

THE Lackawanna

May, 1954 Volume One Number Two





Working on the Lackawanna last month, and continuing at various times and places this summer, is this big ballast cleaning car. The machine scoops up the ballast, shakes out the dirt and throws it out to the side, replaces the ballast neat as a pin.

Reflections

DURING the past month I have had the privilege of enjoying luncheon, or dinner, and then saying a few words to more than 2,000 Lackawanna men and women and their families. It has again been an inspiring and reassuring experience. One cannot help but have unlimited confidence in the destiny of a company whose personnel is composed of such high-quality, solid, rugged American citizens.

Our railroad is an organization dedicated to service. We sell nothing but transportation. Our success is measured by our ability and performance in serving the public well, which means friendliness, courtesy and, of the utmost importance, dependability of performance.

For the first four months our financial results as measured by net income are less than half as good as the same period of 1953. Our primary problem is more business. I hope every Lackawanna man and woman will bolster our fine sales department in their intensive work by supporting them with the very best service of which we are capable.



THE Lackawanna



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J. Hampton Baumgartner
Manager of Public Relations

G. W. Eastland--Editor

James J. Craffey, Jr.--Asa't Editor

May, 1954

Volume One

Number Two



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On The Cover

An artist couldn't have put more of the feeling of the majesty of New York's famed "midtown" skyline than did the photographer. In the foreground is the Lackawanna's ferry, the "Elmira." In the background, is the Empire State building, just to the right of the ferry's smokestack. This picture was made from the roof of the Ferry Building at Hoboken.

The Mail Box

EDITOR'S NOTE: On the occasion of the first issue of THE LACKAWANNA several scores of congratulatory letters were received. They came from railroad presidents and other officials, employees, retired employees and friends of the railroad. The reception to the magazine was heartening and so that all can share in this recognition, reprinted below are excerpts from a few:

"I am sure that your new magazine will have a beneficial effect on both employee and public relations" . . . L. L. White, President, Nickel Plate Road.

"A house organ is a fine thing to have . . . I congratulate you and hope the publication has a long and useful life on the Lackawanna" . . . William White, President, New York Central.

"If the inaugural issue of THE LACKAWANNA is an indication of what is to follow, your new magazine will enjoy a topmost rating" . . . Walter J. Tuohy, President, Chesapeake and Ohio.

"A newsy, readable house organ, sensitive to the interests of the railroad family, the patron and the community can be of inestimable value" . . . J. A. Fisher, President, Reading Company.

"I was particularly pleased to receive the inaugural issue of THE LACKAWANNA and to note the intense enthusiasm with which my family read it" . . . James A. Gilchrist, retired conductor.

"As a former Lackawanna employe the magazine was like a

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At \$2.40 A Day It Keeps Freight Cars On The Move, Or It Costs Big Money

DID you ever hear the story about the freight car that was "lost" on the Lackawanna? The chances are pretty remote that you ever will hear about it, either, because the safeguards that are set up by the railroad against such an occurrence are so complete as to remove the possibilities almost completely.

Every freight car, whether standing or moving and regardless of whether it is owned by the Lackawanna or some other railroad, is carefully accounted for every day on a yard list, a conductor's wheel report or one of the other several reports on which these records are kept.

But one of the sternest checks against a lost car is "Per Diem," the arrangement by which railroads compensate each other for the use of freight cars.

"Per Diem" is a Latin phrase meaning "by the day." The rate at the present is \$2.40 for each day that a foreign line car is on the Lackawanna beyond midnight. This can amount to a sizeable sum of money when one considers the fact that every day of the week finds approximately 16,200 freight cars on Lackawanna tracks, and especially in view of the fact that about 6200 of them are foreign railroad owned cars and

1200 are private line cars. It doesn't take long to figure out that an average of 6,200 foreign railroad owned cars on the railroad every day means that the Lackawanna pays other railroads something like \$14,880 every day in per diem.

One redeeming feature here, however, is that the Lackawanna has a number of its cars on other railroads and the two accounts, theoretically, should balance.

Last year the Lackawanna paid a little more than six million dollars to other railroads for per diem. At the same time, the company collected from other railroads a little more than

seven million, two hundred thousand dollars, which gave the railroad a credit of one million, two hundred thousand dollars. However, that wasn't the entire story. When the entire cost for freight car hire cost is totaled for the year, which includes that paid to private car owners on a mileage basis, the Lackawanna ended the year with a loss in that account of \$353,250.

"To wipe out the deficit is one of our objectives," said J. E. Mahoney, superintendant of transportation for the Lackawanna. "To accomplish this requires that we load or unload and move foreign cars and private owner cars as quickly as possible," he said.

Per diem should not be confused with the mileage that is paid on privately owned cars such as refrigerator and tank cars.

Per diem is now 52 years old. It began in 1902 after about 30 years of dissatisfaction with various other methods of payment for the use of foreign freight cars. The man generally credited with being the father of per diem is John Rigney, a car accountant with the Baltimore and Ohio railroad. In 1878 he made his first proposal at a meeting of the Car Accountants' Association in New York. Over the next 20-odd years he continued to promote the idea, during which time the railroads continued to experiment with other methods of compensation, each of which was abandoned after a short period as being unsatisfactory.

Rigney was not a man to be put off easily as is evidenced by this story which is told of an early meeting of the association. As Mr. Rigney proceeded with about three pages of his report, members commenced to open windows so that the noise of wagons in the street would drown out his voice. But the persistent Rigney merely pitched his voice a few notes higher and drowned out the street noises.

Finally in July 1902, the per diem method of interchange rental went into effect. Under the first system adopted the per diem rate was 20 cents a day. Over the years, however, costs increased and the per diem rate



To record the movement of freight cars on the Lackawanna requires about 338,500 IBM cards a month. Key punch operators at Scranton are Violet Lake, Fern Kipp, Elizabeth Barrett and Ruth Beck.



Margaret Brennan rechecks a wheel report from files in the office of the Car Accountant at Scranton. Wheel Reports are filed in books like this every day. This cabinet holds six months of files.

increased. It reached a dollar a day on Nov. 1, 1920, \$1.50 a day Sept. 1, 1947, \$2 a day on May 1, 1952, and on August 1, 1953 the rate went to \$2.40 a day.

In addition to these charges there are certain penalties. Fifteen cents is

added for every day late that a car is reported to its owner railroad. The railroad has a four months and 10 days grace period. This 15-cent penalty increases as the time increases up to a maximum penalty of 60 cents

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per day over the normal per diem rate.

Keeping track of all the freight cars on the Lackawanna is no small job. From the conductors' wheel reports, interchange reports and the several others that come into the Car Accounting office in Scranton, the record is made of every freight car move on the Lackawanna every day. It is on the basis of these records that the Lackawanna pays and collects per diem. This office also keeps the records on foreign line passenger cars and on freight cars owned by private companies for which the railroad pays by the mile, whether loaded or empty.

The office is headed by W. J. Hamm, car accountant, and the force which handles this end of the business totals about 40. In order to do the job they require the services of some 16 IBM machines. As to some idea of what goes on in this office in one month consider this:

The Car Accountant's office re-

ceives 3,900 conductors' wheel reports consisting of about 7,000 sheets; 4,300 interchange reports of about 7,900 sheets, along with about 2,500 passenger car reports. It is interesting to note that there are about 338,500 car movements a month.

This means that there are 338,500 IBM cards punched--one for every movement--containing all the information necessary to report on that car to the Lackawanna or its owner and the Interstate Commerce Commission. From these cards, each day, is printed a list of foreign cars delivered to connecting lines of the Lackawanna. A copy of this report goes to each owning railroad concerned. The Lackawanna likewise receives a report from each railroad on which there are Lackawanna cars.

The main purpose of per diem, of course, is to insure proper compensation to the car owner for the use of his car by others, simply car rental. The per diem rate has risen with climbing prices and consequent high-

er cost of car ownership. Of course the per diem rate has other effects: it tends to cut down car delay and discourages unnecessary holding of cars by non-owner lines. Furthermore, the system is a spur forcing railroads to own sufficient cars. Lines with insufficient cars find themselves paying huge car rental bills which can only be reduced by owning a reasonable number of their own.

