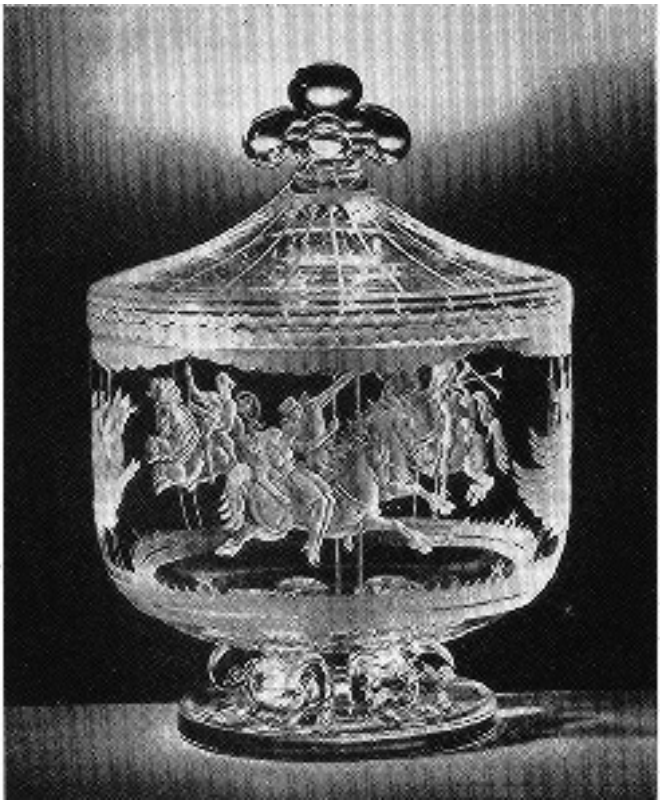
Art exhibits are scheduled regularly. A summer theater series last year played to "more than 15,000. Civic groups bring in Winter theatricals. Concerts are frequently presented in the large auditorium which has a seating capacity of 1,100. As a demonstration of the building's diversified nature, there are facilities for basketball games, amateur boxing and hunting and fishing shows. More than 550 men and women participate in 13 bowling leagues using nine modern alleys.

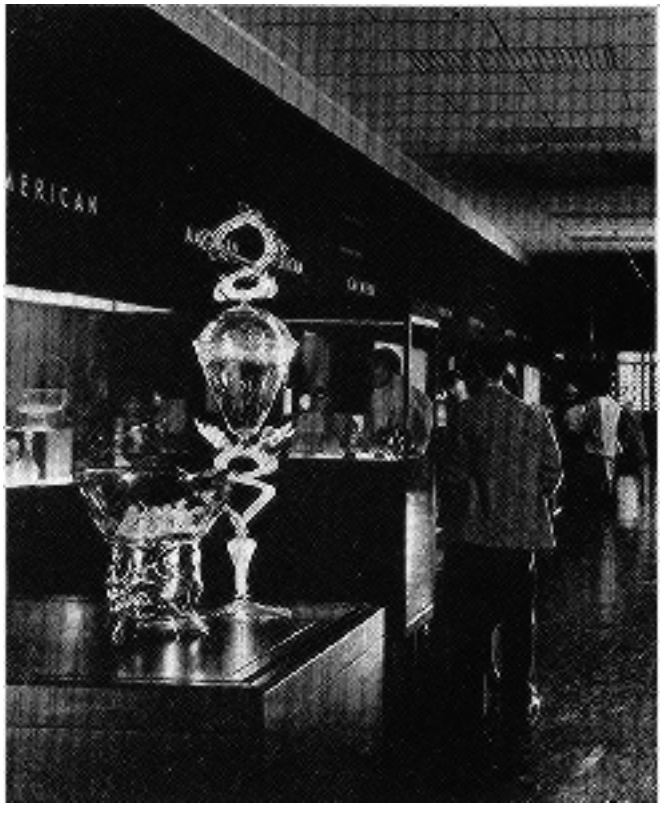
Products of competing glass companies are frequently displayed next to Corning goods, and a large portion of the building's structural glass was furnished by rival firms.

The Corning Glass Center is truly a unique American institution where the company looks forward to the future of the community as well as the industry.

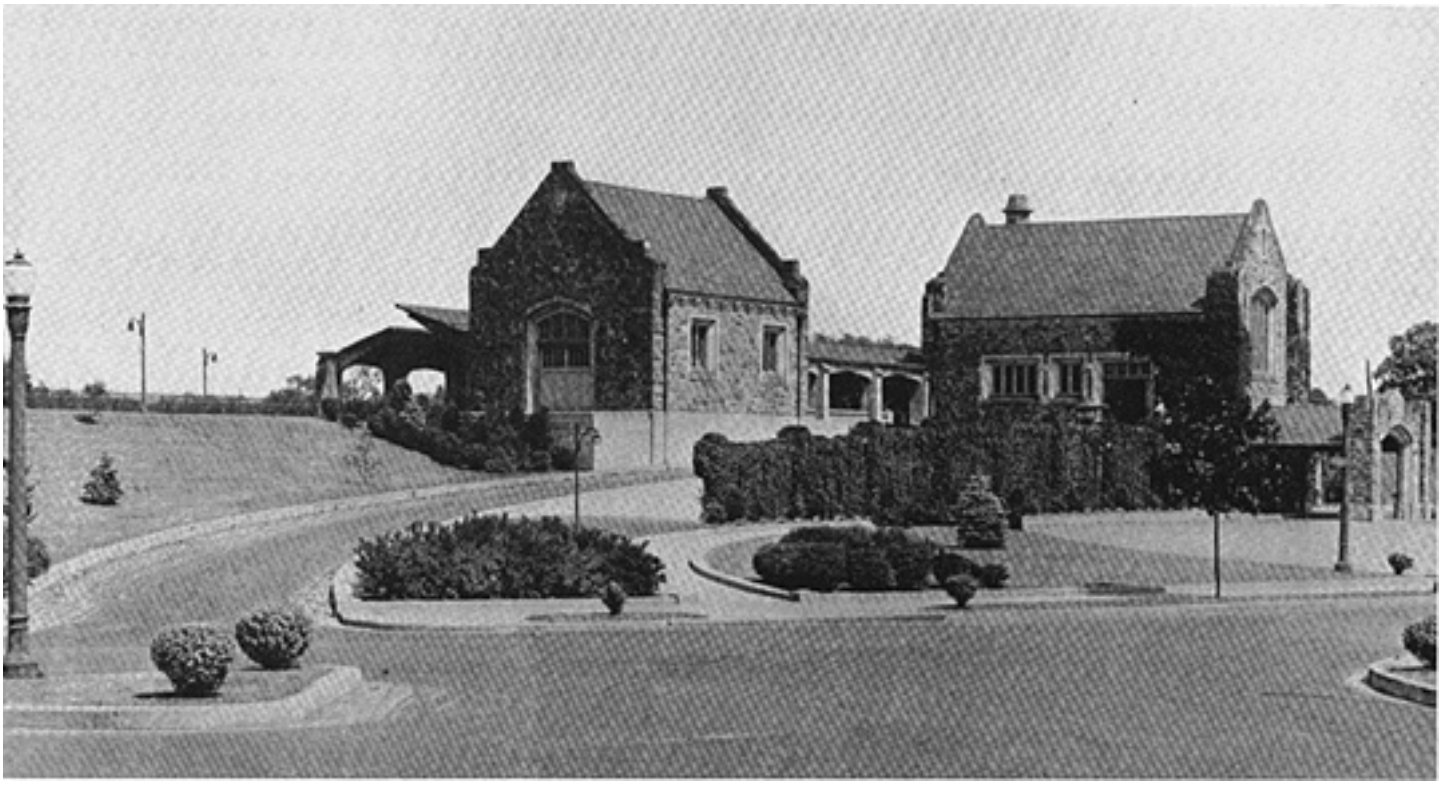
Said one leader: "The Glass Center is more than just a building; it is the core of most of our community activities."



