

# THE Lackawanna

June, 1954    Volume One    Number Three



**PREFACE TO  
A FUTURE**

Page 18



Dominating the campus of 86-year-old Cornell University, at Ithaca, New York, is the 173-foot clock tower, housing the famed Cornell chimes. Cornell is a land-grant university of the state of New York as well as a member of the "Ivy League." It is co-educational and non-sectarian, with a student body of 9,500 pursuing studies ranging from agriculture to law. It was founded by Ezra Cornell. Its faculty numbers 1,500, headed by the university's sixth president, Deane W. Malott.

# That Extra Ounce

A few evenings ago I had the pleasure of addressing the Maplewood, New Jersey, Civic Association to describe some of the interesting aspects and problems of our New Jersey suburban train service. Many of these people were amazed to learn that whereas we took in approximately \$6,135,000 from ticket sales last year, we spent for our train and ferry service approximately \$9,875,000. Even on an out-of-pocket basis our losses were well over three million dollars, of which two and a quarter million dollars applied to train service and the balance to ferry service.

They were further interested to know that suburban passenger service requires more than 10% of the Lackawanna's total employees, not including officers; that the net summation of our problem is that this service, handling almost 30,000 people in each direction every weekday, costs 12½% of our expenses but provides less than 7% of our revenue.

It is obvious from these figures that to break even our fares would have to be increased more than 60%, with no loss of passengers from the increase. We all know that that could not take place. A fare rise of this magnitude would drive many more passengers to other forms of transportation. Since 1932, after the Morristown Line was electrified, our suburban passenger fares have increased about 50%. In the same period wages and materials have gone up more than 175%. Consideration is thus being given to some further rate adjustment which, at the same time, recognizes the danger of driving passengers away.

Our volume of passengers, particularly during the non rush-hours, is not holding up well. It is particularly in this field that all of us can do much to hold and improve our volume by providing good service, which means on-time performance, clean and well maintained ears, riding on good track and with everyone in contact with the public delivering that extra ounce of friendliness and courtesy which means so much to our reputation.



## THE Lackawanna



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### On The Cover

Through a window in Hoboken tower, just outside the passenger station, Trainmaster Joseph Kapenos shows new employe Robert Guilds the terminal from which he will work. Trainmaster Kapenos also pointed out the catenary wires which carry the power for the electric commuter trains. For more on Mr. Guilds, turn to page 18.

Near Morristown, New Jersey, A Most  
Unique Training Center Is Providing

## EYES FOR EYES

THE eastbound Lackawanna ultra-modern streamliner, "The Phoebe Snow," rolled slowly to a stop in the station at Morristown, New Jersey. A young man about 35 years old, assisted by the conductor, stepped down from the train onto the platform. A man on the platform moved toward him. Greetings were exchanged between the two and they then walked to a station wagon parked nearby.

Although the young man appeared healthy and normal there was a certain difference about him. The scenic surroundings provided no interest for him; he just stared off into the distance. He was blind.

The two men climbed into the station wagon and drove off. Their destination was a school four miles outside of Morristown called The Seeing Eye, Incorporated. It is a training school where this young man was to learn to utilize the capabilities of a Seeing Eye dog to reestablish his own independence.

Exactly one month later this same man returned to the Morristown station. His training had been completed

and he now was awaiting a train to take him to his home in the west. Sitting patiently by his side was his new companion, a guide dog whose eyes were now to be his.

The train stopped in the station. Walking at a fast pace the dog led the man to the train and guided him up the steps. They were on their way home where a normal life now could be led. He was another of the more than 2000 blind people who have received Seeing Eye dogs.

The gratitude of the blind people who have received guide dogs and of those who will receive them in the future is owed to the founder of The Seeing Eye, Mrs. Dorothy Harrison Eustis. For many years Mrs. Eustis, an American citizen, in her dog-breeding and research station in Switzerland, developed dogs to patrol borders for Swiss customs, for liaison work in the Swiss army and for trailing and finding missing persons. After a visit to a dog guide school in Germany she wrote an article for the Saturday Evening Post about the visit.

A blind man in America, Morris S. Frank, learned

This is an aerial view of the Seeing Eye, Inc., located just outside of Morristown, New Jersey.





about tile article and wrote to Mrs. Eustis asking if it were possible for him to start such a service in this country. She answered immediately and he went to Switzerland.

After a period of instruction Mr. Frank returned to prove the work to a skeptical America. He and his first dog, Buddy, traveled thousands of miles, deliberately seeking bad intersections, narrow streets and fast, congested traffic. The experiment proved a success. Mrs. Eustis returned to America and with the assistance of Morris Frank, The Seeing Eye was founded in January, 1929. It is now celebrating its 25th anniversary.

The method by which the dog and man work together is simple. The guide dog does not take its master to his destination without directions. Blind people can develop an adequate mental picture of their communities and all they need is a means by which they may be guided around their picture. In a strange city they ask directions as anyone else would. It is easy to remember the number of blocks and landmarks and to remember when to go right and left.

Before the blind student comes to the school the dog must spend three months learning its lessons in guiding by a sighted instructor. Although it takes but three months to teach the dog, it requires at least four years to develop a qualified instructor. Seeing Eye instructors are sighted men. They must serve an apprenticeship, must study animal psychology and must learn to understand human nature and fully recognize the capabilities of blind people. The Seeing Eye conducts its own "instructor university," the curriculum having been developed on the basis of years of experience in America and abroad. Many apprentices have attempted this course but few have succeeded.

In the instruction of the dog it first must be taught obedience, to obey the commands of its master. Then he must learn intelligent disobedience to disregard the master's commands and upon its own initiative, find another safe solution.

Rigid blindfold tests prove the dog's ability to take full responsibility with a blind person. For these supervised tests, the dog's instructor is temporarily blindfolded with a "sleep shade". The dog is then tested under difficult conditions at busy intersections and in heavy pedestrian and street traffic. Not until the final test which proves the dog capable, is it ready for a sightless master.

There are five training routes in Morristown which The Seeing Eye has established to train the guide dogs. One of these routes passes through the Lackawanna station. As the dog leads the trainer along the platform it is taught to keep his master a safe distance from the tracks. This is just a facimile of what they may encounter in their own home town. The Lackawanna has

At the Lackawanna's Morristown station the guide dog learns to keep its master a safe distance from railroad tracks, as demonstrated by Instructor Burlee Rowe.



cooperated with The Seeing Eye in granting permission to use its station as a training area.

It takes a month of study and practice at Morristown for a blind person to learn to use his guide dog. He must be taught how to direct the dog and how to interpret the sign language that comes through a U-shaped leather harness handle held lightly in his left hand. He also learns how to care for his dog.

The master directs his dog by oral commands of "right", "left" or "forward." The signals, which come from the dog to the master through the harness handle, warn him of anything which is liable to interfere with his safe progress. This almost perfect communication between the two permits the dog to walk at a pace which is more rapid than that of the average pedestrian. Upon arriving at street crossings the dog guides its master to the curb and stops. The master finds the edge immediately with his foot, and then gives the dog a command for the direction in which he wishes to go. The dog can be depended upon to do its job.

Contrary to popular belief the German shepherd dog is not the only breed capable of accomplishing this job. Boxers and Labrador retrievers also are used with great success. The sex of the animal does not hinder it from doing its job, for both male and female dogs are used. Fourteen months is the average age for the dog to start this intense training. However, before the dog starts the training it must go through a rigid test to prove that it is adaptable for the course.

*Continued on page 15*

After warning Instructor Eugene Douglas of the stairs in front of the Lackawanna station, the guide dog starts down upon being given the command: "Forward."



Instructor Burlee Rowe demonstrates how U-shaped leather harness is fitted to guide dog. Harness provides almost perfect means of communication between dog and master. In his pocket is a "retriever," which when dropped teaches dog to retrieve packages dropped by master.

Instructor Daniel Boeker follows behind as Instructor Wade Jenkins puts guide dog through the blindfold test. In background is the Spanish-American War Memorial.



EVERY employe of the Lackawanna Railroad, figuratively speaking, was guest of honor at dinner recently on the occasion of the presentation of the various Safety Awards for 1953. Actually, of course, it was not possible for every employe to attend personally, so they were represented by a total of about 1,600 of their fellow employes and supervisors.

The first dinner was held at Buffalo for the employes of the Buffalo division. The second was at East Orange, N. J., for the employes of the Morris and Essex division, and the third was at Scranton for the employes of the Scranton division.