The Lackawanna is not ordinarily a deficit line but for over a year now a large percentage of our specialized equipment has been "at home" where formerly it was out on other roads earning per diem. Mileage rates paid on private line equipment, for which Lackawanna has no effective offset or balancing factor, have risen as rapidly as per diem. For these reasons the Lackawanna is continually driving for quick departure off line of all "foreign" freight cars.

Not to be confused with per diem or mileage rates, which are actually car rental matters, are the Car Service. Rules under which the nation's pool of carrier-owned freight cars are handled.

Per diem, a generally satisfactory system of car rental, permits free and easy interchange of equipment among the country's railroad carriers. Car Service Rules promulgated and policed by the Association of American Railroads, Car Service Division, provide a fair and equitable system for the loaded or empty return of equipment to owning lines.

One of the basic principles in the handling of empty cars home is that roads which enjoyed the revenue haul should handle the empty return. Hence the system of Home Routes and the phrase "return via service route." All cars do not return empty, however, and Car Service Rules provide a working basis for proper loading of "foreign" cars which will place them on or near home rails or moving on a route via home rails. This principle has been modified, with respect to boxcars only, by Special Car Order 90--The Direct Route Plan.

Under the Direct Route Plan, surplus empty box cars of indirect con-

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Trainman Frank Law makes out his Wheel Report in the caboose. Wheel report is forwarded to Scranton upon completion of train's run.

The Man Who Didn't Want To Be A Cook

WHEN George Miller was married some twenty odd years ago he completely revolutionized the age-old mother-to-daughter marital advice of "The best way to a man's heart is through his stomach". In George's case the phrase should have read, "The best way to a woman's heart is through her stomach."

Not that Mrs. Miller was not as proficient a cook as most women, but her husband was to attain renown in the woman's art. Today George is travelling chef and supervisor of dining car service for the Lackawanna railroad. His mastery of the culinary art is evidenced by the position he now holds.

The realization that someday he would be an envy of the opposite sex never entered his mind when he was a star tackle on the Farrell, Pa., high school football team. In fact when his school started a cooking class for both boys and girls, George was one of the first to laugh at his buddies who took the course.

Again in 1923, while working as a busboy in a New Jersey resort hotel, he turned his back on the chance to learn the art at which he was later to become a master. The steward and head chef at the hotel were affected by his likeableness and tried to teach him how to cook. But this was not for George. "That's a woman's job," he would tell them.

In 1925, however, through the efforts of his cousin, H. G. Holmes, chef on the Lackawanna Limited, he finally started his career. On July 3, 1925, George started working for the Lackawanna as a dishwasher on his cousin's train.

It was because of his conscientiousness for his work and a desire to learn more that he was made third cook after only six months on the job. His duties entailed preparing all the vegetables to be used and to do the trying.

Appointment to second cook came



Chef George Miller

in 1928. Miller learned the broiling and roasting part of a chef's job. But in May 1931 the big moment came. He was appointed chef in charge of a dining car kitchen. He was now 24 years old and the youngest dining car chef on any railroad.

Further advancement came rapidly. In 1933, George became travelling chef for George J. Ray, then vice president and general manager and former chief engineer. On these trips with Mr. Ray, George cooked for many famous dignitaries including the Archduke Franz Josef of Austria and Thomas B. Watson, president of I.B.M.

Chef Miller's

Southern Fried Chicken

Materials: 3½-pound chicken, flour, salt and pepper, ¼ cup of Crisco.

Procedure: Cut up the chicken, wash and dry on paper or cotton towel. Season the chicken. Dredge in flour and place flesh side down in hot fat (Crisco melted in skillet). When brown, fry on other side until both sides are golden brown. Make a gravy of flour, part of the drippings and 1 cup of water. Place fried chicken pieces in deep pan or casserole, pour in gravy and cover. Place in hot oven for 20 minutes.

To Serve: Arrange on platter, garnish with parsley.

George likes to recall an incident concerning the Archduke which he still chuckles about. The Archduke was staying aboard the business car on which George was chef. When the car arrived at Binghamton the town honored him with a banquet, but with all the commotion the Archduke didn't get a chance to eat. Upon returning to the business car he approached George with a problem. He desired a fried egg sandwich. George was about to prepare it when the Archduke asked if he could be his own cook. "Well", said George, "It is all right but I'm afraid if I let you cook it yourself you're liable to take my job." (P. S. George granted the Archduke's request and he did a good job.)

Regular diners who know George say you must try his southern fried chicken. His little nine year old daughter, Helena Dolores, doesn't agree though. She appreciates his pies more. She has no favorites, any pie will do, so long as it is baked by her daddy. His oldest daughter, Mrs. Lola Allicks, continually calls from her home in the Bronx to keep abreast of her father's recipes. George will smile a little when he tells you his wife, Helena, is a good cook, when she gets the chance. Even after a day's work George likes to go home and cook the family meal.

Most of George's time is taken up as supervisor but he is also travelling chef for President Shoemaker. His duties take him over many railroads and on these trips he makes certain that the Waldorf salad or marshmallow sweet potatoes are being prepared Lackawanna-style.

George will start his 29th year of service and third year as traveling chef on the Lackawanna railroad this July. His youthful appearance belies his age, but we can look forward to many years of delicious meals prepared by this versatile chef, George Miller.



A Century-Old Idea Still Pays Off

PUTTING A PUNCH INTO TICKETS

UNTOLD millions of dollars of revenue have been saved by the railroads throughout the United States because of an idea adopted more than 100 years ago. Considering that this idea is nearly as old as railroading itself it has received very little reward for the benefits derived from its use. It has weathered the changing times mainly because it could be applied to every railroad.

This simple but very practical idea is the conductor's ticket punch.

Probably few of the many thousands of passengers traveling by rail today realize the ticket punch is the most important part of the conductor's equipment. The passenger can easily identify him as the man in a dark blue suit with the gold braid on his cap and the plate bearing the title "Conductor." But to the Accounting department clerk who audits his tickets identification would be impossible if it were not for the ticket punch.

Here is the ingeniousness behind the use of the ticket punch.

Each punch has its own distinct design or figure. Some punches have various shapes such as hearts, spades, diamonds and clubs as on playing cards; others have squares, triangles, pentagons, semi-circles and similar geometric designs. Most of the designs are simple for they are limited by the die cutter's and punch-maker's art. Each punch must be different. The identity of more than 10,000 conductors working on American railroads depends upon the punch being exclusive to each and every man.

When the conductor receives his punch it is registered in his name at the division headquarters. It is his property for as long as he remains on the railroad and never is duplicated for another conductor.

Some punches have been in use for 50 years and even longer, as in the cases of conductors who pass theirs on

to sons who succeed them. Others, upon retiring, have asked permission to keep their punches and these requests usually have been granted. When a conductor retires his last official act is to turn in his ticket punch.

On the Lackawanna there are more than 600 ticket punches being used. T. E. Fitzgerald's T-rail, H. Sampson's anchor, A. D. Lake's keyhole, L. A. Hill's iron cross and M. A. Breitsprecher's arrow are only a few samples of the ticket punch designs used by Lackawanna conductors.

In the early days of railroading it was common practice for conductor's to void passenger tickets by marking them with a pencil. The railroads lost a considerable amount in passenger revenue because of unscrupulous persons who erased the pencil marks so the tickets could be used over again.

These people worked their scheme like this. They would buy a through ticket over a long distance, but along the way they would get off the train for a moment and buy another ticket. This second ticket also would be voided, but being cheaper than the first one, it would be surrendered at the end of the trip. The through ticket still would be held and consequently could be used again from the starting point. Along the way the second ticket would be purchased and the fraud would be worked again. The through tickets, in some cases, would be used several times.

The birth of the ticket punch took place in 1852 and was the idea of "Pappy" Ayres, conductor and steamship captain for the Erie railroad. "Pappy's" disgust for the dishonest practice of some of his passengers so riled him that he decided to do something about it. The result was the now standard ticket punch.





William Morgan, conductor on the "Phoebe Snow," puts his punch into tickets of Mr. and Mrs. George S. Best.

Sign Up Now ... U. S. Savings Bonds A Good Buy!

ONE of the best--and certainly the most convenient--ways to save is the purchase of United States Savings Bonds through the payroll savings plan. The Lackawanna has provided this service for employees for a number of years and many employees have taken advantage of it.