The Merry-Go-Round bowl, designed by Sidney Waugh and made of Stueben crystal was presented in 1947 by President and Mrs. Truman to Princess Elizabeth of England at the time of her marriage to the Duke of Edinburgh.



In the foreground is a Green Glass Roemer, an extremely rare earlywine glass decorated in sepia enamels. The other is a Dragon-Stem goblet and cover, one of the finest known Venetian pieces of the 16th century.



This pretty Lackawanna station is at Madison, N. J., and is one of the railroad's 1074 buildings.

From Shanties To Great Shops, the Buildings Owned By A Railroad Would Fill A Town -- Their Changing Architecture Are

SIGNS OF PROGRESS

STRANGE as it may seem, the public--and a great many railroad people---have never seen a railroad. You ask, how can that be? It is true, though, and let's look at it this way.

Many people have visited steam ships, newspaper plants, factories, museums, steel mills, food processing plants and have been escorted from top to bottom and from one end to the other. But few people have ever seen a railroad that way for the very obvious reason that the railroad is to big . . . there is too much equipment.., too many buildings.

Take the Lackawanna Railroad, for example. It would be virtually impossible to tour the entire railroad from beginning to end because much of the railroad is under roof. The buildings that most people associate with a railroad, such as stations, freight houses, business offices and shop buildings are only a fraction of the vast accumulation of property that the railroad owns.

Along the Lackawanna's almost 1,000 miles of right. of-way, there are 1,074 buildings all of which are required to operate the railroad.

The eastern terminus of the Lackawanna is at Hoboken, New Jersey, where there is a great number of buildings, many of which are not duplicated anywhere else on the railroad. Primarily, there are buildings peculiar to the port on both the New York and New Jersey sides of the Hudson river, including covered and open freight handling piers, traveling cranes, coal dumping apparatus and facilities for transferring freight cars to and from car floats.

The railroad stretches westward through Scranton and Binghamton to Buffalo on Lake Erie. From Binghamton a branch runs up through Syracuse to Oswego, with a finger off to Cincinnatus. Another branch runs from Binghamton to Utica with a finger off to Richfield Springs. From Scranton a branch runs southwesterly through Kingston, Bloomsburg to Northumberland. In addition, between Hoboken and the Delaware Water Gap there is a virtual web of lines to serve those localities.

Along these lines are the many buildings essential to the railroad and they range in size from a little crossing watchman's shanty to huge freight houses and office buildings.

On the New Jersey side of the Hudson river is the Lackawanna's Ferry House, which is connected to the Hoboken passenger station.

So varied are these structures that it would be impossible to list them all. Some of course, are peculiar to a railroad, but on the other hand there are some that would be found in almost any industry or town.

On the Lackawanna there are the usual stations, large and small, signal towers, freight houses and shop buildings. But there also is a live stock yard, a coal thawing shed, a snow melter garage, three ferry houses and a boat repair yard.

There are many shops devoted to special uses. Looking over the railroad we will find air brake shops, upholstering shops, power plants, a modern shop for repairing auto trucks and the many machines used for maintaining the tracks and roadbed, car wheel truing shops, house for hoists and motors on the piers, a milk house, bunk houses, a control house for car washing, fuel oil pump houses, sand houses, relay house, power sub-stations, a grain office, ice house, coal dust control house, storage and garage buildings, compressor houses, foamite houses, scale houses,

One of the newest buildings on the Lackawanna is this interlocking tower at Scranton. Yardmaster is located on the third level.

yard offices, crossing cabins, transformer house, fire houses, tool houses, a modern laboratory and a waste reclaiming building, just to name a few of them.

In addition, there are coach and freight car repair shops, Pullman maintenance and supply shop, a diesel locomotive repair shop, another building devoted solely to maintaining the electric MU cars used in commuter service in New Jersey. There are stores buildings, section houses, switchmen shanties, and others that are portable to be used in connection with maintenance of way work.

All of these buildings, large and small, require and receive regular attention. They have to be maintained and kept in good condition and they have to be painted periodically. The Maintenance of Way and Structures department watches over the well-being of the railroad's buildings.