The 1953 System President's trophy this year went to the Maintenance of Way and Structure department for the second successive year, and was accepted on behalf of the employes of that department by G. A. Phillips, chief engineer. The 1953 Miscellaneous Departments trophy went to the Property Protection department and was accepted on behalf of those employes by E. W. Thomas, superintendent.

All presentations of trophies were made by President Perry M. Shoemaker.

In his remarks to the three groups Mr. Shoemaker said: "It is fitting that we have these meetings following Easter, a period for taking stock of ourselves. On these occasions we have the opportunity for self-examination from the point of view of our safety responsibility.

"Safety is a matter of teamwork," he said, "and a good safety record comes from hard work. We have an obligation to improve our safety record.

"Safety has an effect on every phase of our business," the president pointed out. "It has far-reaching impacts. A good safety record will cause young people to want to come to work for us. It affects our freight and passenger business. A good safety record will encourage people to ship and travel on our railroad."

In pointing out the advances of safety through the years, Mr. Shoemaker observed that the safety move-



Kathleen Gallagher, daughter of Joseph G. Gallagher, entertained the group at Scranton.

J. A. Craddock, superintendent of the M&E division. Employe speakers were Frank Stormes, conductor, and Louis Becker, machinist in the Car department. The group was entertained with two piano solos by P. D. Jonas, controller. The East Orange party was concluded with the showing of a special movie and dancing.

At Scranton, chairman was W. G. Dorsey, division superintendent. Employe speakers included Leo F. Szymczak, assistant foreman of the Roadway department at Kingston; Walter Kosmela, trainman, and Joseph Meixell, machinist in the diesel shop.

Winners of trophies on the Buffalo division were the Transportation department, with Superintendent R. W. Jones accepting the trophy from President Shoemaker; Terminal Yards at Elmira, with J. J. O'Brien accepting the trophy; Baggage departments,

## Safety Is Good For Life

### The Records Set In 1953 Prove This As M of W & S Takes President's Trophy

ment on the Lackawanna started in 1911 when the first committee was appointed. In that year, 70 men were killed and 2,319 were injured. In 1953 five men were killed and 88 others lost time because of injuries.

"We are making progress," he said, "But we won't be satisfied until there are no deaths and no injuries. Nothing else has such a richness of reward."

Chairman at Buffalo was R. W. Jones, superintendent of the division. Leading off the program were five employe speakers: Fred Anderson, switchman; Raymond E. Clancy, trainman; Herman L. Harris, locomotive engineer; Gilbert A. Newton, leading signal maintainer, and Frank Zack, car inspector.

Following the presentations, dancing was enjoyed by the group.

At East Orange, the chairman was Buffalo, with the trophy going to A.

E. Jones, stationmaster at Buffalo; Group A Enginehouses, with the trophy going to the men under the supervision of C. F. Klein, general foreman at East Buffalo; On Line Freight, Group B, with the trophy going to the men under the supervision of M. J. Reichlmayr, foreman at East Buffalo.

In addition, three departments were presented with trophies for perfect safety records in 1953. They were accepted by Francis Martin, division engineer at Buffalo; E. J. Elston, roadmaster, sub-division No. 5, Elmira, and N. J. Vito, roadmaster, sub-division No. 6, East Buffalo.

Certificates for Perfect Safety Records in 1953 went to On Line Station Employes, Group B, Buffalo--H. A.

*Continued on page 11*

For pictures of the presentations, see pages 8-9-10-11.



G. A. Phillips, chief engineer, accepted from President Shoemaker the President's Trophy on behalf of the employees of the Maintenance of Way and Structures department.



Conductor Frank Stormes, at East Orange, urged the men to "combine common sense with safety rules to prevent accidents."



R. W. Jones, superintendent, accepted the trophy for the employees of Transportation dept., Buffalo division.



C. F. Klein, general foreman at East Buffalo, accepted the trophy for the men of Group A Enginehouses.





Leo F. Szymczak, assistant foreman, Roadway department, Kingston, promised at Scranton dinner that M. of W. & S. would win in 1954.



E. W. Thomas, superintendent of the Property Protection department, accepted from President Shoemaker the Miscellaneous Departments Trophy on behalf of the employees of his department.



A. H. Henckel, M&E division engineer, received the trophy for his employees at the party at East Orange, N. J. BELOW: W. E. Dolan, agent Pier 68, New York, accepts trophy for Metropolitan District Freight employees.



R. J. Dowling, roadmaster, sub-division No. 3, for perfect record 1952-53.



Wesley Castles, superintendent at Keyser Valley Shops, Scranton, received the trophy for men under his supervision.



W. H. Eddy, foreman of the enginehouse at Syracuse, accepted trophy for his men. They had perfect record in 1952-53.

## "Safety Is A Matter of Teamwork"



Reading clockwise, starting lower left.



E. J. Elston, roadmaster, sub-division No. 5, Elmira.

Francis Martin, division engineer, Buffalo.

N. J. Vito, roadmaster, sub-division No. 6, East Buffalo.

J. J. O'Brien, general yardmaster, Elmira.

M. J. Reichlmayr, foreman, East Buffalo.





C. E. Randall, foreman, Car Department, Group, receives trophy for perfect record in Hampton Repair Yard.



L. A. Hillman, agent at Binghamton, was presented with the trophy for his men. He is now at Scranton.

*Continued from page 7*

Carey, freight agent; On Line Station Employes, Group B, Elmira--D. C. Albertson, freight agent; Baggage Department Employes, Elmira--T. S. Gough, baggage agent; Car Department Employes, Group B, Elmira--H. C. Petzke, car foreman; Enginehouse Employes, Group B, Elmira--W. B. Dunning, enginehouse foreman; Enginehouse Employes, Group B, Groveland--John Kane, foreman.

At East Orange, trophies were presented to W. May, foreman of Hobo-

ken Freight Car Department, Group B, for his employes; to W. E. Dolan, agent, Pier 68, for Metropolitan District Freight employes.

For Perfect Safety Records, awards went to A. H. Henckel, division engineer, and J. J. Cunningham, foreman Hoboken M. U. Shed.

Winners of trophies at Scranton were the men under R. J. Dowling, roadmaster of sub-division No. 3, Scranton; W. H. Eddy, foreman, Enginehouse Group A, Syracuse; Wesley Castles, superintendent, Keyser Valley

Shops, Scranton; C. E. Randall, foreman, Car department Group A, Hampton Repair Track; L. A. Hillman, agent, On Line Station Employes, Group B, Binghamton, N. Y.

Of the safety program on the Lackawanna, J. R. Thexton, superintendent of safety, said: "We have the best on this railroad--the best tracks, the best equipment, the best shop facilities. We can be in first place in American railroads if we think and if we work at it.

"A little safety is good for life," he stated.



Walter May, foreman, Hoboken Freight, received the trophy for employes of Car Department, Group B.



A. E. Jones, stationmaster at Buffalo, with trophy for Baggage depts.

Modern Air Conditioning Makes Its Own  
"Weather" In Summer and Winter. It Is A

# DESIGN FOR COMFORT

**NO** MATTER how high the mercury may soar on a sweltering Summer day passengers on Lackawanna main line trains always will be comfortably cool because of the modern air-conditioning system in use by the railroad. Regardless of the weather, this

system can be adjusted to a temperature that will make the trip enjoyable and comfortable.

Although the term "air conditioned" generally is associated with the process of cooling air in the Summer actually the "weather" in

the Lackawanna's newest equipment is air conditioned both in Summer and Winter. In the Summer it is cooled and in the Winter it is warmed. There are certain times of the year, and certain days, when the outside temperature and that on the inside of the cars is the same. The air enters tile cars in the same way whether cooled or warmed.

All Lackawanna main line coaches and sleeping cars are air conditioned. In the Summer the principle upon which they are cooled is similar, but the refrigerants are different.

In the railroad's newest equipment, Freon-12 is the type of refrigerant used. Other cars use melting ice as a refrigerant. The system of each car holds 45 pounds of Freon and is capable of producing eight tons of refrigeration. (One ton of refrigeration, in this instance, is the equivalent of the cooling accomplished by one ton of ice melting during a 24-hour period.)

The system is charged with Freon at the time the equipment is installed in the car by the builder. The system is recharged, or replenished, only when repairs are necessary or when a leak develops. The Freon is not used up under normal operations.

In the Summer when it is necessary to cool the air in passenger cars, the system works like this:

An electric motor-driven compressor compresses the liquid Freon and forces it into a condenser. At this point, because of the high pressure, the liquid is very hot. The condenser operates like an automobile radiator, and as air blows through it some of the heat is dissipated. The liquid moves along to a receiving tank and thence through all expansion valve and into an evaporator.