Beginning this month, in coopera-

tion with the United States Treasury, the railroad is conducting a savings bond campaign to boost the payroll savings membership. One of your fellow employees will give you an authorization card for you to fill out. Payroll deductions may be made once a month, or oftener in uniform deductions of \$6.25 or its multiples.

By buying Savings Bonds on the Payroll Savings Plan you are building greater security for yourself every day. The Savings Bonds you buy regularly will work for you.

Series E bonds now pay you 3% compound interest when held to maturity. Remember, Bonds are shares in America and a security for you.



TUNKHANNOCK VIADUCT

**A True Wonder Of The
World Has Stood The
Test of Time Because
Of Sound Planning**

FORTY-TWO years ago this month work began on a project then considered to be of such magnitude as to defy description. A little more than three years later the job was completed and it stood for all to see as one of the wonders of the world. Today its fame is still undimmed and nothing like it in almost a half century has been built to surpass it in size or beauty of construction.

This is the Lackawanna's great Tunkhannock viaduct, a lacy appearing span of concrete that crosses the valley of the Tunkhannock creek, near Nicholson, Pennsylvania. Today, the viaduct is regarded as the largest concrete railroad bridge in the world and it is said to be the largest concrete structure ever built.

Work was started on the bridge

in May 1912, and it was opened for traffic November 7, 1915. It is on the main line of the Lackawanna and is located 22 miles west of Scranton, Pennsylvania, and 40 miles east of Binghamton, New York. It carries two tracks.

To the people who live nearby or drive under it, pass it, or ride over it, the magnificence of the bridge has not been lost. To the casual observer or to the one who sees it for the first time it is breathtaking.

Take, for instance, Theodore Dreiser who came upon it one day in 1915 while motoring northward through Pennsylvania. In his book "A Hoosier Holiday" in which he disparaged the sameness of railroad travel and deplored the fact that railroads have become giant haulers of masses of

people and freight, while at the same time extolling the virtues of automobile travel, he suddenly shifts to another key as he comes upon Tunkhannock.

"North of Factoryville a little way --perhaps a score of miles--we encountered one of those amazing works of man which, if they become numerous enough, eventually make a country a great memory . . .

So Colossal

"We were coming around a curve near Nicholson, Pennsylvania, approaching a stream which traversed this great valley, when across it from ridge's edge to ridge's edge suddenly appeared a great white stone or concrete viaduct or bridge--we could not tell at once which--a thing so colossal and impressive that we instantly had Speed stop the car so we might remain and gaze at it. Ten huge arches were topped by eleven other arches and this whole surmounted by a great roadbed carrying several railway tracks, we assumed. The builders were still at work on it. As before the great Cathedral at Rouen and Amiens or Canterbury, or those giant baths in Rome which so gratify the imagination, so here, at Nicholson, in a valley celebrated for nothing in particular and at the edge of a town of no size, we stood before this vast structure, gazing in a kind of awe.

How Delicate

"Those arches! How really beautiful they are, how wide, how high, how noble, how symmetrically planned! And the smaller arches above, for all the actually huge size, how delicate and lightsomely graceful! How could they carry a heavy train so high in the air? But there they were, nearly two hundred and forty feet above us from the stream's surface, as we discovered afterward, and the whole structure nearly twenty-four hundred feet long. We learned that it was the work of a great railroad corporation--a part of a scheme for straightening and shortening its line about three miles!--which incidentally was leaving a monument to the American of this day

which would be stared at in centuries to come as evidencing the courage, the resourcefulness, the taste, the wealth, the commerce and the force of the time in which we are living--now.

"It is rather odd to stand in the presence of so great a thing in the making and realize that you are looking at *one of the true wonders of the world.*"

Work on the Tunkhannock viaduct began after several years of surveying, scores of drawings and plans and the building of a wooden scale model, complete with a train crossing it. The viaduct was only a part of a huge project of straightening and shortening the main line of the railroad between Hoboken and Buffalo that had been undertaken during these same years.

Early Experience

The Lackawanna already had considerable experience in building concrete viaducts when the project at Tunkhannock was undertaken simultaneously with another across Martin's Creek, at Kingsley, Pennsylvania, just a few miles farther west. Oddly enough, the Martin's Creek viaduct, which is said to be the second largest structure of its kind in the world, is rarely, if ever, mentioned. It is 1,600 feet long and 150 feet above the creek bed.

The railroad already had completed the Paulins Kill viaduct, near Hainesburg, New Jersey, and the Delaware River viaduct near Slateford, Penn-

sylvania. Both of these were built between 1908 and 1911. Both are considerably smaller than Tunkhannock, but they did provide experience for the railroad's engineers.

The construction of the Tunkhannock viaduct was an engineering triumph. It was the first structure of such size to be built completely of concrete, plain and reinforced. Chief Engineer at the time was George J. Ray, now retired, and many of the original surveys were made by him when he was division engineer at Scranton some years earlier.

The main line of the railroad, westward from Clark's Summit, wound down the west slope through tortuous curves until it reached Nicholson. Then it dragged itself up the next slope westward over an equally rugged route before continuing on to New Milford.

Great economies in operation were possible if a viaduct could be built at a great height over the Tunkhannock creek and valley. It was decided that a great concrete viaduct would solve the problem and make it possible to reduce the grades both east and west, reduce rise and fall, also distance and curvature.

It Could Be Done

To span the Tunkhannock creek and valley with a concrete viaduct at so great a height was a job of such magnitude that there were many who said it could not be done. But George Ray and his engineers were sure they could do it.

To be sure the structure would

HOW PHOEBE SNOW USED TO CROSS THE TUNK HANNOCK



This was an illustration from a postal card popular of the time the Tunkhannock viaduct was being built.

stand the test of time it was designed and built so that drainage water is carried to the disposal pipes and not permitted to pass through construction joints or the body of the finished work. Many fine masonry structures have been badly damaged or destroyed by the freezing and thawing of water passing through the joints.

The height of the structure was one of the most forbidding aspects of its construction. To overcome this, three huge wooden towers were erected. The center tower was 260 feet high. On each ridge was another, correspondingly shorter. These towers supported a double cableway with a total length of 3,000 feet. All materials and forms used in the construction, except that used in the footings, were handled across this cableway.

The eleven piers on which the viaduct rests were set on bed rock, two of which required excavations of 92 feet depth, the others 60 feet. The viaduct stands 240 feet above the creek bed, and 300 feet above the bedrock foundations. It is composed of 10 spans, each 180 feet wide, and two spans, each 100 feet wide. These latter two are located, one at each end, and are buried by the approach fills.

Double Track Railroad

Each of these 10 great arches supports 11 spandrels, or smaller arches, on which was laid tile 31-foot wide roadbed for the double track railroad.

The entire structure required approximately 4,509,000 cubic feet of concrete and 2,280,000 pounds of reinforcing steel.

It is significant to note that during the years of construction the work was so well planned that there were very few injuries.

In retrospect this seems like a tremendous undertaking just to shorten the railroad line 3.6 miles. But the important economy was the great reduction in grades and curvatures in the main line at that point. The expense, the time and labor have been well justified in the passing of the years.



The tall wooden towers which can be seen here supported the cables which carried the materials for the construction of the viaduct.



Piers here are ready for the arch rings. I-beam grillage was fastened to the piers by anchor bolts set in the concrete.



Here is one of the sectional side forms for the blocks of the 180 foot arch. After concrete was poured and had set, form was moved over to other side of pier. Abutment arch at right was entirely buried by approach fill.

RAIL AND LABOR OFFICIALS MEET TO TALK ABOUT BUSINESS

WHAT was last year like, and what does this year hold questions that are uppermost in the minds of many railroadmen came under discussion last month when nearly 300 labor organization and Lackawanna Railroad officials met at Scranton. This was the second annual gathering of these two groups for a frank and open discussion of the state of the railroad.

In setting the keynote for the meeting, which was held in the Casey hotel, President Perry M. Shoemaker said: "It is appropriate that we discuss our family situation. We want to build for the future . . . a strong future for the company with secure jobs for everyone."