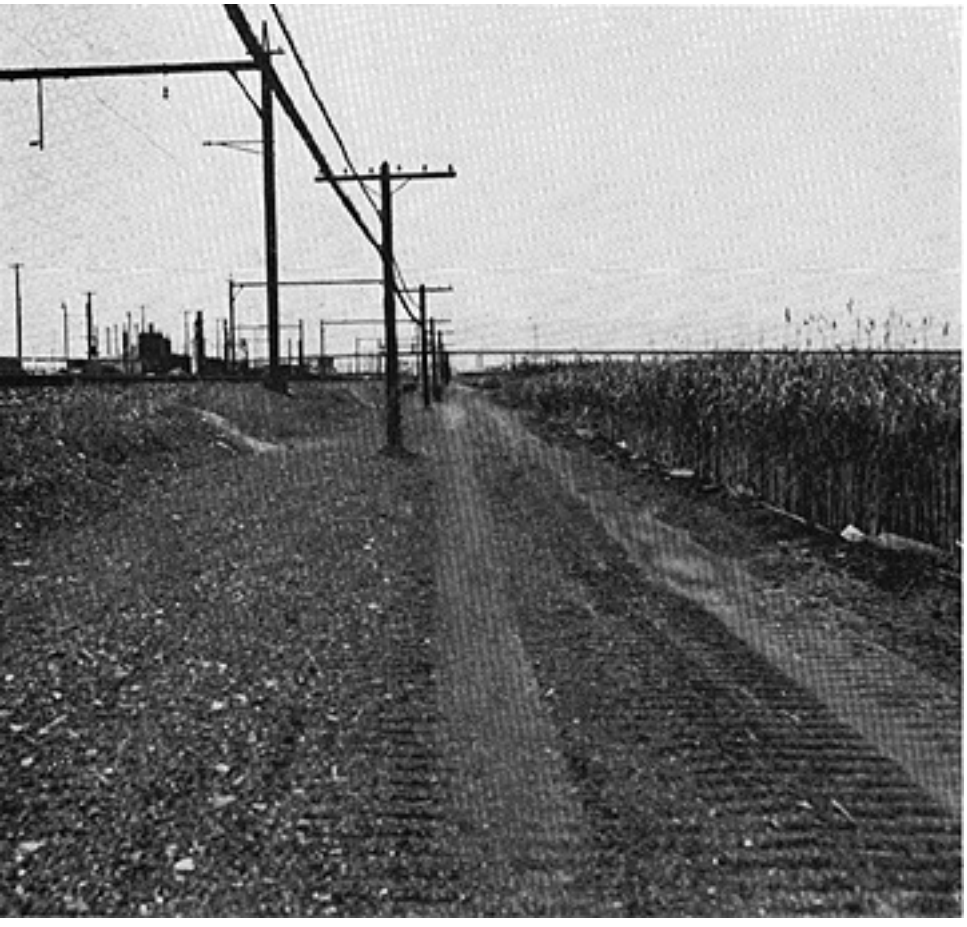
The general offices of the railroad, however, is off the property, so to speak. These offices are located in the Brady Building at 140 Cedar Street, in New York City, where the company has been a tenant for many years, In fact, the Lackawanna was one of the first tenants in the building.

Like anything else, the number and kinds of buildings that it takes to run a railroad changes from time to time. This is an indication of progress.

Just look what has happened to railroad buildings . . . and the contour of America, for that matter. In the days when the steam engine was king of the rails, giant round-houses with their attending erecting shops was the center of activity on a railroad. You could follow a railroad line by watching for the towering water tanks and coal docks. "Tank towns" got their nicknames from the great tanks where the engines stopped for water.

Contlnued on page 17.

Here &re tWO more interlocking towers. At the fop is a wooden structure at Elmira. Two-story Building in the background is the yard office. At right is the Hoboken Tower and in the right Background can be seen the passenger station.



This is the Service Road across New Jersey meadows. Tracks are at leff.

SERVICE ROADS

Pioneered By The Lackawanna They Brought Greater Efficiency To Maintenance Work and Gave The Railroad A New Look

THIRTEEN years ago the Lackawanna Railroad, along its main lines and principal branches, began to take on a new appearance. At the same time, and during the years that have succeeded 1941, new vehicles were seen rolling along the railroad's right-of-way.

It was no optical illusion. The Lackawanna was building a system of service roads, or secondary highways, on a systematic basis to provide greater efficiencyin track maintenance and to minimize delays in operations due to emergencies.

Today, some eighty per cent of the railroad's mileage is accessible to the company's highway vehicles. Although many other railroads have a similar system of roads, the service roads were pioneered by the Lackawanna.

The service road program had its inception in connection with widening of cuts to combat snow conditions and at the same time to obtain better drainage of the right-of-way. The earth that was excavated from these cuts in 'many cases was deposited along railroad fills in sufficient width to provide room for the movement of the company's growing fleet of highway vehicles. At the same time that cuts were being widened, materials were being removed adjacent to highway grade crossings, thus greatly improving the visibility of highway traffic for approaching trains. This was an important step toward the reduction of grade crossing accidents.

Use of these service highways has virtually revolutionized methods of transporting maintenance forces. Historically, the railroad had transported these employes by rail motor cars that operated on the same tracks that were used by freight and passenger trains. Naturally there were delays in getting the men to and from the job because this movement had to be timed so as not to interfere with the operation of the trains.

Motor trucks--some of which are specially fitted to carry men and others to carry tools and equipment --have greatly reduced the riding time to and from work. Moreover, the flexibility of the motor trucks using the service roads has greatly improved the effectiveness of the maintenance operations.

The service roads connect with and interlace the public highways in Lackawanna territory. The location of exits and entrances to the service roads were carefully planned to take full advantage of the many paralleling public highways, and to permit access by motor vehicles to points along the railroad where repair forces and equipment are needed for regularly scheduled work, or for emergencies. Facility of operation and speed also were considerations in the program.

As the program developed the Lackawanna increased its motor truck fleet so that today it numbers 187 units, 169 of which are assigned to maintenance and engineering forces and 18 to the mechanical, transportation and police departments of the railroad.

Latest link of the project to be completed was the service road across the New Jersey meadows, between Kearny and Jersey City, three miles long and paralleling the main line of the railroad. This road was completed last Fall and has enabled the railroad to remove a fire hazard alongside its three-track electrified main line which handles the heavy commuter traffic to and from New York, as well as through passenger trains.

The meadows are overgrown with a thick stand of swamp grass, some seven to eight feet high. The swamp grass stood up to the shoulder of the roadbed, surrounding the poles of the electric transmission line. On occasions this grass would catch fire with the subsequent danger to the power transmission line. The new service road has eliminated the likelihood of interruption of service by grass fires by keeping the growth away from the poles.

Not all of the service roads were built by widening the fills with material from some other location. Some of these roads resulted when a third main line track or passing track was removed due to obsolescence.

The service road across the meadows, however, was entirely built up. It is 25 feet wide, elevated two to

Continued on page 17.

Self-propelled vehicle moved through gondolas to unload material for road across the meadows. This material came from Secaucus yard where construction work was in progress.

After material was unloaded bull dozer leveled off the road. If is 25 feet wide and elevated two to three feet above the ground level.

AMERICANS ARE FINE PEOPLE

Just Ask Mrs. Pama of Naples, Italy

WHATEVER misgivings Mrs. Castiglione Pama, of Naples, Italy, had about the character of Americans they were dispelled recently in such a rapid-fire, and yet heart-rending, series of events that could happen only in America.