Modern air-condition provides the comfort which puts these passengers at ease on Streamliner "Phoebe Snow."



As the high pressure liquid Freon moves through the expansion valve its expansion causes it to change to a cool low-pressure gas, so that by the time it reaches the evaporator it is ready to do its job. It is important to note at this point, that only seconds have elapsed since the compressor's first stroke. Because the system is completely full the circulation is uninterrupted. For this reason the compressor draws in a low pressure, cool gas, and pumps out a high-pressure hot liquid, the process being continuous. There is no reservoir of Freon.

Most of the equipment to handle the circulation of the Freon is located under the car, except for some piping and the evaporator. This latter piece of the equipment is located at one end of the car, between the roof and the ceiling.

As the Freon is being circulated through the system, a blower fan draws fresh air from the outside and some warm air from the inside and pushes it over the coils of the evaporator, which are filled with the cool gas. The resulting cool air is pushed into a duct between the ceiling and the roof of the car. The pressure created by the blower causes the air to enter the car through the ceiling in a continuous flow, not unlike a "rain of air."

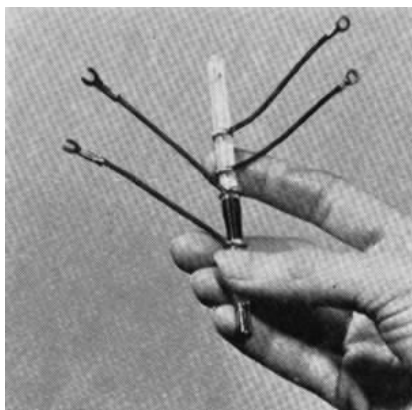
So that the cooling will be even throughout the car as the air leaves the duct it passes through valves, the setting of which is predetermined by instruments at the time the system is installed. The valves nearest the evaporator have the smallest openings, and as they get farther away the openings are progressively greater.

As a consequence the entire car has a constant supply of cool, dry, clean fresh air with no drafts. The stale air is withdrawn by exhaust fans at each end of the car.

If it were not for the "heart" of this system, the radior thermostat, the cooling process would not function. This thermostat was developed by a company that long has been making various types of valves, thermostats and automatic train heating controls



Sy Fennimore adjusts a cooling relay in the electrical cabinet.



Heart of the air-conditioning equipment is this double-bulb mercury thermostat. Below Pat Cervino adjusts outside selector relay on panel inside car.



and boilers for railroads. It is important to note here that this radior thermostat is used for both cooling and heating the train.

The radior thermostat is a double bulb mercury tube, which has four wires extending from it. Embedded in the tube are two tiny platinum wires, one opposite each of the two wires extending from the top half of the tube.

The weather will never get cold enough for the mercury to drop below the lowest of the platinum wires. As the temperature rises the mercury rises to touch the top platinum wire, which is located in the tube at a setting usually of 76 degrees, thereby closing a circuit. The mercury itself acts as a switch. The closing of the circuit starts the motor which drives the compressor to circulate the Freon.

The other two wires on the lower half of the thermostat are attached to electrical heater windings around this lower half. The heater windings, although creating a false temperature reading, does provide a more balanced temperature in the car. By applying heat or taking it away the heater element prevents gusts of cool air, and keeps the temperature even.

Tests made by air conditioning engineers have established 71 degrees to be the most comfortable. With the thermostat set for 76 degrees it anticipates the temperature needs of the car in relation to the outside temperature and the application of heat, or its opposite, fulfills the anticipation by evening out the cycles and preventing extreme highs or lows balancing the car temperature at 71 degrees.

The radior thermostat is located in the passageway adjacent to the men's lounge and directly in the path of the warm air which is being drawn into the evaporator from the car along with air from the outside. The warm air, and then cool air surrounds the thermostat causing it to rise or lower as is the case. Since it is impossible to create a vacuum in the car it is impossible to maintain a constantly steady temperature of 71 degrees at all times. Therefore, the warm air passing the thermostat causes the



mercury to rise, closing the circuit in the thermostat and setting the cooling system into operation.

Under the system used on Lackawanna trains there is no danger of a car being cooled in the Winter and warmed in the Summer. Another thermostat is placed outside the car. This one is similar to the one inside the car, except that it has no heat windings. This thermostat is similar to a master control in that it can actually over-ride the one inside the car. When the outside temperature is warm the mercury rises and closes a circuit that includes the thermostat inside the car causing cooling to take

## Stockholders Meet In New York

**AT** the annual meeting of the stockholders of the Delaware, Lackawanna and Western Railroad in New York on May 11, Perry M. Shoemaker was re-elected president, and John G. Enderlin was re-elected secretary and treasurer.

Three members of the board of managers (directors) were re-elected for three-year terms, and a fourth member of the board also was elected to serve for three years. Those re-elected were Arthur A. Houghton, director, Corning Glass Works, Coming, N. Y.; Robert W.

had the highest net income since 1929, exceeded only by 1952. However, he said, gross revenues in 1953 were almost four per cent less than the preceding year.

Commenting upon the fluctuations in traffic, Mr. Shoemaker told stockholders that the most important opportunity for securing a better share of existing traffic came from "a two-pronged attack on truck competition, namely, from rate adjustments and better service."

Turning to 1954, Mr. Shoemaker



Air conditioning system is charged with Freon from metal bottle (left) by John Hendl and James Stead, electricians. This operation is necessary only when repairs are made. At Right: Carmen Musto, electrician, changes the air purification filter. Above him are evaporator coils.



effect. When the temperature outside is cool, the mercury falls, opening the circuit which cuts out the cooling thermostat inside and at the same time closes the circuits to the heating thermostats allowing heat from the steam line to enter the steam radiator located adjacent to the evaporator. Warm air then "rains" into the car.

In the sleeping cars passengers may regulate the temperature in their rooms to suit their individual desires, by turning a knob on the control panel.

Thanks to modern air conditioning used on Lackawanna trains, travelers can enjoy a pleasantly comfortable ride the year around.

Lea, vice president and director, Olin Industries, New York, and Robert G. Fuller, vice president, the First National Bank of the City of New York.

Hudson Roy Searing, president, Consolidated Edison Company of New York, was elected to his first term on the board of managers (see page 25).

In reviewing the results of 1953 President Shoemaker told Lackawanna stockholders the railroad

reported that Lackawanna "had a black ink figure for each of the four months this year. Net income, however, was half as much as for the same period last year.

"June will witness an appreciable improvement in business," he concluded. "I anticipate further traffic improvement, beginning with August. I am encouraged to feel that the last half of 1954 will reflect considerable improvement over the picture for the year to date."

# HELP FOR THOSE WHO HELP THEMSELVES

*Continued/tom Page 6*

Not all people can use a guide dog. The Seeing Eye selects its student according to adaptability, character, physical capacity and the desire to succeed in life. No discrimination is shown for race, color or creed. The Seeing Eye does not issue dogs to mendicants.

A student at Tile Seeing Eye school is asked to pay a nominal sum, which is but a fraction of the actual cost, for his dog, its equipment and his own board and lodging during his stay at the school. This charge is \$150. By arrangements with the school payments are made in keeping with the student's financial resources. Frequently, payments are made after the student leaves the school. These are made out of earnings which the dog helps to make possible.

No blind person, who is otherwise eligible, is ever refused a Seeing Eye dog because of lack of funds. On the other hand, no individual or organization may assume this obligation for a blind person. It is his own responsibility, and by his willingness to undertake it he offers concrete evidence of a desire for independence, an important motive behind this great work. Blind persons

who solicit alms or who plan to are not eligible for this service.

Seeing Eye dogs are not for sale. The Seeing Eye is a non-profit organization supported by memberships and private contributions. The charge for the Seeing Eye dogs is not made for the purpose of reimbursing the school. It is for the express purpose of helping the blind maintain their self-respect. Recognition of their capacity to attain financial independence is fundamental to the success of the organization.

The introduction to this article told of the young man getting off "The Phoebe Snow" at Morristown. The Morristown station is not a scheduled stop for any of the Lackawanna main line trains. But for the convenience of the blind the Lackawanna has made a special consideration in allowing these trains to stop. They stop, however, only for the blind.

No longer is public transportation an obstacle for the blind to overcome. Without defeating the purposes for which the school was established railroads and other public conveyances will grant special concessions to the blind traveling on their lines.