The meeting, which followed a luncheon, concerned itself primarily with a discussion of the 1953 annual report by Mr. Shoemaker. In speaking of the appropriateness of such exchanges of information, the president pointed out that two per cent of the total working population of the United States is employed by the railroads. In spite of this vast family, he said, freight ton-miles handled by The railroads in relation to the total published intercity ton-miles of the country was shrinking year after year. Between 1939 and 1952 freight ton-miles moving on the railroads dropped from 60 per cent of the total handled in the United States to 55 per cent. In this same period the proportion of ton-miles hauled by trucks increased from nine per cent to 16 per cent. Inland and coastal waterways, pipelines and airplanes handled the balance.

The railroads in this same period have made tremendous strides in improving the plant as well as speeding up the operations of train and yard service, the president remarked. The Lackawanna he said, has added 4,860 new freight cars to its ownership and 88 new passenger train cars. All former steam operations have been dieselized. In an effort to attract more local business Scranton transfer was placed on a seven-day basis and traffic department forces are actively soliciting this business.

The president took note of the progress the company has made during the past year and asserted that the Lackawanna in 1953 had the third highest gross revenue in its history and the highest net income since 1929.

At the same time, it was pointed out that while the company was earning \$3.94 a share for the stockholders, it paid out an amount equal to \$5.94 a share in taxes. That was a rather disproportionate division of the company's total yearly income.

Others who spoke to the group were H. C. Schmidt, assistant vice-president--traffic; Fred Diegtel, general super-



President Perry M. Shoemaker

"It is appropriate we discuss our family situation."

intendant; A. C. Hopkind, manager of industrial development J. G. Endelin, secretary and treasurer; G. W. Eastland, editor of the magazine.

"Nothing sells like a good product," said Mr. Schmidt. "The better becomes our product, the better we can sell it. On the Lackawanna." Mr. Schmidt continued, "we can take pride in our good-service . . . or we can be ashamed should our service fall down. Our goal always must be 'dependability'."

Continuing on the theme of dependable service, Mr. Diegtel explained that the production of a service that is easiest to sell takes a great deal of planning. Each of the various operations must be worked out in detail and each must mesh with the others.

The Operating department, he said, is continually studying new ways to give faster and better service and information to shippers, to reduce loss and damage and to use cars properly.

In his remarks to the group, Mr. Hopkins described the functions of the Industrial development department in the search for, and the location of, new industries on

the railroad's lines. The ultimate goal of this work, he said, is the creation of additional traffic.

He requested employees to watch newspapers and magazines for information that will be helpful or provide leads that will enable the Industrial Development department to bring more new industries to the Lackawanna.

A new drive for the sale of Defense Bonds on the payroll deduction plan was announced by Mr. Enderlin in his remarks. He noted that approximately 23 per cent of the railroad's employees were buying these bonds, and that the goal for the drive was 50 per cent participation. These bonds, he said, can be purchased in any of the various denominations at the minimum deduction of \$6.25 per pay period.

Following a discussion of some of the latest improvements installed on the main line by the Signal department, the meeting was opened to questions and answers.

This is a part of the crowd of 300 railroad and labor officials who met at Scranton last month to discuss the railroad--its business last year and the prospects for 1954. -->

The questions covered such points as the St. Lawrence Seaway; a recent improved connection at Buffalo; the railroad's suburban service in New Jersey, including the oft-discussed centralized passenger terminal in Manhattan.

During his discussion of the current year, 1954, Mr. Shoemaker cited the drop in business during the first three months. This drop reached a low point in March, he said, when the Lackawanna's business fell off 14 per cent, due primarily to the strike of longshoremen in the Port of New York.

"Cooperation and hard work on the part of everyone will help off-set this loss during the rest of the year," the president said, "and we must keep cars on the move, because cars not moving are dollars standing still."

The Mail Box

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letter from the folks back home"... Leo A. Duffy, retired telegrapher.

"THE LACKAWANNA was as good as a trip back home" . . . O. G. Potter, retired chief clerk.

"Congratulations on a fine production. The contents will give every employe a generous introduction to the railroad and its affairs" . . . Clifford A. Sommerville, Editor Boston and Maine Magazine, and President American Railway Magazine Editors Association.

"The magazine impresses me as being extremely well balanced editorially and the layout and writing are good" . . . Marc Green, Editor, Milwaukee Road Magazine.

"The Lackawanna magazine has items and stories which should appeal to every employe from laborer to president"... C. J. Corliss, Association of American Railroads.





WANTED: LCL

Loaded Into "Overhead Cars" It Makes Money And Provides A Better Service

THE Lackawanna wants L.C.L. It has adopted as a policy an aggressive program for building up its less carload business. Some of the principal features of this program are:--

...Scranton Transfer operation has been put on a seven day basis. This means reduced transit time and better service to shippers because of elimination of delay which formerly occurred because of Sunday shut down.

...Overhead cars are loaded direct to destination or distant transfer point, instead of merely to the customary intermediate transfer point, whenever the volume of freight, generally five tons or more, warrants. This loading of freight direct to destination eliminates intermediate handling, and gets the freight to destination ahead of schedule in good condition. This reduces transit time and the chance for damage, and thus means better service to shippers.

...Schedules on L.C.L. cars are being improved wherever practicable. From a study of handling records, adjustments have been made in train schedules and in other handling arrangements so that transit time has been reduced. A check is also made to insure operation of the cars as scheduled. Scheduled cars are not set back to accumulate tonnage.

...The practicability of a greater use of truck service in place of cars for smaller stations and where ferry cars operate is being studied. A tariff revision is now in progress to reduce the ferry car minimum weight from its present 6,000 pounds to 4,000 pounds. This should enable expansion of ferry car service from industries located on side tracks and a greater use of trucks in lieu of ferry car service.

...The practicability of adjustments in rates to make the L.C.L. service more competitive is being studied.

By J. L. Barngrove, Jr. General Traffic Manager

...Advertisements of Lackawanna L.C.L. service in publications which reach shippers and traffic managers.

Why does the Lackawanna want L.C.L.? In the first place there is money in it. Based on a study by the accounting department 82 cents of every dollar of L.C.L. revenue goes to cover direct costs, leaving a net of 18 cents, in 1953 the Lackawanna received \$2,605,606. revenue for the

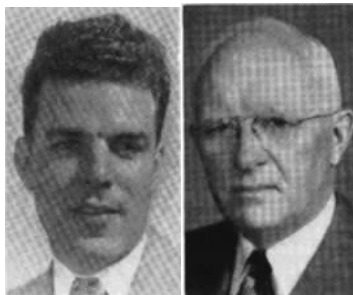
handling of L.C.L. traffic. Revenue per ton averaged \$33.13 for that which both originated and terminated on line for example, a shipment from Newark, N. J. to Syracuse, N. Y.; \$16.03 for that which originates on line and is delivered to a connection -- for example, Newark, N. J. to Cleveland, O.; \$16.10 for that which terminates on line and is received from a connection--for example, Detroit, Mich. to Scranton, Pa.; \$11.67 for that which is received from a connection and delivered to a connection--for example, Cleveland, O. to Boston, Mass.; the overall average is \$15.95.

Helps Get Carloads

Secondly, a reputation for good L.C.L. service helps get carload business. Many of the large, carload shippers are dependent on the distribution of small lot shipments and when satisfied with a particular L.C.L. service they will send their carload as well as their L.C.L. by that route.

Much favorable comment, including a number of letters, has been received from shippers located not only in the cities and towns along our line, but from those located beyond our line in New England, in the West and the South. It is indicated that new accounts have been gained and that the favorable reaction from improved service on L.C.L. has led to shippers also giving us their carload freight to haul.

Of particular importance in reducing the transit time and improving service to shippers has been the overhead car. In January, 1954, overhead cars totaled 207, or 6.5% of the total L.C.L. cars forwarded. By March, 1954, this had increased to a total of 498 cars, or 12.7% of the total. This increase in overhead cars means that a greater proportion of our freight is



Arthur J. Quinn George B. Allen

Business Getters

Yardmaster-Agent George B. Allen, at Utica, and Arthur J. Quinn, traffic representative, used the "overhead car" to obtain some new business for the Lackawanna recently.

An industry at Utica, which had been receiving regular truck shipments of approximately 5,000 pounds of printed matter from Milwaukee, was prevailed upon to order a larger quantity with less frequent shipments and use the "overhead car."

The car moves direct from Milwaukee to Utica, by-passing intermediate transfers., an example of what good service can do to bring business back to the railroads.

being loaded direct to destination, which is where the shipper wants it. This evidences the good work that is being done by station and transfer forces in analyzing the destinations and routes on shipments they are handling and planning the loading so as to forward these shipments direct to destination or as near there as practicable.