Upon her departure from Italy, Mrs. Pama was advised that all Americans were charlatans of the worst kind, and she should beware of them. But an understanding railroad policeman, a helpful ticket agent and a warm-hearted stranger changed all that and left her with a warm feeling of gratitude.

Mrs. Pama and her 15-year-old son, Andrea, arrived in the United States on the liner Volcania on a Saturday morning. She was en route to the home of her brother, Vincent Ferrante, at Monterey, California. She could speak only Italian, and New York, even on a Saturday morning, has a frightening aspect for a stranger whose mired is churning with the admonitions of friends and neighbors.

A Lackawanna steamship representative met Mrs. Pama and arranged for her rail transportation from Hoboken to Monterey. Mrs. Pama and her son obtained the tickets at the station in Hoboken and then sat down to await the departure of "The Westerner," at 7:20 P.M.

Time passes slowly in a strange place. In about two hours things were to pick up and then race on to a frantic conclusion. A man, apparently of Italian birth, stopped to chat for a few minutes and ask from what part of Italy they had come. During the course of the conversation, it was obvious Mrs. Pama was worried. It developed that she had only one dollar in American money and didn't know what she was going to do for food en route to California.

The man, who remains unidentified, volunteered to take the son to a nearby Italian grocery where he could get sandwich material to take on the train. It was here that the troubles of Mrs. Pama began, very innocently and quite by accident.

The owner of the store was a friendly woman who talked to the boy about his homeland. He showed her the railroad tickets and then returned them to his pocket. The man and the boy left the grocery and returned to the station, whereupon the man went on to his home.

Apparently, however, the boy had not returned the tickets to his pocket, but just slipped them inside his coat. Without realizing it, the tickets slipped down and into the street where the wind must have picked them up.

But we are getting ahead of the story.

About an hour later Mrs. Pama asked to see the tickets. The boy reached into his coat pocket. It was empty. He tried the other pockets. By this time he was frantic. No tickets could be found. His mother became almost hysterical. Other passengers in the waiting room were sympathetic, but because no one could understand Italian, no one understood the situation. By the gestures and the furious conversation, they knew something was wrong.

By a stroke of good fortune, a Mrs. Mango, of Glen Ridge, N. J., came through the station at that moment, en route to a commuter train. She immediately sized up the situation and began to try to comfort Mrs. Pama with the help of E. W. Thomas, chief of Lackawanna police. They prevailed upon Mrs. Pama to accompany them to Mr. Thomas's office, where Sergt. E. Fox and the boy retraced his steps to the grocery, searching the sidewalks along the way.

A consultation was held with Ed Dotten, in charge of the Hoboken ticket office, and it was decided to telephone Mrs. Pama's brother in California. The procedure to obtain another set of tickets was explained to Mr. Ferrante, which he put into action immediately.

In the meanwhile, Chief Thomas contacted Hoboken city police to determine if the tickets had been turned in to them. They had not. Mrs. Pama, after talking to her brother, was calmer and new tickets were issued for her and in addition she was given money with which to buy meals en route.

An interesting sidelight to the affair developed at this point. It seems Mrs. Pama had never used a telephone. She couldn't comprehend this little black object which seemed to speak to her. It was the voice of her brother, all right, but she was suspicious. Finally prevailed upon to use the instrument she became so fascinated with it they had difficulty in getting her to hang up.

A few minutes later, if Diogenes had been around, he would have found his reward.

A Mrs. Segrgos walked into Hoboken city police headquarters with the lost tickets. She had found them in the gutter in front of her home, a block and a half from the route the boy had used to and from the grocery several hours earlier.

The second pair of tickets were cancelled . . . Mrs. Pama and son were all smiles.

Mrs. Pama poured her thanks on her benefactors and invoked the blessings of God upon them.

Her first activity in California, she said, would be to write to her friends and neighbors in Naples, Italy, to tell them how wrong they are about Americans . . . Americans are fine, wonderful people . . . Just ask Mrs. Pama, formerly of Naples, Italy.

Service Roads For Efficient Maintenance

Continued /tom page 15.

three feet above the ground line. Material used in the construction was obtained from the freight yard at Secaucus, N. J., in connection with an improvement program there. The earth was hauled from the yard to the road project in drop-end gondolas of 70-cubic-yard capacity. It was loaded into the cars with a truck-mounted crane and a crawler crane, each equipped with clamshell buckets.

The unloading was done by operating the machines through the string of cars, with the swing conveyor depositing the material at the desired distance from the tracks. As the unloading progressed a bulldozer spread the material the width of the road, which was widened at some locations to permit the turning of the motor trucks.

Two of the by-products of the program of building the service roads was the improved appearance of the right-of-way, and the greater stability it now has against frost conditions.

Railroad's Changing Architecture Is Progress

Continued from page 13.

Today, with the advent of the diesel locomotive, the roundhouse and erecting shops are making way for smaller, yet more efficient, diesel repair shops. The familiar landmarks of water towers and coal docks are passing away in the parade of progress.

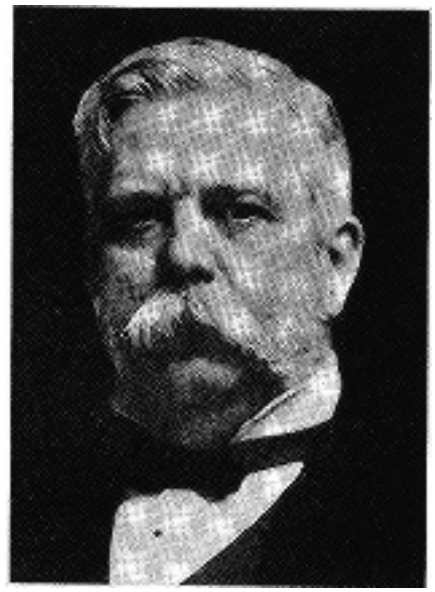
The buildings that have remained and the new ones that have been required by the evolution of progress are every bit as important as those that have passed into history.

It Isn't True!

~ reports of my death are greatly exaggerated," reports Louis D'Agostino, of Stirling, N. J. His name appeared in the obituary column of THE LACKAWANNA in the June issue due to a mechanical slip-up in the offices of the Railroad Retirement Board. He was busy building a fence at the time the magazine reached him.