The Lackawanna, just as other American railroads, allows the guide dog to accompany the blind person in its coaches, when it is muzzled and provided with lead and harness. Dining cars and lounge cars are available for their comfort and convenience without restriction except that the dogs must be muzzled and provided with lead and harness. Additional expense when traveling is no worry to them for the railroads grant them special rates.

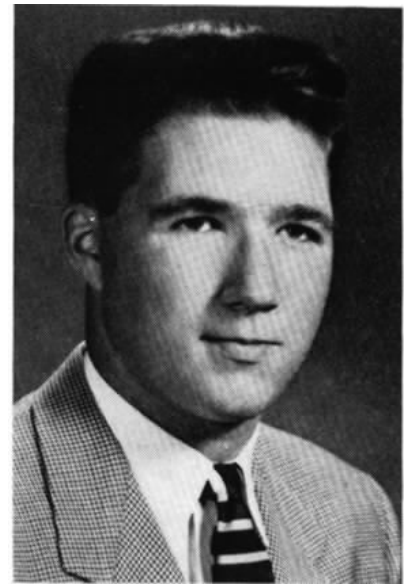
The Lackawanna is every ready and willing to be of service to the blind at The Seeing Eye, Inc., at Morristown for they are our next door neighbors.



Floor valve in car is adjusted to automatic (above) by Michael Truilo, electrician. At Right: Nicholas Checki, car foreman, adjusts control knob in sleeping car room.



AGNES MARY LAMBERT, daughter of Mr. and Mrs. Robert F. Lambert, of Montclair, N. J., will graduate from Immaculate Conception high school with the highest academic standing in her class. She has been selected as Valedictorian, and has been awarded the Whalen scholarship for her outstanding work. Under the scholarship she will enter the College of St. Elizabeth's, Convent, N. J., where she will major in biology. Mr. Lambert is assistant chief clerk, Transportation dept.



Phillip A. VanDerKarr



Helen C. O'Hara

Bruce Dwight Baling



Catherine Kearney



Robert C. Cawley

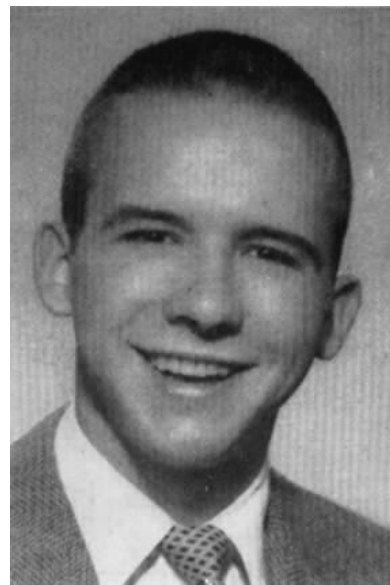




Mary Patricia Woodworth



Sandra Watson



Stuart N. Mitts

# JUNE IS FOR GRADUATES

UP and down and across the nation this month thousands of boys and girls will be passing one more--perhaps the most important--milestone in their lives. They will be graduating from high school.

For some it will mean the end of formal education; for others it will be only the pause between classes... but for all it will mean a new adventure in life.

Some of the graduates this year will be signally honored by their classmates and schools for the scholastic records they established. On

Carol Anne Maurer



these pages are ten of these distinguished graduates, all of whom are children of Lackawanna employees,

The Lackawanna is happy to congratulate them upon their achievements.

SANDRA WATSON, daughter of Mr. and Mrs. George R. Watson, of Scranton, Pa., has been awarded a partial scholarship to Keystone Junior College, LaPlume, Pa. She has been active in the Technical high school orchestra, year book and newspaper. Mr. Watson is a clerk in the Accounting dept.

CATHERINE KEARNEY, daughter of Mr. and Mrs. Frank S. Kearney, of Scranton, Pa., has been awarded a partial tuition scholarship to Marywood College. Miss Kearney is a graduate of Holy Rosary high school, and she has been named Salutatorian of her class. Mr. Kearney is clerk-stenographer, Scranton diesel, shop.

PHILLIP A. VAN DER KARR, son of Mr. and Mrs. Walter G. VanDerKarr of Waverly, N. Y., will enter Notre Dame University where he has been accepted in the School of Commerce. He has been an honor student and a member of a number of clubs in high school. He was senior quartermaster of the band, a member of the varsity basketball team, took part in the senior play and was on the year book staff. Mr. Van Dec Karr is foreman, B.&B. dept.

MARY PATRICIA WOODWORTH, daughter of Mr. and Mrs. William E. Woodworth, of Cortland, N. Y., will graduate from Cortland high school and is author of the class poem and class song. She recently won first prize with her essay, "Building Through Citizenship," in a contest sponsored by the VFW Auxiliary. The essay also won first place in the county contest and it has been submitted for state judging. Mr. Woodworth is a locomotive engineer.

HELEN C. O'HARA, daughter of Mr. and Mrs. H. R. O'Hara, of Syracuse, N. Y., will graduate from Central high school with an average of 93.1. She will enter Syracuse University in the Fall. She will be the recipient of the American Legion award for excellence in American History. She was chosen by the faculty and members of her class to participate in the annual Syracuse Citizenship Conference. Mr. O'Hara is division freight agent.

ROBERT C. CAWLEY, son of Mr. and Mrs. Martin G. Cawley, will be Valedictorian of his graduating class at Dunmore high school, Dunmore, Pa. He has received the Bausch & Lomb Science Award and has been named winner of a four-year scholarship to Lehigh University, a Freshman scholarship to the California Institute of Technology, a partial four-year scholarship to the University of Scranton, and a Freshman competitive scholarship to the Massachusetts Institute of Technology. He has accepted the latter and will major in physics. Mr. Cawley is clerk, office of Auditor of Revenues.

CAROL ANNE MAURER, daughter of Mr. and Mrs. William H. Maurer will graduate from Dunmore high school this month with the distinction of having been on the honor roll of her school during all four years. Mr. Maurer is clerk, Revisions dept.

STUART N. MITTS, son of Mr. and Mrs. Nell A. Mitts, of Buffalo, N. Y., has been awarded an honorable mention in the 13th annual Science Talent Search, sponsored by the Westinghouse Educational Foundation for his project in separating the various parts of an alcohol solution of a chlorophyll mixture. He is considering entering the University of Rochester, to study to be a chemist. Mr. Mitts is general agent, Passenger dept.

BRUCE DWIGHT BOLING, son of Mr. and Mrs. Dwight E. Boling, of Marion, Iowa, graduated from high school there last month with a four-year "A" average. He was awarded a merit scholarship for Freshmen by the University of Iowa. He was elected to membership in the local chapter of Delta Sigma Delta, national honor society last year and served as president during his senior year. He will enter the University of Iowa this Fall and major in religion and humanities. Mr. Boling is Traffic department representative.



Conductor Ely G. Harris introduces new employe Robert Guilds (right) to Raymond E. Mack, (left), flagman, and Conductor Frank Swartz (second from left).

## A Young Man, Robert Guilds, Joins The Lackawanna. This Is His

# PREFACE TO A FUTURE

**P**ATIENT but a little nervous, Bob Guilds sat in the conductors' room in the Lackawanna's passenger terminal at Hoboken. It was his first day as a trainman and everything he had been told about the job was racing through his mind. He tried to think of problems he might encounter, but it was of no use. He was too jumpy.

The door of the conductors' room opened and in walked Conductor Frank Swartz. Frank sat down and noticed the nervous young man seated next to him. Here, as if by chance, were two extremes. Frank has been an employe of the Lackawanna railroad for 53 years and knows the ins and outs of railroad-ing. Bob had not even seen the start of his first day yet.

Frank introduced himself and soon the two were engaged in a lengthy conversation. Frank told him of his experiences and Bob listened with earnest attentiveness. A while later Bob looked at his watch and said he had to be going because he was starting work in a few minutes.

"Let me give you one last word of advice," Frank said. "You are going to face about 70 passengers in the next few minutes. They know what your job is because they have been traveling so long. They will watch and see how you do your job and if you do it well and with courtesy you will have won 70 friends. Above all though, Bob, learn those safety rules which were given to you. Lots of luck and if I can help you in any way I'll

be glad to do it," continued Frank.

"Thank you very much, Mr. Swartz, for your advice," replied Bob, politely and sincerely. As he walked out the door he realized that what his cousin, Norma Ogden, a clerk in the Central Accounting Bureau, had told him was true. The Lackawanna fellows were great and they would go out of their way to help him.

When Norma heard that the trainman's job was open she immediately told Bob. Along with the good tidings she also briefed him on the history of the railroad. She told him that this was just the job for him because it would present new challenges each day, but more important, it offered him a future.