These are Examples

For example, in March, Binghamton loaded seven cars direct to Cleveland, O.; Buffalo loaded seven cars to Cedar Hill Transfer, Conn.; Jersey City loaded three cars to Shawinigan Falls, Que.; Johnson City loaded fourteen cars to St. Louis, Mo.; Newark loaded sixteen cars to Fort Erie Transfer, Canada; Phillipsburg loaded seven cars to Aurora, Minn.; and Syracuse loaded nine cars to Cedar Hill Transfer, Conn. and fifteen cars to Trenton, N. J.

The opportunity to develop an overhead car direct to destination is a challenge to the resourcefulness of our people and others concerned. It affords the opportunity to develop new business and to secure business now moving by truck.

There are several good examples of this. At Utica, a consignee who had been getting shipments of 4,000 or 5,000 pounds by truck was prevailed upon to increase the size of his orders to 10,000 pounds and receive shipments less frequently. With this larger volume, the shipment could be moved by rail in an overhead car direct from origin to consignee's plant without intermediate transfer, the transit time being on a par with truck.

Two Good Ideas

In another case the agent at Newark, learning that there would be a shipment of several thousand pounds to a particular destination, contacted various others of his patrons to sell them the idea of using rail for their shipments to the same destination via the same route, thus filling out the car to approximately five tons so that an overhead car could be loaded direct to destination.

In another instance the agent at



Ed Dyer, truck driver for S. E. M. Vernon Company of Newark, looks on as Mike Polyak checks freight for an "overhead car."



Mike Polyak, checker-laborer at the Newark, N. J., freight house, loads an "overhead car" for Mishawaka, Indiana.

Johnson City worked with two large shippers and prevailed upon them to match destinations and routes so that tonnage to distant points could be put into an overhead car direct to destination.

These examples which mean increased business for the railroad indicate what can be done. The "overhead

car" which bypasses intermediate transfers and gets the freight to destinations in advance of regular schedules and in better condition because of less handling means improved service to shippers. This beneficial feature of our L.C.L. service is a good selling point and can be used to good advantage.

A GROUP of New Jersey citizens recently took a long look at the state's once-prized road systems and found it wanting. Today the highways of New Jersey are badly deteriorated and inadequate to handle what is now the world's heaviest concentration of truck and automobile traffic.

To put this system of roads in the condition to handle the traffic which it now bears would require some concentrated action and a great deal of money. The group, which organized themselves into the New Jersey Citizens Committee For Equitable Highway Transportation, made surveys and studies of the situation and found that it would cost in the neighborhood of two and a half billion dollars, as a minimum, to modernize the once prized network by 1961..

Among the facts that were turned up by the committee during its research were these:

New Jersey's truck and automobile traffic is the heaviest in the world. and while its traffic density is four

Here Are The Facts About The Weight Distance Proposal

times the national average, its heavy truck taxes are the lowest in the country.

...That the average automobile owner pays two and one-half times as much as the owner of a 30-ton trailer truck for the same use of the state's roads.

...That local property owners are paying an admittedly unreasonable and ever-growing share of New Jersey's local road costs and one that is greater than is paid by property owners in almost every state.

...That while 15,000 out-of-state trailer trucks move into or through New Jersey in a single day they pay nothing for the use of the state's roads, unless they buy fuel.

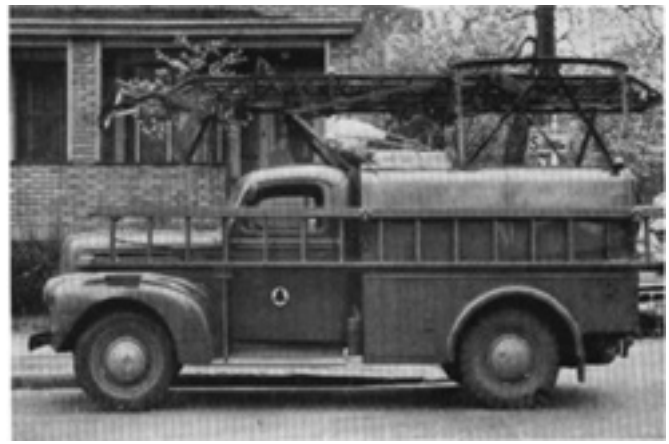
...That New Jersey's three-cents-a-gallon tax is the lowest in the United States and its registration fees are well below the average in the heavy truck categories.

...That highway revenues are already one and one-half billion dollars behind what is required for present needs and are falling farther behind each year.

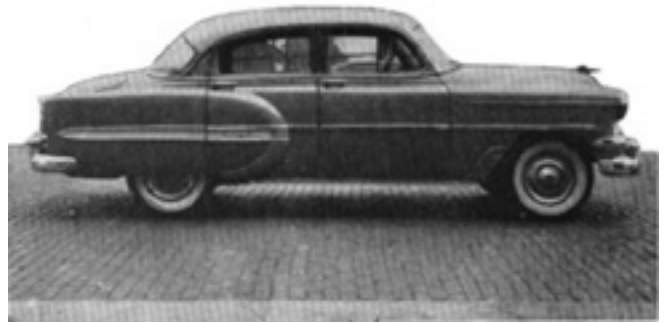
A number of proposals were considered that would correct the situation with the state's highways. It was finally decided to propose to the legislature a Weight-Distance Tax on heavy trucks which would underwrite part of the two and one-half billion dollar, 10-year plan to rehabilitate the highway system. This tax would raise an additional \$14,000,000 annually.



This is a sample of the congestion which prevails on New Jersey streets and highways as big freight trucks line up at intersections, tunnel and bridge entrances. Weight-Distance Tax is aimed at vehicles of over 18,000 pounds gross weight.



Vehicles like these would not come under the Weight-Distance Tax law as proposed.



One of the members of the Citizens Committee is the Associated Railroads of New Jersey which includes the Lackawanna Railroad. The railroads last year paid almost 18 and one-half million dollars in New Jersey property and franchise taxes. It is estimated that some \$800,000 of the railroads' state tax contribution is spent annually on local roads and streets.

The railroads of New Jersey feel they have three specific reasons for membership on the committee:

1. The railroads are heavy taxpayers, and the tax bill is gelling larger each year due to increasing local expenditures on streets and roads.
2. The large interstate trucks with which the railroads must compete for freight business obtain practically a free ride on New Jersey's roads. Unless the operators happen to buy fuel in New Jersey, out-of-state trucks pay not a cent for support of the public road facilities they use.
3. The railroads are the largest users of trucks in New Jersey. Like

any other truck operator the railroads know that prosperity of truck operations is directly related to the condition of the roads over which they operate.

The railroads build and maintain their rights-of-way--and pay huge taxes in addition. The nation's economic health as well as railroad self-interest demands that the railroads do all in their power to equalize a situation in which the railroads, passenger-car owners, small-truck operators and property taxpayers are directly subsidizing a railroad competitor.

The Weight-Distance Tax is by far the fairest and the most easily administered. Basically, it is a tax on vehicle mileage and the tax rates increase at every weight interval of 2,000 pounds.

The Weight-Distance Tax is based primarily on the fact that it costs more to build and maintain roads for heavy vehicles than it does for light vehicles. Computation of the tax was made after a study of vari-

ous road costs brought on by vehicles of different weights.

The proposed tax covers practically all trucks and combinations with a maximum gross weight capacity of more than 18,000 pounds, including those from out-of-state. Farm trucks, government-owned trucks and certain road repair vehicles will probably be exempt in New Jersey.

One of the most important potential taxpayers, especially as far as New Jersey is concerned, is the out-of-stater. Weight-Distance taxes are not subject to reciprocity agreements and therefore do not have to be included in exemptions on other truck taxes normally granted to out-of-state trucks.

Trucks not subject to the tax--all those weighing less than 18,000 pounds gross--are made up almost entirely of two-axle vehicles. Most of these are panel and pickup trucks, used by merchants, farmers, small private truck operators, etc.

Truckers who are subject to the

Continued on page 20

Retirements ...