Railroad Pioneers

Air Brakes For Trains



George Westinghouse

OCCASIONALLY there appears a man whose contribution to science has the effect of permanently improving the lot of the human race. George Westinghouse was such a man. Through numerous inventions Westinghouse left the world far richer than he found it. His influence will be felt for many generations to come.

Early in life Westinghouse dis, played a natural bent for mechanics. While working in his father's shop in Schenectady, New York, at the age of 19, he obtained his first patent --for a rotary steam engine. The following year he invented and patented a car replacer for derailed railroad cars, and in 1868-1869 he developed a reversible railroad frog.

During this period young Westinghouse was working on an air brake which was to mark a great forward step in railroading and eventually was to make his name a household word throughout the world. The idea of the air brake is said to have been born as a result of a collision of two freight trains in the vicinity of Schenectady. His original patent for a "standard air brake" was issued April 13, 1869, when he was but 23 years of age. This first Westinghouse brake carried all the air for braking purposes in the reservoir of the locomotive. Three years later Westinghouse obtained a patent for his automatic air brake which had reservoirs for the storage of compressed air on each equipped car in addition to the main reservoir in the locomotive.

In 1870, after extensive trials, the Westinghouse automatic air brake won Master Car Builders Association approval over numerous other train brakes then in use or under consideration. By 1884 nearly all passenger cars were equipped with automatic brakes, and during the next 15 years freight cars throughout the country were so equipped. The air brake alone represented a major contribution to the efficiency and safety of railway operations.

Meanwhile Westinghouse had been busy with other inventions, many of which came into wide use on the railroads. Important among these were a signal interlocking system, an 'improved car truck, an apparatus for heating cars, the alternating current principle, electric generators, transformers, and other devices which, with numerous improvements, are in extensive use today. Altogether, patents for more than 400 inventions were issued to Westinghouse.

Westinghouse meanwhile had become one of the nation's leading industrialists. Commencing with the Westinghouse Air Brake Company in 1869, he founded the Union Switch and Signal Company in 1882 and the Westinghouse Electric Company in 1893. One of the original contracts of the latter company was to build generators and supply electricity for the great Chicago World's Fair of 1893. At the height of his business career, industries which he founded and controlled were giving employment to more than 50,000 persons and were doing business with all parts of the world.

SAFETY LINE

From This Corner:

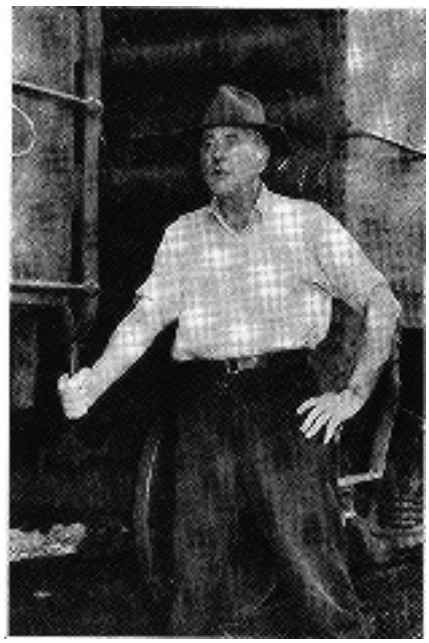
The General Superintendent

With one-half of the year 1954 behind us, the safety record for the Transportation Department still leaves much to be desired. Many groups have completed the same period without accident to any individual. Where this has occurred the improvement, I am sure, resulted from the cooperative interest and enthusiasm of everyone.

Real safety requires more than "lip service" and casual attention. Constant alertness and compliance with operating and safety rules are essential to the prevention of accidents. Freedom from injury is the badge of good workmanship of which every employee and department can be proud. In the final analysis, the safe way is always the easiest and best way to perform any task.

I sincerely hope that everyone will work hard to detect and avoid unsafe practices so that personal injuries will be eliminated and our record improved. --F. Diegtel

ORCHID OF THE MONTH



,Joseph W. Martin
Yard Foreman,
Scranton, Pennsylvania

Thirty-five years without a personal injury is the mark set by Joseph W. Martin, yard foreman at Scranton, Pa., a record which he attributes directly to his practice of complying with all of the Operating department and Safety rules of the railroad. He first came to work for the Lackawanna January 17, 1916.

"I DIDN'T THINK"

"I didn't think I would get hurt." Those words tell a story in itself. Those words are heard time and time again in the investigation of accidents. What we do know for sure is that he, or she, "Did not THINK".

Hazards are a part of everyday life. Everything we do has a hazard connected to it. Some hazards are slight, some are great, but we don't have to allow these hazards to endanger our health and lives. We can stay alert. We can learn to recognize hazards--to avoid them--to abolish them--not fall prey to them.

How can we avoid getting hurt? We can avoid injury by THINKING every waking moment. We can listen and obey our supervisors when they instruct us in the proper way of performing our duties. We can read and learn our Safety Rules. These rules were compiled at great expense to our fellow workers because every Rule in the book came from an accident that happened to a railroadman. **Read and heed** these Rules. Profit by them to save life and limbs.

By and large the surest way to avoid injury is to THINK. BE WHERE YOU ARE WITH ALL YOUR MIND. Don't think of baseball or swimming when doing your job. Think only of the job. Recognize the hazards that are involved in performing your job--avoid them.

A Safe worker is a good worker.

The Other Fellow's Corner

As you pass along your way
Trav'ling--working day to day,
Give advice to whom you may:
Speak a word on Safety.

Let good examples brightly shine,
With acts of guidance to combine,
To hold the years from swift decline:
Speak a word on Safety.

J. Menchin, Ticket Agent, East Orange

Will Phoebe Smile At You?