Bob was impressed. He applied for the job in the office of Harry B. Hill, assistant superintendent of the Morris and Essex division.

In the interview Mr. Hill told Bob of the irregular hours he would be expected to work if he were accepted. Bob was told that he would be subject to call 24 hours a day and would be in contact with the traveling public and therefore courtesy always must be shown. His letters of reference were discussed, which in Bob's case proved very favorable.

The interview was satisfactory, but by no means did it mean that Bob was now a Lackawanna employee. First he had to fill out an application for employment and then pass a physical examination given to him by the company surgeon.

When the results of the physical examination were received Bob was notified he had passed. He was next instructed to report to Charles Kaulberch, chief clerk for Mr. Hill, where he would fill out additional forms. When this had been completed Bob received his time table, a book of safety rules, a book on the rules of the Operating department and keys for switches and cars.

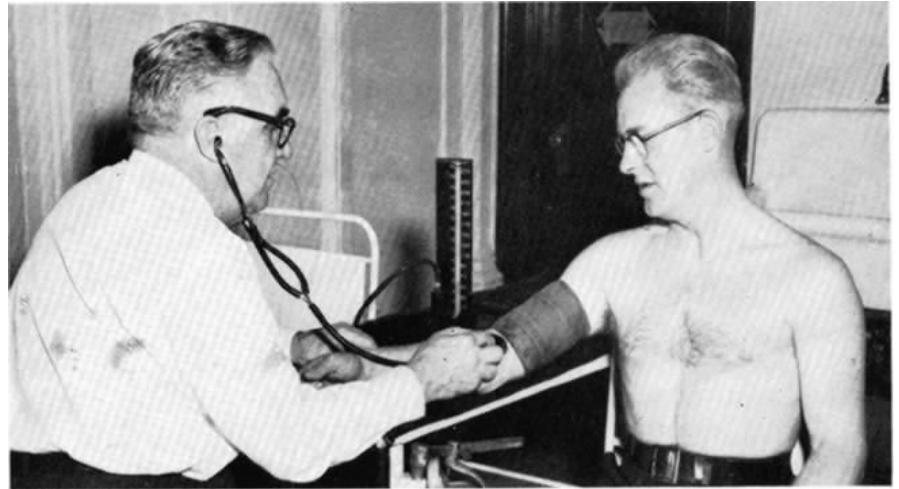
Bob learned that not only did the company pay for his trainman's cap but also paid for half the cost of his uniform.

With all the tools of his trade, including a ticket punch, in his possession the next step in the indoctrination was to meet the Trainmaster, J. S. Kaposos. With Bob sitting beside him, Mr. Kaposos went over thoroughly all the rules of safety and of the Operating department. The minutest article in the safety rules was not passed over lightly for all the rules are equally important and must be understood.

Bob was told that he would be on probation for 90 days and if at the end of that time he had showed the ability to do the job he would be a full fledged Lackawanna man. This, however, depended upon his own initiative and his desire to work hard to succeed. Advancement, it was pointed out, was there for a fellow



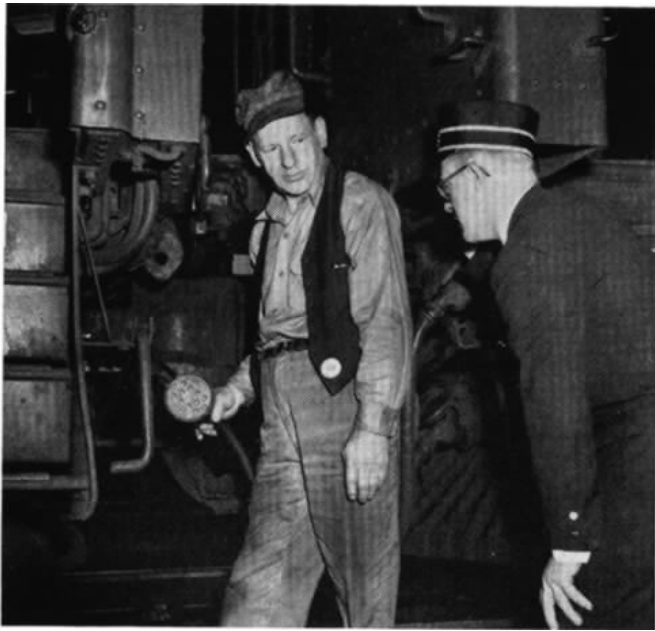
Robert Guilds fills out the application form for employment as Chief Clerk Charles Kaulberch (right) looks on.



A Physical examination is given to Mr. Guilds by Dr. William C. Stuart. Here he checks Mr. Guilds' blood pressure.



Trainmaster Joseph Kaposos (left) reads the safety rules to Mr. Guilds to help him familiarize himself with them.



Joseph Cunningham, M.U. shed foreman, explains the removal and application of train line jumpers to Mr. Guilds.



Mr. Guilds had to learn how to raise and lower the traps in the cars. Here he opens the trap.

who worked hard and conscientiously.

Mr. Kapenos then took Bob down to the station and introduced him to a few of his fellow employees. He explained the operation of the station and how Bob himself would fit into the picture.

Ted Maszalec, foreman of the car shops, met Bob as he entered the shop. He took him to one of the cars to show him the correct procedure for coupling and uncoupling the equipment. Safety came into the instruction here as Ted told him always to abide by the safety rules when doing this job.

Joe Cunningham, foreman of the M.U. shed, also had instructions for Bob. He told him how to remove and apply the train line jumpers, how to apply and release the hand brakes and how to connect the air line hoses.

"These instructions came in handy," said Bob, "because I had to uncouple a car on my first run. It was easy, too, because I had been shown how to do it."

Bob was once a heavy smoker, but not so any more. "You know," says Bob, "you can't smoke while in uniform on duty in or about passenger stations or equipment."

For the past two years the 23-year-old Kearny, New Jersey, lad has been assistant scoutmaster of Troop

22 in Newark. On weekends he does traffic duty as a member of his home town auxiliary police force.

"You learn something new on the job every day," Bob reflected. "I guess I'll have a good many years of

learning ahead of me. All that I have heard about the Lackawanna I have found to be true and the fellows themselves have gone out of their way to help me. I guess railroading is with me to stay."

"A baby sitter would have been much more expensive."



## 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.

Alexander, Reginald, 111 Champlain Dr., Syracuse 6, N. Y.  
 Raggeb, Illus J., c/o Fred T. Isaf, 172 Groton Ave., Cortland, N. Y.  
 Katona, Julius, 7 Bowman St., Kingston, Pa.  
 Quinnan, John A., 401 Madison Ave., Scranton, Pa.  
 Dickerson, George, 519 First St., Eastport, Maryland.  
 Young, Max Robert, 33 Mt. Vernon Ave., Buffalo 10, N. Y.  
 Conway, James T., 235 S. Washington St., Wilkes Barre, Pa.

The following retired during the month of March, but were inadvertently omitted in the last issue.

Stinson, Frank Allen, 822 Grandview St., Scranton, Pa.  
 Thayer, Arthur J., 109 So. Irving Ave., Scranton, Pa.  
 Spangenberg, Raymond L., 307 N. Eleventh St., Newark, N. J.  
 Ford, John J., 25 Schiller St., Binghamton, N. Y.  
 Beckendorf, Charles N. Sr., 735 York Ave., Avoca, N. Y.  
 Shearer, Albert Ey, 324 W. Washington Ave., Elmira N. Y.  
 Murray, Andrew Francis, 107 Dumont Ave., Clifton, N. J.  
 Klipfel, George Anthony, 127 Courtland St., Buffalo 15, N. Y.  
 Meyer, William H., 15 Crown St., Brooklyn, N. Y.  
 Kreis, Joseph Burd, 30 Parker St., Dover, N. J.  
 Rommeney, Alfred C., 357 Sumpter St., Brooklyn 33, N. Y.  
 Wilson, Arthur, 14-7 Carpenter St., Luzerne, Pa.  
 Elkavage, Michael, R.D. No. 1, Columbia, N. J.  
 Tunney, Bartholomew A., 319 New St., Scranton, Pa.  
 Adamczyk, John J., 736 Robert St., Utica, N. Y.  
 Carroll, Joseph Benedict, 214 Court Ave., Lyndhurst, N. J.  
 Kinmartin, John Joseph, 13 Kermit Ave., Buffalo 15, N. Y.  
 Klein, Nicholas J., 724 Electric St., Scranton, Pa.  
 Prove, Frank Leonard, 27 Mill St., Mr. Morris, N. Y.  
 LaMotta, Sebastiano, 120 St. Francis Cabrini Ave., Scranton, Pa.  
 Marsico, Antonio, 220 Pine St., Old Forge, Pa.  
 McAuliffe, Eugene J., 1709 Luzerne St., Scranton, Pa.  
 Kozlowski, John, 129 Newark Ave., Staten Island 3, N. Y.  
 Gulka, Paul, 215 Fifth Ave., Scranton, Pa.