Ackerman, Joseph Sutherland, 1688 Broad St., Bloomfield, N. J.
 Vogel, John Leonard, 46 Virginia Ave., Manasquan, N. J.
 Lamattina, Frank, 1 Hazel Ave., W. Orange, N. J.
 Wall, George W., 6 Walker Ave., Morristown, N. J.
 Stevens, Walter J., 422 Depot St., Scranton, Pa.
 Hadder, John C., 2700 Hudson Blvd., Jersey City, N. J.
 DeRenzis, Anthony, 16 Williams St., Binghamton, N. Y.
 Simpson, John Joseph, 1043 N.W. 75th

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.

St., Miami, Florida
 Mercon, Robert, Colby Road, Corfu, N.Y.
 Teot, Marino, 311 N. Garfield Ave., Scranton, Pa.
 McCague, Terrence, 30-22 93rd St., Jackson Heights, N. Y.
 Mikotajczyk, Wojciech Jos., 1002 Noyes St., Utica, N. Y.
 DiSarno, Luigi, 18 Pembina St., Buffalo 20, N. Y.
 Seibel, Harry Aloysius, 7147 So. Jeffery Ave., Chicago 49, Ill.
 Warren, Walter D., 5 Bigelow St., Binghamton, N. Y.

"Lest We Forget..."

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

Schaefer, Anna E., 712 Northampton St., Buffalo 11, N. Y.
 Vastola, Nickalos S., 252 E. Delavan Ave., Buffalo, N. Y.
 Ross, Salvatore, Academy St., Box 552, Whitney Point, N. Y.
 Fuller, Paul.
 Bartnik, Peter J., Erie County Home & Infirmary, Alden, N. Y.
 Brown, James P., Dryden, N. Y.
 Merritt, Albert R., Box 173, Chenango Forks, N. Y.
 Steed, Michael J., 35 Sturges St., Binghamton, N. Y.
 Otten, Peter, 74 Thorne St., Jersey City 7, N.J.
 Kellam, George T., Center St., Port Morris, N. J.
 Mynyk, Samuel, 1210 Loomis Ave., Scranton, Pa.
 Speranzi, John, 239 Washington St., Berkeley Heights, N. J.
 McCaffrey, Thomas A., 405 Chestnut Ave., Kingston, Pa.
 Kearney, Thomas F., 205 West Warren St., Dunmore, Pa.
 Springsteen, Frank, Box 135, Chenango Forks, N. Y.
 Krager, William, 53 89Murray St., Binghamton, N. Y.

Ashfield, George H., 90 4th Ave., Hawthorne, N. J.
 Fish, Albert James, P.O. Box 152, Noxen, Pa.
 Holthusen, John, Chester, N. J.
 Johnson, Wendell S., 130 E. 105th St., New York 29, N. Y.
 Lawless, Herbert W., Box No. 37, Tobyhanna, Pa.
 Marcinkowski, Alexander, 143 Bush St., Buffalo, N. Y.
 Weeks, Walter W., Poland, N. Y.
 Ward, Edward, 33 Flanders, R.D., Netcong, N. J.
 Carr, Harry A., R.F.D. #9, Natural Bridge St., Virginia
 Perry, Benjamin F., 413 Pittston Ave., Scranton 5, Pa.
 Magnotti, Anthony, 22 Locust St., Montrose, Pa.
 Hamilton, Floyd G., R.D. #1, Avoca, N.Y.
 Loock, George H., 19 North Summit Ave., Chatham, N. J.
 Barrett, Patrick, 443 Leggett St., Scranton, Pa.
 Nigro, James, (not given Brighton Marine employee)

The Facts About Weight-Distance Proposal

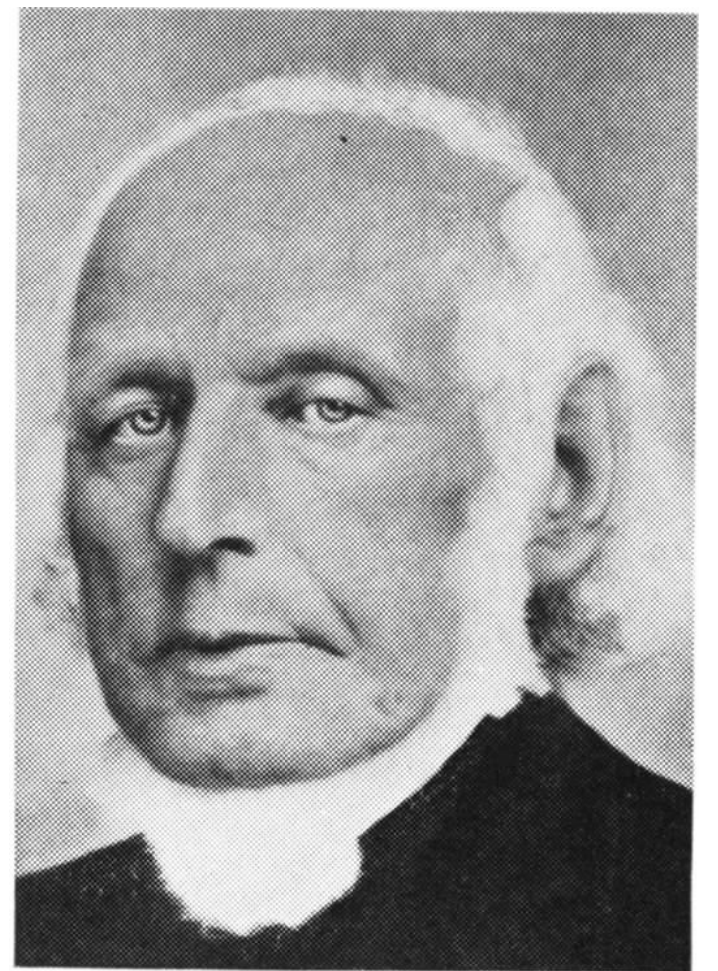
tax would be required to register their vehicles for the maximum gross weight the vehicles will attain, just as is now required for New Jersey license plates. Each vehicle is given a tax identification plate, which is attached to the license tag.

It is interesting to note that almost 98 per cent of the trucks and automobiles in New Jersey are paying what they should pay, or more. It is the two per cent those trucks that weigh more than about 18,000 pounds

that are avoiding their rightful share.

The 98 per cent must be relieved of their burden and the two per cent must pick up their share of the cost. The Weight-Distance tax will do just that.

The support of the people of New Jersey is needed to make this weight-distance proposal a law. It is the people who will benefit or suffer as the state's roads get better or worse.



Pioneer

Matthias W. Baldwin

If railroad men across the world were asked to name an American who pioneered in locomotive development, it is quite certain that one man so named would be Matthias W. Baldwin, of Philadelphia, locomotive builder and founder of the great locomotive works which bears his name.

Matthias Baldwin was born in Elizabethtown, New Jersey, in 1795. In his youth he moved to Philadelphia and there learned the watchmaker's trade. At 24 he entered business for himself. Five years later, in partnership with David Mason, he began the manufacture of engraving tools and hydraulic brakes. Here his inventive genius was given full play. After building a stationary steam engine for his own use and a model steam locomotive for Peale's Museum, he launched upon his career as a locomotive builder. His first full-sized locomotive was "Old Ironsides," a 6-ton engine, half iron, half wood, which made its first run out of Philadelphia November 24, 1832, drawing a load of 30 tons and attaining the remarkable speed for that time of 28 miles an hour.

FIVE STEPS TO SAFE LIVING

THE story of safety and of what safety can accomplish for humanity needs frequent repetition. It has been said many times that more injuries result from thoughtlessly unsafe acts than from any other factor. Accidents can be stopped if we THINK and follow these five steps:

KNOWLEDGE

Knowledge in safety is knowing the difference between right and wrong. Knowledge of the safety rules applicable to a job helps us to avoid confusion and heartaches. The rules are so important that we dare not violate them wilfully. If we do, a serious injury may befall us.

ATTITUDE

Safety must be studied and lived. We must put feeling into our jobs if we hope to achieve success. We dare not become complacent in our thinking to the extent of disregarding safety rules and regulations.

OBSERVATION

Many people are seriously hurt each year because they fail to observe hazards. They don't see the things they look at. Many of the hazards we do see may seem to be complicated, so we fail to correct them. Always remember that most big things have small beginnings.