Motive Power and Equipment Department Miscellaneous Department

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

Standing of Our Respective Divisions and Departments For the First Five Months of 1954

	Killed	Injured	Casualties To Date	Manhours Worked To Date	Casualty Ratio per Million Manhours Worked To Date	Casualty Ratio per Million Manhours Worked To Date, 1953
TRANSPORTATION DEPARTMENT						
1. Scranton Division	0	1	4	1,362,372	2.94	10.68
2. Buffalo Division	0	0	3	989,227	3.03	3.63
3. M&E Division	0	3	14	2,012,159	6.96	8.12
4. Marine Department	0	0	4	431,679	9.27	9.34
TOTAL	0	4	25	4,795,437	5.21	8.04
MOTIVE POWER & EQUIP. DEPT.						
1. Keyser Valley Shops	0	0	0	270,841	0.00	0.00
2. Diesel Shops, Scranton	0	0	0	239,591	0.00	5.66
3. Car Dept., Buffalo Div.	0	0	0	224,753	0.00	5.29
4. Master Mechanic, Scranton Div.	0	0	0	91,848	0.00	0.00
5. Master Mechanic, M&E Div.	0	0	0	85,280	0.00	0.00
6. Buffalo Division Enginehouses	0	0	0	70,579	0.00	0.00
7. Car Dept., M&E Div.	0	0	1	354,113	2.82	0.00
8. Car Dept., Scranton Div.	0	0	1	162,445	6.16	12.76
TOTAL	0	0	2	1,499,450	1.33	2.84
MAINTENANCE OF WAY & STRUCTURES DEPT.						
1. B&B Dept., M&E Div.	0	0	0	183,864	0.00	0.00
2. Track Sub-Div. No. 3, Scranton	0	0	0	144,313	0.00	0.00
3. Track Sub-Div. No. 6, East Buffalo	0	0	0	121,465	0.00	0.00
4. Track Sub-Div. No. 7, Syracuse	0	0	0	117,714	0.00	0.00
5. B&B Dept., Scranton Div.	0	0	0	90,159	0.00	33.80
6. Track Sub-Div. No. 5, Elmira	0	0	0	85,949	0.00	0.00
7. B&B Dept., Buffalo Div.	0	0	0	61,640	0.00	0.00
8. Track Sub-Div. No. 4, Binghamton	0	0	0	53,763	0.00	0.00
9. Paterson Treating Plant	0	0	0	11,143	0.00	88.18
10. Track Sub-Div. No. 1, Hoboken	0	0	1	152,714	6.55	8.51
11. Elec. & Communications Dept.	0	0	1	90,619	11.04	0.00
12. Signal Department	0	0	2	168,121	11.90	0.00
13. Track Sub-Div. No. 2, Stroudsburg	0	0	3	114,217	26.27	0.00
TOTAL	0	0	7	1395,681	5.02	4.33
MISCELLANEOUS DEPARTMENTS						
1. Purchases & Stores Dept.	0	0	0	86,658	0.00	0.00
2. Property Protection Dept..	0	0	0	77,814	0.00	0.00
3. Dining Car Department	0	0	2	64,696	30.91	0.00
TOTAL	0	0	2	229,168	8.73	0.00
H. H. Antrim, Accounting Dept., Scranton	0	0	1			
GRAND TOTAL	0	4	37	7,919,736	4.67	6.12

Reportable Casualties May 1953	*2*
Reportable Casualties May 1954	*4*
Increase	*2*

YOUR SAFETY DEPENDS UPON YOU

EMPLOYEE CASUALTIES
GROUP "B" RAILROADS

Based on reports to Interstate Commerce Commission for the first four (4) 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.	12.588	4	29	2.62	2.95
2.	A. C. L.	12.410	2	35	2.98	3.80
3.	Tex. & New Orlns.	11.341	0	37	3.26	2.77
4.	Erie	12.268	2	40	3.42	5.14
5.	St. L-SF (In.StLSFT)..	10.999	0	51	4.64	5.46
6.	Reading	9.509	0	45	4.73	5.45
7.	D. L. & W.	6.894	0	33	4.79	5.58
8.	NYC&StL (IncW&LE)..	10.423	1	52	5.09	5.83
9.	C. R. I. & P.	13.327	0	70	5.25	6.79
10.	Wabash	8.505	1	44	5.29	5.62
11.	G. M. & O.	6.397	1	36	5.78	6.14
12.	Seaboard A. L.	11.059	0	73	6.60	7.82
13.	Boston & Maine	7.981	0	54	6.77	5.55
14.	M-K-T	5.997	1	40	6.84	2.84
15.	NY, NH & H	12.485	2	154	12.49	10.21

Third month eighth position, fourth month seventh position--a step in the right direction.

If we continue to work safely and advance one step each month, by the end of the year we will be in first place.

Why not do even better and advance two or three positions each month so that we can take the lead that much sooner.

The Fly Must Suit The Taste Of The Trout

FOUR years ago Jerry Nichols, a Scranton ticket clerk, could not tell you the difference between a wet fly and a dry fly. He knew both were used by fly fishermen but that was about all. However, since then, Jerry has become a walking encyclopedia on fishing flies and now makes them as a hobby. Jerry claims to be a qualified member of the fanciful "Order of Fly Tyers."

Jerry was attracted to this seldom-heard-of field through the interest of his 15-year-old son, Jerry Jr. Young Jerry would go fly fishing with his friends and return minus fish and about a dozen flies. This proved to be expensive since store-bought flies sold for thirty cents each. Jerry suggested that his son buy a fly maker's kit. Making flies yourself would be cheaper than buying them even though a good fly making kit cost $15, he told his son.

The mail order package arrived at the Nichols' residence and soon Jerry Jr, was in business. Dad became a sort of "sidewalk superintendent" but it wasn't too long before the two positions were reversed. As Jerry Sr. puts it, "it was like buying a set of' trains for your son. Pretty soon your son looks on as you take over."

"It is a relaxing hobby," claims Jerry, "but the first year is really the hardest. You think that you have made a good fly but the fish don't think so. They would never go near it. It is exacting work and involves patience. You have to wrap the feathers you are putting on the hook with the proper length of hackle and binding. Hackle for dry flies should be rather stiff, glossy and resilient. Thickness, absorption and strength are required for wet flys."

After many mistakes and a great deal of experience Jerry got the knack of making them. It wasn't too long before father and son were bringing in the day's limit.

Jerry Nichols

"Flys aren't any good to you, however, if you don't know how to fish with the fly you have made. You have to know the habits of fish, where they are and when they will bite." Jerry calls this "reading a stream."

When "reading a stream" you look for trees with overhanging branches. The trout generally are found here because they catch insects which drop off the branches. Another favorite spot for trout is near a ripple in a stream. Insects floating downstream are lifted off the water as they go over the ripple and fish are usually there awaiting them.

Trout are caught both on wet flies and dry flies. A wet fly is any fly fished underwater. The fly resembles a drowning insect coming to the surface or an adult fish submerging to deposit eggs on the bottom. A dry fly stays on top of the surface and represents an insect, bug or beetle floating around.

"Trout probably are one of the gamest fresh water fish of them all," says Jerry. "More sportsmen go after trout for the battle they put up rather than for the enjoyable eating afterwards. It takes about 30 minutes to land it and you really need a rest after the battle is over."