John A. Quinnan, baggageman on Trains No. 5 and 6, retired recently after 49 years of service and with a perfect safety record, he was never injured on the job. His actual service with the DL&W, however, began in 1894, when he came to work as a slate picker on the Dodge breaker. He went into train service in December 1906. Left to right: John H. Van Wie, DPA at Scranton; E. J. Whalen, trainmaster, Mr. Quinnan, John Minch, trainmaster.

## "Lest We Forget..."

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

Wilson, Elizabeth Waters, 56 Prescott St., Jersey City, N. J.  
 Biggio, Joseph C., 5814 Park Ave., West New York, N. J.  
 Stange, Charles H. M., R.D. No. 3, Moscow, Pa.  
 Cossey, Edward S., 33 Bement Ave., West New Brighton, S. I., N. Y.  
 Gertsen, George L., 126 Faber St., Port Richmond, S. I., N. Y.  
 Murphy, Francis X., 140 E. Bataan Dr., Dayton, Ohio.  
 Orr, George J., 439 N. 6th Ave., Scranton, Pa.

Gazzale, Filippo, (Brighton Marine Repair Yard).  
 Model, John Henry, 89 Court House Pl., Jersey City 6, N. J.  
 Gee, William, 10 Riverside St., Binghamton, N. Y.  
 Mariana, Pasquale, 25 Jackson Pl., Lyndhurst, N. J.  
 Zech, Julius, 442 Stuyvesant Ave., Lyndhurst, N. J.  
 Sweeney, William J., 109 Bevier St., Binghamton, N. Y.  
 Ahern, Philip E., 124 Handsome Ave., Sayville, L. I., N. Y.

The following passed away during the month of March and were inadvertently omitted in the last issue.

Pennibede, Guiseppa, 43 Wales Ave., Jersey City, N. J.  
 Pierson, Nelson, 160 Bleecker St., New York, N. Y.  
 Howell, Duane O., Chenango Forks, N. Y.  
 Delle Cave, Salvatore, 1027 Browns Ct., Scranton, Pa.  
 Fagan, John J., 57 Branch Brook Pl., Newark, N. J.  
 Florio, Giuseppe, 815 Willow Ave., Hoboken, N. J.  
 Lawroski, Alex, R.D. No. 1, Dalton, Pa.  
 Leitch Thomas H., 38 Tremont St., Irvington, N. J.  
 Marra Giovanni Antonio, 304,5 Boulevard, Jersey City 6, N. J.  
 Ramsey, DeWitt C., Box 235, Chenango Bridge, N. Y.

Waterman, Edw. James, 7 Hill St., Nichols, N. Y.  
 Sutton, William, 73 S. 14th St., Newark, N. J.  
 Sackett, Samuel Edwin, R.D. No. 2, Hallstead, Pa.  
 Collins, George M., 1121 City St., Utica, N. Y.  
 D'Agostino, Louis, P.O. Box 72, Somerset St., Stirling, N. J.  
 Maresca, Michael Sr.  
 Washington, Joseph, 23 Colden St., Newark, N. J.  
 Lynch, John A., 326 Lordship Rd., Stratford, Conn.  
 Blazure, Charles W., 140 W. Blackwell St., Dover, N. J.

# SAFETY LINE

*From This Corner:*

## Maintenance of Way & Structures

The M&E Bridge and Building department is to be congratulated on performing its duties for almost 48 months without a reportable accident.

It has been with great satisfaction that General Foreman Kiernan and myself have accepted these annual trophies.

This record is not due to luck, but is the result of each individual's carefulness in observing the SAFETY rules.

It is my hopeful wish that all of this department's employees will continue to exercise care and good judgment in their daily work, not only for the advantage to the railroad, but also in consideration to members of their families.

--A. H. Henckel, Division Engineer

## We Can Do Better Than Eighth Place

LET'S look at the record. For the first three months of 1954 the Lackawanna railroad has been in eighth place among the Group "B" railroads for our number of reportable injuries. Our casualty ratio for this position was 4.95 per million man hours.

After a very good start in accident prevention in the months of January and February our big letdown came in March. In that month alone, we had nine reportable injuries.

The reasons why we are in this position? Someone forgot what he had learned . . . another didn't THINK... someone else took a chance . . . and another thought the Safety Rules didn't apply to him. Assuredly, it is just as much a part of each person's job to see that the work is done safely as to see that it is done efficiently.

The chief aim of accident prevention is freedom from injury. The only way to realize this fifth American freedom is by having safety minded individuals. Just as disease may be wiped out by treatment so let us wipe out

accidents by treating them with safety-mindedness.

There is room for much improvement. The safety door is beckoning us all to enter and join the "freedom from injury club." We have six months left in 1954 to join this great movement. Think of the immense pride you will feel at the end of the year if you can say:

"I am a member of the freedom from injury club."

Be fair to yourselves and to your families, join up today.

## The Other Fellow's Corner

*"THOUGHT without STUDY is dangerous, and STUDY without THOUGHT is useless."*

T. J. Reagan, Towerman, West End

## ORCHID OF THE MONTH



Hubert Gallagher  
Switchman, Scranton Terminal

Although a record of over 48 years of Lackawanna service is held proudly by Hubert Gallagher, an even more enviable record is held by the Scranton switchman. In all those 48 years of service Mr. Gallagher has not suffered a reportable injury while in the performance of his duty.

Mr. Gallagher traces the responsibility for this perfect safety record to the time of his entry into Lackawanna service. While he was being interviewed for the job the General Yardmaster pointed out to him in detail the various hazards involved in switching service and cautioned him above all other things to be careful. An unfailing self-made rule to follow this safety advice is attributed by Mr. Gallagher to his excellent safety record.

## Will Phoebe Smile At You?



Motive Power and  
Equipment Department  
Miscellaneous Department

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

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

				Manhours Worked To Date	Casualty Ratio per Million Manhours		
			Casualties To Dale		Worked To Date	Worked To Date, 1953	
				Killed	Injured		
TRANSPORTATION DEPARTMENT							
1.	Scranton Division .....	0	2	3	1,081,811	2.77	10.68
2.	Buffalo Division .....	0	1	3	786,223	3.82	3.63
3.	M&E Division .....	0	2	11	1,603,780	6.86	8.12
4.	Marine Department .....	0	0	4	344,307	11.62	9.34
TOTAL .....		0	5	21	3,816,121	5.50	8.04
MOTIVE POWER & EQUIP. DEPT.							
1.	Keyser Valley Shops .....	0	0	0	223,038	0.00	0.00
2.	Diesel Shops, Scranton .....	0	0	0	192,365	0.00	5.66
3.	Car Dept., Buffalo Division .....	0	0	0	179,554	0.08	5.29
4.	Master Mechanic, Scranton Division.....	0	0	0	74,349	0.00	0.08
5.	Master Mechanic, M&E Div.....	0	0	0	08,821	0.08	0.08
6.	Buffalo Division Enginehouses .....	0	0	0	56,932	0.00	0.08
7.	Car Dept., M&E Division .....	0	*1	1	285,004	3.51	0.00
8.	Car Dept., Scranton Division.....	0	1	1	128,741	7.77	12.76
TOTAL .....		0	2	2	1,208,804	1.65	2.84
MAIN. OF WAY & STRUCTURES DEPT.							
1.	B&B Dept., M&E Division.....	0	0	0	149,784	0.08	0.00
2.	Track Sub-Div. No. 3, Scranton.....	0	0	0	117,104	0.08	0.00
3.	Track Sub-Div. No. 6, E. Buffalo .....	0	0	0	93,885	0.08	0.00
4.	Track Sub-Div. No. 7, Syracuse.....	0	0	0	91,795	0.00	0.08
5.	B&B Dept., Scranton Division.....	0	0	0	74,703	0.00	33.80
6.	Track Sub-Div. No. 5, Elmira.....	0	0	0	63,564	0.00	0.00
7.	B&B Dept., Buffalo Division.....	0	0	0	47,110	0.00	0.08
8.	Track Sub-Div. No. 4, Binghamton.....	0	0	0	41,448	0.00	0.00
9.	Paterson Treating Plant.....	0	0	0	9,147	0.00	88.18
10.	Track Sub-Div. No. 1, Hoboken.....	0	0	1	122,027	8.19	8.51
11.	Elec. & Communications Dept.....	0	0	1	73,227	13.66"	0.08
12.	Signal Dept.....	0	1	2	136,131	14.69	0.00
13.	Track Sub-Div. No. 2, Stroudsburg.....	0	0	3	88,006	34.09	0.08
TOTAL .....		0	1	7	1,107,931	6.32	4.33
MISCELLANEOUS DEPARTMENTS							
1.	Purchases & Stores Dept.....	0	0	0	70,024	0.08	0.00
2.	Property Protection Dept.....	0	0	0	61,946	0.00	0.08
3.	Dining Car Dept.....	0	1	2	52,079	38.40	0.00
TOTAL .....		0	1	2	184,049	10.87	0.00
H. H. Antrim, Accounting Dept., Scranton .....		0	0	1	--	--	--
GRAND TOTAL .....		0	9	33	6,316,905	5.22	6.12