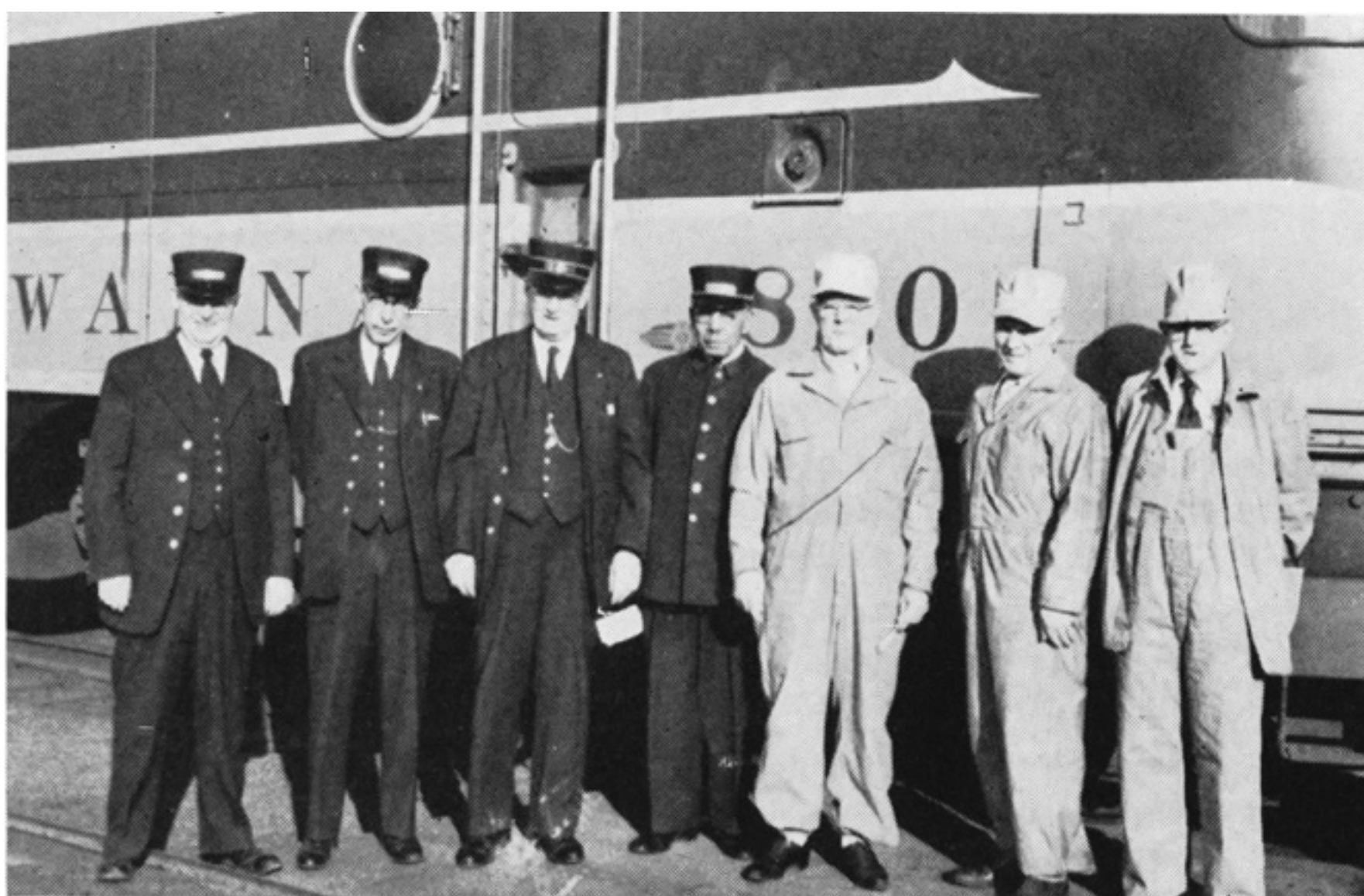
COOPERATION

The safety job cannot be done by a few people. Let's never let it be said we put away our safety conscience in the locker or desk with our working tools. We cannot hope to correct railroad hazards without the cooperation of everyone.

CONSIDERATION

Give consideration to those you work with. Let's give one another a helping hand in safety activity. Give warning of hazards we face from day to day before it is too late.

These five points are tools for safety, but THINKING is the handle that fits them all.



ORCHID OF THE MONTH TO

Crew of The Phoebe Snow, Buffalo Division

George Gray, conductor, entered DL&W service as trainman, Dec. 23, 1906. Over 47 years service;

Leslie R. Richart, engineer, entered DL&W service as fireman, Aug. 25, 1906. Over 47 years service;

John L. Norris, train baggageman, entered DL&W service as trainman, Nov. 17, 1911. Over 42 years service;

Frank White, trainman, entered DL&W service as trainman, Sept. 30, 1912. Over 41 years service;

F. J. McFarland, trainman, entered DL&W service as trainman, Aug. 31, 1913. Over 40 years service;

Stanley Cornrite, fireman, entered DL&W service as Fireman, Dec. 5, 1923. Over 30 years service;

V. H. Bunch, parlor car attendant, entered DL&W service Jan. 1, 1946, after having been employed by the Pullman Co. since June 9, 1909. Over 8 years service with DL&W.

With an aggregate of over 255 years in the employ of the D.L.&W. without one lost time personal injury, certainly this crew has an enviable record and one of which we may all be proud. Their slogan is "Keep your mind on your work always."

Vice President-Operations

Do it right and you'll do it safely --how well this applies to all of our jobs in this spring of 1954. The more each of us knows about his job, the more each of us is equipped for a safe day's work.

There is a responsibility in this matter far beyond the individual. Each of us is responsible to his fellow workers in passing along the benefit of our experiences, to enable the newcomer to learn quickly and correctly the way to perform his work; in warning his fellow workers

when they are indulging in wrong practices or making mistakes.

What man can live peacefully with himself who has seen another injured because he kept silent?

What man can live with himself who permits an inexperienced fellow to go his own way without advice and guidance?

As the awakening season of spring continues, let all of us resolve to improve with the weather, face each day with renewed ambition for the job ahead; done right and done safely.

How Safe Is Railroad Travel

Last year the railroads operated millions of passenger trains and they performed the equivalent of carrying a passenger 31,700,000,000 miles. During this period twenty passengers were fatally injured in train accidents. Thus there was one passenger fatality for every 1,022,580,645 passenger-miles.

The trouble with these figures is that they are too big for any human being to comprehend.

So let's dramatize them.

If a man were doomed by Providence to meet his death in a train accident, and were to take a 1000-mile train journey every day, 365 days of the year, and if he should keep this up year in and year out until he was overtaken by a train accident, his life expectancy would be 4,343 years.

If this hypothetical man had commenced his daily journeys at the beginning of the Christian Era, in the year A.D. 1, he would now be less than halfway to his goal. His travels would continue for another 2,391 years!

The Other Fellow's Corner

"Safety to you may be just a word; But a word to the wise is sufficient."
-Peter L. Ruane, Towerman, Cayuga.

Safety Takes Effort

Safety First is a process, not a trick to be learned overnight. It is a way of behavior which we learn bit by bit through education, observation and experience.

The encouraging and hopeful part of this movement is that we have known its benefits, and accept its rules as the best practice at all times.

The results we attain will reflect the sum of our combined efforts as individuals, and as a group working toward a common goal, which is for this Department to complete the year 1954 without an *accident*.--*Extract from The Safety Bulletin, J. H. Schoonover, division engineer.*

**THINK SAFE--ACT SAFE--
BE SAFE
IT PAYS!**

Will Phoebe Smile At You?



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

Accidents Are Pickpockets!

Off-the-job safety is as important to the worker as on-the-job safety. The lessons learned in everyday work can and should be carried over into the hours spent away from the job. It is a duty as the family breadwinner to:

1. Make safety-consciousness at work or play a part of yourself.
2. Help teach safety-consciousness to your wife and children.

Accidents are, in a sense, pickpockets plucking the hard-earned money from your pay envelope. This is true whether an accident occurs to your wife, your children or you. In the final analysis it is you, the breadwinner, who is financially responsible for any accident suffered by a member of your family. So don't shed safe practices like an old coat when the five o'clock whistle blows; carry them along with you as a protective shield guaranteeing happiness and freedom from accidents to you and your loved ones.

The Other Fellow's Corner

May this year 1954

Help spur us on our Safety Score

An unsafe man, we all know

Isn't worth his salt, or his dough.