Aside from his hobby Jerry also finds time to manage and coach the National Pretzel Company's baseball team in the Schautz Teen-Age League in Scranton. Young Jerry is third baseman on an opposing team, and when Jerry Sr. coaches at third the two exchange razzings and ribbings as they encourage their respective teams.

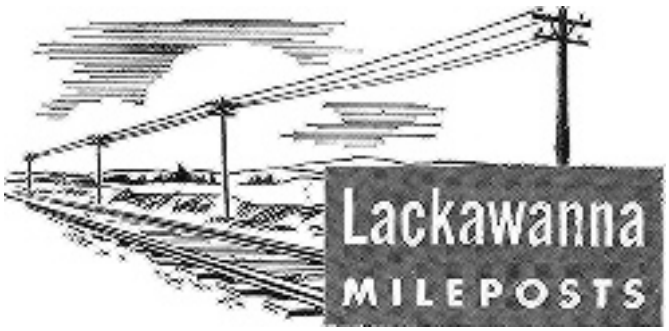
Jerry has more than 21 years service with the Lackawanna and hopes to equal or better the record of his father, Smith R. Nichols, now retired, who had 36 years of Lackawanna service.

Jerry started with the Lackawanna as a baggageman in September 1933. While working under his father in the baggage room he studied during his off time to become a ticket clerk. In 1941 he worked as an extra ticket clerk and in 1944 was appointed to the job as a regular assignment.

Although_ retirement is pretty far in the future, Jerry is making plans already. "A good fly maker is in demand," says Jerry, "and that is just what I am going to do in my retirement. Be a commercial fly maker. Thanks to Jerry, Jr."

Trade Mark Replicas .

An exact, full-color replica of the official Lackawanna railroad emblem, as well as those of 27 other Class 1 railroads throughout the United States and Canada, will serve as a new packed-in premium for Post's Sugar Crisp, popular candy-coated puffed wheat cereal . . . The colorful emblems are made of embossed metal and measure three inches in diameter. They may be used in decorating the family rumpus room or the children's room.



NEW BOX CARS

The Lackawanna railroad has requested manufacturers to submit bids for the construction of 500 to 1,000 box cars of 100,000 pounds capacity. The request for bids asked for alternative prices according to company specifications and those of prospective builders... The Lackawanna management explained that its request for bids was prompted by recognition of its obligation to provide better cars for shippers, by a desire to be better prepared to meet possible future defense needs, by a desire to enencourage the railroad car building industry and by its intention to increase materially the ownership of modern freight cars requiring limited maintenance, thus reducing car repair expense and increasing the percentage of availability for quality loading.

WALSH HEADS VETS

John J. Walsh, Scranton, was elected president of the Lackawanna Railroad Veteran's Association, at the annual meeting held in Hoboken on June 12. Other officers elected were Clark Brown, Buffalo, 1st vice-president; Walter Vallery, Hoboken, 2d vice-president; Harry J. Smith, Hoboken, secretary and treasurer and Frank Kearney, Scranton, assistant secretary. David K. Waldron, Hoboken, immediate past president, was chosen chairman of the board of directors of the Association . .. Approximately 200 members attended the annual banquet in the evening. William G. White, vice-president-operations; Fred Diegtel, general superintendent; Henry J. Lynch, and Maurice Wenz, New York City and Jersey City district managers of the Railroad Retirement Board, were guest speakers . . . Mr. White also presented Certificates of Service to the following retired employes: Carl O. Harris, Keyser Valley shop machinist; Julius Bucholz, Hoboken marine department boilermaker and Charles Russo, Hoboken ferry ticket seller.

CORRECT ANSWERS

Can you select a car which will not damage certain ladings? This was the subject of an equipment selection quiz conducted by Railway Age. The purpose of the quiz was to focus attention during Perfect Shipping Month upon the fact that careful selection of equipment is an important factor in the safe transportation of all commodities. Of the 192 answers received 21 replies were judged to be 50% or more correct. Four Lackawanna men were among the 21 receiving honors. They were C. M. Henry, agent, West Nanticoke, Pa. ; Charles Wumschutz, assistant yardmaster, Secaucus, N. J.; T. J. Everett, checker, East Buffalo, N. Y. and J. H. Sullivan, yardmaster, Hoboken, N.J.

VETERANS ANNOUNCE PICNIC

The Lackawanna Railroad Veteran's Association, Inc. have announced that the Annual Picnic and Outing of the Association will be held at Bertrand Island Park, Lake Hopatcong, New Jersey on Saturday, August 21. Arrangements are being made to have trains No. 26 and No. 25 stop at Lake Hopatcong to discharge employes from Scranton and other cities along the line. Row boating, canoeing, bathing, rides and softball are some of the facilities and attractions which the outing will offer.

C. FRED COTTON PROMOTED

Effective July 16, C. Fred Cotton, traveling freight agent at New Haven, Conn., was promoted to General Agent there, to succeed William J. Wynne, retired . . . Mr. Cotton entered Lackawanna service, June 16, 1934, as secretary in the general agency at Boston. He moved to New York in 1935 as secretary to the vice-president-traffic... He was promoted to traveling freight agent at New Haven, Aug. 16, 1938.

S. J. BRACKETT RETIRES

Samuel J. Brackett, Lackawanna freightagent at Cortland, New York, was tendered a testimonial dinner recently in honor of his retirement after 51 years of service. Included among the'70 railroad officials, friends and bowling associates were (seated, below, left to right) W. S. Dorsey, superintendent of the Scranton division; Mr. Brackett; Fred Diegtel, general superintendent of the Lackawanna and toastmaster, and H. J. Gilmartin, assistant general attorney. Standing: Arthur Twentyman, head of Cortland F. H. Cobb Company; Harry F. Doyle, assistant freight traffic manager; Ed Lundberg, traffic manager of Brockway Motor Company at Cortland and chairman of the affair; H. E. Cyphers, trainmaster, and H. Russell O'Hara, divisional freight agent.

Honor guest Sam Brackett and friends

BOUQUETS

PARENTS of the boys in Cub Scout Pack 96, of Buffalo, N. Y., were warm in their thanks to Charles A. O'Brian, Jr., city passenger agent at Buffalo, for the help and service he rendered them in connection with a trip the Scouts made to Mount Morris, N. Y., recently... Forty Cubs and their parents made the trip on the "Phoebe Snow," which for many of the boys was their first ride on a train. The trip also included a visit to Mount Morris dam, and Letchworth State Park . . . *"Mr.* O'Brian's advice and service to us was valuable beyond all expectations," wrote Lawrence V. Kavanaugh, cubmaster of the Pack. *"He* not only simplified the arrangements of schedules and tickets on the railroad, but also made the arrangements for our bus tour. It is the unanimous opinion of all that the trip was the nicest we have ever taken. Please accept the sincere thanks of all our Cubs and their parents."