\* 1 case omitted from previous report

Reportable Casualties April 1953.....	8
Reportable Casualties April 1954.....	9

Increase.....	1
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## EMPLOYEE CASUALTIES GROUP "B" RAILROADS

Based on reports to Interstate Commerce Commission for the first three (3) 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.....	9.397	4	24	2.98	2.73
2.	A. C. L.....	9.295	2	26	3.01	2.85
3.	Tex. & New Orlns.....	8.512	0	28	3.29	2.42
4.	Erie .....	9.223	2	30	3.47	5.25
5.	St. L-SF (In.StLSFT)..	8.215	0	35	4.26	5.61
6.	Reading .....	7.169	0	32	4.46	5.32
7.	Wabash .....	6.347	0	30	4.73	4.36
8.	D. L. & W.....	5.048	0	25	4.95	6.17

Rank	Railroad	Man-Hrs.	K	I	1954	1953
9.	CR.I. & P.....	9.921	0	53	5.34	6.87
10.	NYC&StL (IncW&LE)..	7.851	1	44	5.73	6.71
11.	G. M. & O.....	4.783	1	27	5.85	5.95
12.	Boston & Maine .....	5.939	0	38	6.40	6.02
13.	M-K-T .....	4,534	1	29	6.61	3.00
14.	Seaboard A L.....	8.274	0	55	6.65	8.48
15.	NY, NH & H.....	9.365	1	114	12.28	11.04

Our position of eighth place is serious. We can do better. Every Lackawanna supervisor and employee should increase their efforts to better our safety record.



# 240,000 Miles On The Hudson River

**PILOTING** 1450 tons of ferryboat back and forth across the Hudson River every day may appear to be an easy job to the many passengers taking the ride. But to the men who steer these boats the contrary would be nearer to the truth. "Mother Nature" has taken care of this by throwing obstacles in the watery path which by no means follow a set pattern or routine.

The ride across the river is a relaxing climax to a day at the office for the passengers. But the man in the pilot house has many things to cope with. He is constantly alert looking out for the safety of his passengers.

Captain Cornelius A. Steevens is one of these men, under whose charge come almost 5000 passengers daily. He is the pilot of the ferry boat "Elmira." In his 25 years of "steering" Lackawanna's ferries, Captain Steevens estimates that he has traveled more than 240,000 miles on the Hudson River. His nautical experience, however, goes back beyond 1926, the year he started as a deckhand in the Lackawanna Marine department.

Born in Rotterdam, Holland, Captain Steevens "ran away from home" at the age of 13 and signed up as mess boy on a freighter. His seagoing trips took him to almost all of the large ports in the world. During this time his one most memorable experience proved to be "one big scare."

"We were about 60 miles off the coast of England carrying supplies for troops during the first World War. An alarm was given that a German submarine was in the area and we all were instructed to 'man the lifeboats.' After about an hour of drifting around they called us back on board. I guess we were lucky."

When a Dutch ship he was on landed in Brooklyn he left it to sign up on an English freighter. After a nine-month trip to Russia the ship returned to Brooklyn and he decided to stay in America. He then started



Capt. Cornelius A. Steevens

his deckhand job with the Lackawanna. Three years later he was made captain of a ferryboat.

"It would be easy to pilot a ferry boat if you had slack water (calm water) all the time," remarked Captain Steevens. "This might be compared to driving a car on an open highway with no traffic hazards confronting you. This is wishful thinking though. You do have slack water for about a half hour between flood tide (tide coming in) and ebb tide (tide going out)."

The tide is tricky and sometimes it changes without the captain's knowledge. If this occurs when the boat is about to enter the slip, it has to back out again. This turnabout is necessary because while the bow of the boat is in slack water, the stern is being turned around by the force of the tide either going out or coming in. In the position the boat was faced it would have been impossible to enter the slip.

The answer to why this slack water was where it was never has been determined. All that is known about this freak of nature is that fresh water

coming down the river stays close to shore. The ebb tide or flood tide mixing with the fresh water causes a whirlpool thereby turning the boat around. Luckily it doesn't happen too often.

Fog also offers another of "Mother Nature's" greatest obstacles. Practically all boats dock up in fog except those equipped with radar. But only under extremely hazardous conditions do the ferries stop running.

The bells and horns located throughout the river front are the ferryboat's chief guide when running in the fog. Fog deadens sound therefore great attention must be paid to these warning signals. Another guide which is an asset in a fog is the compass. When operating by compass the boats run at reduced speeds and stay close to the shore.

"Many people think that the pole extending out over the deck of the ferry boat is used to display our national standard or other flags," said Captain Steevens. "This is not so. It is our gulde--we call it a pointer--which we use to see if the ship is on a straight course."

Another guide, which is just as important, is located directly in front of the pilot's wheel on the wheel stand. An indicator pointing towards an upright pin tells whether the rudder is straight or to the right or left.

"Passengers also think that the racks in the slip are our brakes," said Captain Steevens. "This is a wrong impression. We always try to stay off the racks because the friction caused by the boat hitting them easily could set off a fire. It is hard to stay away from the racks because of the strong tides but we try," continued the pilot.

Captain Steevens is chairman of the Master Mates' and Pilots' Association. This is a national organization of tug captains, steamship captains and other craft captains. In his spare time the Captain makes additions to his home in Teaneck, New Jersey, where he resides with his wife, Emily and daughter, Cora.



## "PIGGY-BACK" SERVICE

The Lackawanna Railroad will inaugurate trailer-on-flat-car service between New York and Newark, in the east, and Buffalo, Cleveland and Chicago. Generally referred to as "piggy-back," the service will begin June 16 between Buffalo and the Newark-New York area overnight, and second morning delivery between Chicago and the Newark-New York area... Cars are being equipped for the service in the company's shops at Scranton, Pa. The eastern trailer terminal will be at Secaucus, N. J., with a similar facility being established at East Buffalo.

The Lackawanna announced it will perform the west-bound service between New York and Buffalo on trains HB-1 and HB-3, which provide overnight delivery to Buffalo, first afternoon at Cleveland and second morning at Chicago, via connections at Buffalo. A new train, No. 20, will be put into operation eastward to handle shipments originating at Buffalo and received from western connections.

## UP THE LADDER

John D. Duoros is promoted to Engineer of Communications, headquarters at Hoboken . . . George B. Lewis is appointed Assistant Electrical Engineer, headquarters at Hoboken... Stanley J. Wisniewski is appointed Electrical Supervisor, headquarters Scranton, Pa.... W. K. Atkinson is appointed Assistant to Signal Engineer, headquarters Hoboken.

## FAMILY REUNION

Nineteen members of the Carl A. Luther family, of Buffalo, enjoyed a family reunion aboard the "Phoebe Snow" May 23 enroute to Corning, N. Y., to visit the Coming Glass Center. Carl A. Luther, a Buffalo contractor and builder, is an ardent admirer of the streamliner. The group as they left Buffalo, included: Mr. and Mrs. Carl A. Luther: a son, Dr. and Mrs. Wesley Luther and children, Joanne, Ralph, Andrew, Robert, Thomas: a son, Mr. and Mrs. Merlin Luther and children Paul and Craig: a daughter, Mr. and Mrs. David Marchant and children Peter and Susan: the mother of Mr. Marchant: John O'Dea, a cousin of Mrs. Luther. Mr. and Mrs. D. A. Eardman, friends of the Luthers, accompanied the party. Mr. Eardman is an accountant at Buffalo.