Collector R. H. Browne, Morris and Essex division, received the gratitude of Will T. Neill, Jr., General Foods Corporation, Hoboken, for his assistance in returning a briefcase containing important papers. *"I* wish to take this opportunity to express my thanks to members of your personnel who assisted me in locating my briefcase which I left on one of your commuter trains," writes Mr. Neill *9* *"In* particular I want to inform you that R. H. Browne, a ticket collector on the Dover line, who had picked up the briefcase, even went to the extent of delivering the briefcase to my office during a lay-over in Hoboken. He did this because the other personnel whom I had contacted told him that I had expressed an urgent need for the material which I had lost. I have spoken to Mr. Browne personally, but I again wish to express my appreciation to him and the other employes of the Lackawanna who assisted me."

Pullman Porter M. H. Payne has been commended for his "unfailing courtesy" by W. D. Holdsworth, of Binghamton, New York. "For a number of years I have been riding the night train between Hoboken and Binghamton. During many of these trips, I have been fortunate in having the service of Pullman Porter M. H. Payne. His unfailing courtesy and his genuine interest in the comfort of his passengers make it a pleasure to travel with him," stated Mr. Holdsworth.

After a trip on "Phoebe Snow" from Corning to New York, Karney R. Cochran, The Bradley Producing Corporation, of Wellsville, New York, writes: *"We* are recommending your train to our friends. We enjoyed the accommodations of your train so much that I felt a word of commendation to those providing the service was in order. We were impressed not only by the train itself, but the clean, attractive station and particularly by the personnel. From our initial contact with the ticket agent at Corning to the porter at Hoboken, all of your people we came in contact with were courteous, cheerful and appeared proud of their jobs and their part in the operation of the Lackawanna."

Retirements...

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

Swingle, William W., 112 Master St., Scranton, Pa.

Lydon, John R., 638 Gibbons St., Scranton, **Pa.**

Warneka, **Lloyd Dexter, 921 Taylor** Ave., Scranton 10, Pa.

Grohe, Joseph Anthony, 201 Baldwin St., Glen Ridge, N. J.

Ritzer, Frank G., 46 West Johnston St., Washington, N. J.

Weidell, Harold O., 318 Taylor Ave., Scranton, Pa.

Thomas, Chas. L., 51 Glen Park Road, East Orange, N. J.

Brackett, Samuel J., 4 Loope St., Cortland, N. Y.

Pron, Wasil, 316 Madison St., Passaic, N.J.

Anficoli, Joseph, 1315 Lafayette St., Scranton, Pa.

Nash, Mary E., 49 Dikeman St., Brooklyn 31, N. Y.

Grau, William, Box 112, Keyport, N. J.

"Lest We Forget...

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

Laberia, Nicholas F., 214 Miami St., Buffalo 4, N. Y.

Ritchie, William M., 1244 Wall Ave., **San** Bernardino, Calif.

Slack, Harry B., 71 N. 3rd St., Bangor, Pa.

Gallighen, John E., 351 William St., Somerville, N. J.

Gensicki, Anton C., 228 Montgomery St., Jersey City, N. J.

Golasky, Waiter, Central Islip State Hosp., Central Islip, N. Y.

Kapral, Andrew, Box 16, Montville Ave., Montville, N. J.

Lanterman, Ulysses S. G., Lock Box L, Blairstown, N. J.

Lencesky, Walter C., 1116 North Main Ave., Scranton 8, Pa.

Swarm, Willard E., 1021 Capouse Ave., Scranton 9, Pa.

Biasucci, Antonio P., 78 Herman St., E. Rutherford, N. J.

Carihan, Carl W., 118 89Roselyn Way, Monterey Park, Calif.

Donovan, William J., 40 Henderson Ave., New Brighton, S. I., N. Y.

Londino, Antonio, 74 Via Focarelli, Mesoraca, Catanzaro, Italy.

Zalotz, Max, 234 County Ave., Secaucus, N.J.

Ginelli, James J., 299 Fargo Ave., Buffalo 13, N. Y.

Lee, Andrew J., 207 King St., E. Stroudsburg, Pa.

Smith, Carl B., c/o Erie County Home Infirmary, Alden, N. Y.

Tomassetto, Caramane, 77 South St., Binghamton, N. Y.

Scheck, Samuel, 72 Benson St., E. Stroudsburg, Pa.

Litts, Samuel T., 322 Brookside Ave., E. Stroudsburg, Pa.

Cline, William C., P.O. Box 21, Denville, N. J.

Arezzo, Francesco, 332 Jackson St., Hoboken, N. J.

Aniello, Vincenzo, 2412 New York Ave., Union City, N. J.

Heuse, John W., R.D. No. 1, Greendell, Newton, N. J.

Johnson, Tom L., P.O. Box 668, Bath, N.Y.

Latest service to Lackawanna shippers is the Trailer-On-Flat-Car, or "Piggy-Back," which the railroad put into operation this month. Here is one of the newly-painted trailersmounted on a flatcar at East Buffalo. The service operates both westbound and east-bound between New York-Newark and Buffalo, Cleveland and Chicago and handles trailer loads and lcl on flat cars.

The Delaware, Lackawanna and Western Railroad
140 Cedar Street
,New York 6, New York
Return Postage Guaranteed

Full Trailer Loads or LCL Shipped

Door-to-Door via Lackawanna

TRAILERS ON FLAT CARS

(Piggy-Back)

Lackawanna trailer service, "piggy-back', now includes trailer loads between the New York Metropolitan area and Buffalo, Cleveland and Chicago.

Freight is loaded by us at the shipper's door into Lackawanna trailers and moved over city streets to the rail terminal where the trailer is loaded on a flat car and then moved in a fast freight train to destination. At destination, the trailer is removed from the fiat car and delivered through the streets to the consignee where the freight is unloaded by us at his door.

Safe, fast, dependable, trailer service, "piggy-back', between the East and West, is why more and more often the nation's leading shippers say, "Route it Lackawanna."

OVERNIGHT SERVICE

Belween New York-Newark and Buffalo

SECOND MORNING SERVICE

Between Newark-New "York and Cleveland and Chicago

LACKAWANNA RAILROAD

Shortest Rail Route Between New York and Buffalo