## TO BOARD OF MANAGERS

Hudson R. Searing, president of the Consolidated Edison Company of New York, Inc., was elected to the Board of Managers of the Delaware, Lackawanna and Western Railroad at the annual meeting of the stockholders, last month. Born in New York, Mr. Searing has been identified with New York City's public utilities for many years . . . He held various positions with Consolidated Edison and its predecessor companies, having been elected executive vice president in 1944. He became president in 1949 and chief executive officer in 1953.



Hudson R. Searing

## HOW WE STAND

The Delaware, Lackawanna and Western Railroad had a net income after contingent charges, but before Capital and Sinking Funds of \$193,803 in April this year as compared with \$549,584 for the same month last year... For the first four months of 1954, the company had a net income, after contingent charges, but before capital and sinking funds, of \$924,645 this year, as compared with \$2,001,605 in 1953.

## GREAT LAKES CRUISES

The Lackawanna Railroad this Summer is offering two Great Lakes Cruises, each of eight days and each with slightly different itineraries. In both cases passengers will travel to Buffalo on the "Phoebe Snow," and there transfer to one of the luxury liners of the Georgian Bay Line. Cruise No. 1, is via Cleveland, Detroit and Mackinac Island to Duluth and return, while the other is via Cleve-

land, Detroit, Mackinac Island to Chicago and return . . . Cruise No. 1 will leave New York every Saturday, June 26 to August 21, and Cruise No. 2 will leave New York every Tuesday, June 22 to August 24.

## C. L. THOMAS RETIRES

C. Leon Thomas, engineer of communications of the Lackawanna Railroad at Hoboken, retired May 31 after 40 years of service. Graduating from Springville, Pa., high school, he attended East Stroudsburg State Teachers College, and then took a telephone course at International Correspondence Schools and courses in electrical and communications engineering at Pratt Institute... He taught school for three years and then worked for the North-eastern Pennsylvania Telephone Company, Consolidated Telephone Company and the Pennsylvania Coal Company ... He came to work for the Lackawanna April 15, 1914, as telephone foreman at Hoboken. He was promoted to telephone engineer in 1942, and engineer of communications May 15, 1946.

## PHILIP E. AHERN DIES

Philip E. Ahern, retired city freight agent at New York, passed away last month. He had retired April 30, 1942 after 53 years of service... Mr. Ahern began his railroad service as a clerk in 1889 and later became contracting agent in the Traffic department. He later served as contracting freight agent in Brooklyn and was promoted to city freight agent May 1, 1920.

## FRED CARPENTER DIES

Fred Carpenter, painter in the passenger ear department at Hoboken, passed away May 12. He had been in service with the Lackawanna for 31 years.



Newark College of Engineering students take time out to figure with the slide rule the mileage they travel on Lackawanna trains between Dover and Newark in a school year. It comes out equal to a round trip to Dover, England, with enough left over for three round trips to Dover-Foxcroft, Maine. About 40 students commute between Dover and Newark daily. Left to right: J. K. Wickham, flagman; Rita Essig, Victor Holmquist, James Van Fleet, Richard Painter, Robert Trimmer. Front row: William Pinkley, Ed Secco, Raymond Comazzi, Will Gibson, Glenn Trezona.

# Bouquets

TRAINMAN D. Belli, Morris and Essex Division, received the gratitude of John H. Ware, Jr., of The Macmillan Company, for retrieving an all-important box of candy left on a train. In rushing to the hospital to see his wife who had just presented him with his first son, Mr. Ware left on the train both his hat and the box of candy . . . "Sometimes it is small things that count most, and I wish to write commending one of your staff, Trainman D. Belli, whose helpful cooperation enabled a distraught father to retrieve his hat and candy he was taking to his wife in the hospital," wrote Mr. Ware. Others who were also commended for their valuable assistance in this Operation-Rescue were dispatcher E. Flinton and assistant chief dispatcher H. A. Wilm.

The Reverend Edward K. Rogers, Greenville, Pa. recently wrote a few words of praise for Miss "Phoebe Snow" ... "I just want to briefly say that I like trains and have ridden them as much as possible all about the country--more so in the past eighteen months in a new church vocation--and I have not been on a finer train than your 'Phoebe Snow.' Just thought you would like to know what you offer is appreciated. Keep it up. Gives me encouragement as I try to sell my friends on the wisdom of parking the car for long trips. Might add that the roadbed is real smooth," said Ray. Rogers.

A woman who suffered a severe attack while traveling on train No. 10, from Scranton to Hoboken, expressed her sincere gratitude for the prompt assistance rendered in her illness by Pullman Conductor G. R. Merrill and Pullman Porter W. R. Arrington. These men who were so "intelligently helpful" also made arrangements for an ambulance to meet the train upon its arrival in Hoboken.

Conductor Patrick M. O'Boyle, Morris and Essex division, recently was complimented on his many pleasantries to commuters by Miss Elizabeth A. Geiser of South Orange, N. J.... "I have been a regular commuter on the Lackawanna railroad for almost six years and frequently ride the train that leaves Hoboken at 5:25 P.M. for the Oranges. I think you should know that the very courteous conductor, Patrick M. O'Boyle, makes the 5:25 a most outstanding train. His friendly and cheerful greetings to the passengers make him worthy of very special mention," writes Miss Geiser.

## What Others Say:

"This nation could get along without almost any other industry with less loss than if it had to do without railroads."--Rochester (N. Y.) Democrat and Chronicle.

# THE LAUREL FOAM

There are waves of billowy blossoms  
On the hillside now, I know  
And the laurel foam is breaking  
On the heights of Pocono.  
Far below the rolling tree tops  
Lie, an endless, emerald sea,  
And the soft, South wind is singing  
Its own symphony to me.

I can hear the mountain torrents  
Splash and tumble, leap and glide  
Through the rhododendron tangles  
Where the speckled beauties hide.  
And I wonder if the whip-poor-will  
I heard that night in June,  
Is complaining from the thicket  
To another rising moon.

Through the open office window  
Comes the clangor of the street,  
The traffic of the trolley  
And the tramp of tired feet,  
But the South wind's softly calling,  
And I know it's time to go,  
For the laurel foam is breaking  
On the heights of Pocono.

\* \* \*



Laurel blossoms, which grow in great profusion on Pocono Summit, is the state flower of Pennsylvania. Throughout the Poconos you will find these delicate white flowers growing mostly in shaded areas. They generally bloom between June 8 and 25. This year the eastbound "Phoebe Snow" will stop at Stroudsburg and East Stroudsburg on June 10-11-12 and 17-18-19 where sprigs of the blossoms will be put aboard the train for distribution to dining car patrons on both the eastbound and westbound trains, and for use as table decorations.

"The Laurel Foam" was written about 30 years ago by Frank IT. Phillips, a member of the Lackawanna's advertising staff, and has been used many times over the years in the railroad's advertising. Mr. Phillips retired some years ago, and has since passed away.

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

## Chemical Fertile Field For Industry



Here Are the  
Advantages  
When You

## Locate in Lackawanna Land

1. Proximity to the Metropolitan area of New York and the great Port of New York.
2. A highly developed transportation system, including the Lackawanna Railroad which connects with 36 other major railroads.
3. A large pool of skilled and unskilled labor.
4. A bountiful supply of natural resources that includes:  
Coal--The world's finest anthracite fuel comes from the mines of Lackawanna Land.

**ELECTRIC POWER**--Tremendous quantities of dependable non-interruptible power are available in Lackawanna Land from Public Service Electric & Gas Corporation, Jersey Central Power & Light Company, New Jersey Power & Light Company, Metropolitan Edison Company, Pennsylvania Power & Light Company, Scranton Electric Company, New York State Electric &

Gas Corporation, Niagara Mohawk Power Company, Central New York Electric Light & Power Company.

**WATER**--An inexhaustible supply of both surface and underground water. The major important sources of surface water include: Lake Erie, The Finger Lakes, Chemung River, Cohocton River, Oswego River, Susquehanna River, Delaware River, Musconetcong River, Passaic River, Hackensack River and Hudson River.

**SALT**--More than 200 miles of the Lackawanna system and the adjacent territory are underlaid by beds of rock salt.

**LIMESTONE**--Abundant resources of chemical limestone.

**GYPSUM**--More than 11 1/2 million tons of gypsum per year is now being extracted from the western New York State counties served by the Lackawanna.

# LACKAWANNA RAILROAD

Shortest Rail Route Between New York and Buffalo