If we expect to reach our aim

This unsafe man we have to train

Let's teach him our Safety Rules

We need Safe men-we can't use fools.

E. C. JOHNSON

Signal Maintainer, Secaucus

Motive Power and Equipment Department

**STANDING OF OUR RESPECTIVE DIVISIONS AND DEPARTMENTS
FOR FIRST THREE MONTHS OF 1954**

				Manhours	Casualty Ratio	
	Killed	Injured	Casualties To Date	Worked To Date	per Million Worked To Date	Manhours To Date 1953
TRANSPORTATION DEPARTMENT						
1. Scranton Division	0	0	1	810,901	1.23	11.93
2. Buffalo Division	0	1	2	593,678	3.37	4.88
3. M&E Division	0	3	9	1,190,997	7.56	8.61
4. Marine Department	0	1	4	253,638	15.77	12.56
TOTAL	0	5	16	2,849,214	5.62	9.18
MOTIVE POWER & EQUIP. DEPT.						
1. Car Dept. M&E Div.....	0	0	0	213,320	0.00	0.00
2. Keyser Valley Shops	0	0	0	152,509	0.00	0.00
3. Diesel Shops, Scranton.....	0	0	0	143,111	0.00	0.00
4. Car Dept., Buffalo Div.....	0	0	0	133,711	0.00	0.00
5. Car Dept., Scranton Div.....	0	0	0	113,324	0.00	17.13
6. Master Mechanic, Scranton Div.....	0	0	0	56,968	0.00	0.00
7. Master Mechanic, M&E Div.....	0	0	0	52,548	0.00	0.00
8. Buffalo Division Enginehouses.....	0	0	0	43,419	0.00	0.00
TOTAL	0	0	0	908,910	0.00	1.89
MAIN. OF WAY & STRUCTURES DEPT.						
1. B&B Dept., M&E Div.....	0	0	0	111,327	0.00	0.00
2. Track Sub-Div. No. 3, Scranton.....	0	0	0	86,523	0.00	0.00
3. Track Sub-Div. No. 7, Syracuse.....	0	0	0	63,974	0.00	0.00
4. Track Sub-Div. No. 6, E. Buffalo.....	0	0	0	61,514	0.00	0.00
5. B&B Dept., Scranton Div.....	0	0	0	56,785	0.00	29.77
6. Track Sub-Div. No. 5, Elmira.....	0	0	0	39,857	0.00	0.00
7. B&M Dept., Buffalo Div.....	0	0	0	32,610	0.00	0.00
8. Track Sub-Div. No. 4, Binghamton.....	0	0	0	28,435	0.00	0.00
9. Paterson Treating Plant	0	0	0	6,828	0.00	117.79
10. Signal Department	0	0	1	101,483	9.85	0.00
11. Track Sub-Div. No. 1, Hoboken.....	0	0	1	87,874	11.38	12.10
12. Elec. & Communications Dept.....	0	0	1	54,594	18.32	0.00
13. Track Sub-Div. No. 2, Stroudsburg.....	0	3	3	61,569	48.73	0.00
TOTAL	0	3	6	7,93,373	7.56	4.84
MISCELLANEOUS DEPARTMENTS						
1. Purchases & Stores Dept.....	0	0	0	51,742	0.00	0.00
2. Property Protection Dept.....	0	0	0	46,385	0.00	0.00
3. Dining Car Dept.....	0	1	1	39,198	25.51	0.00
TOTAL	0	1	1	137,325	7.28	0.00
H. H. Antrim Accounting Dept., Scranton.....	0	0	1	--	--	
GRAND TOTAL	0	9	24	4,688,822	5.12	6.69
Reportable Casualties March 1953.....				6		
Reportable Casualties March 1954.....				9		
Increase				3		

CARE PLUS CAUTION EQUALS SAFETY.



Whistle of a Train

By Robert F. Kincaid

It was a long time ago when I first heard the whistle of a train. But it was an event which I have never forgotten.

I was a barefoot boy in knee britches. With an older brother I had taken a long Sunday afternoon walk in the thick woods near our home in the Blue Ridge hills in Northeast Georgia. We climbed to the top of Black Jack, a neighboring mountain about 2500 feet high. While we rested on the peak, we looked across the hills and valleys of our little world and admired its beauty. All was quiet and peaceful.

Then we heard a train blow, faintly and plaintively from out of

the western hills far away. The strange, tremulous sound died out in the vast silence, and we did not hear it again.

Although I had never before heard a train blow, I knew what it was. It was the shrill blast from the little L & N locomotive pulling one baggage car and one passenger coach on its daily run from Murphy, N. C., and Blue Ridge, Ga. The line ran through the hills ten miles from our home, but I had never seen it because it was so far away. Now I had heard it for the first time.

As I stood there on Black Jack nearly fifty years ago, and heard the thin, screeching voice which came out of the unknown beyond, I was stirred with an emotion which lingers with me to this day. That little train

was linking my small world with the unexplored vastness of the great outside. As I came off the mountain, I vowed that someday I would ride that little train which had called to me.

Today we have more than the whistle of a train in the hills to answer young hearts who dream of the outside world. Highways have come, school houses have been built, forgotten valleys and dark coves have been opened, and voices from all over the world speak through the radio and television. But one thing remains the same. The young people who struggle to break away from the restrictions and difficulties which beset them have the same hopes, ambitions, and dreams....

The whistle of a train is nothing. But when it is a call to a boy or a girl to set out upon a great journey, it can set in motion a chain reaction which shapes a life of great potential-fries for good.

--Dr. Robert L. Kincaid is president of Lincoln Memorial University. His editorial above: is from the Fall, 1953 issue of the Lincoln Herald.

Per Diem--Keeps Freight Cars On The Move

Continued from page 6

nections are channeled home by a set pre-arranged plan without regard to service route. This plan has been in effect for about 10 months and appears to be well accepted and successful. Chances are it will be extended to cover other types of cars before long.

"Good car handling is absolutely essential to good service", said Mr. Mahoney, "its importance cannot be overemphasized. Good handling not only reduces per diem expense, it also increases cars available, reduces unnecessary car movements, makes best use of cars by quality by applying the proper grade cars for various types of loading and allows upgrading by getting cars on home rails.

"At the same time it makes it easier for our Traffic department men to sell Lackawanna service when we have the cars available that our patrons want," Mr. Mahoney asserted. "'it means more work for the railroad and more jobs for employees. Above all, it satisfies the customer."



NAMED ASS'T. GENERAL ATTORNEY

Augustus Nasmith has been appointed assistant general attorney of the Lackawanna, with offices in New York. He formerly had practiced law in Newark . . . Mr. Nasmith was born in Shaoshing, China, where his father was an American Baptist missionary. He received his grammar and high school education in Shanghai . . . In 1939 he graduated from Colgate University and received an LLD from New York University in 1947. During World War II he served as executive officer aboard a Navy LST, and was recalled during the Korean conflict and assigned to the staff of the commander of the Seventh Fleet.

HOW WE STAND

The Delaware, Lackawanna and Western Railroad had a net income, after fixed and contingent charges but before capital and sinking funds, of \$730,841 for the first three months of this year, compared with \$1,452,021 for the same period in 1953. Gross revenues for the first three months of this year totaled \$19,517,224 as compared with \$21,841,117 in 1953.

ESSAY CONTEST

For the sixth successive year the New York Railroad club will conduct the Roy V. Wright Memorial Essay Contest with prizes for the winners, it was announced. The purpose of the contest is to encourage constructive thought about railroad problems by students of transportation and young men in railroad employment. Information concerning the contest may be obtained by writing C. T. Stansfield, Executive Secretary, New York Railroad Club, 30 Church Street, New York 7, N. Y.

VETERANS MEET JUNE 12

Members of the Lackawanna Railroad Veterans Association, Inc., will hold their annual meeting June 12th at the Union Club, Hoboken, N. J., it has been announced. The meeting will begin at 10 AM, with the dinner and dance starting at 7 PM... Four other events are scheduled prior to this annual event. On May 17, Buffalo division, No. 3, will meet at Sloan Fire Hall, Sloan, N. Y.; on May 24, M&E division, No. 1, will meet at the Clipper Ship, Roseville Avenue, Newark, where the group will hear a speaker from the Railroad Retirement Board; on May

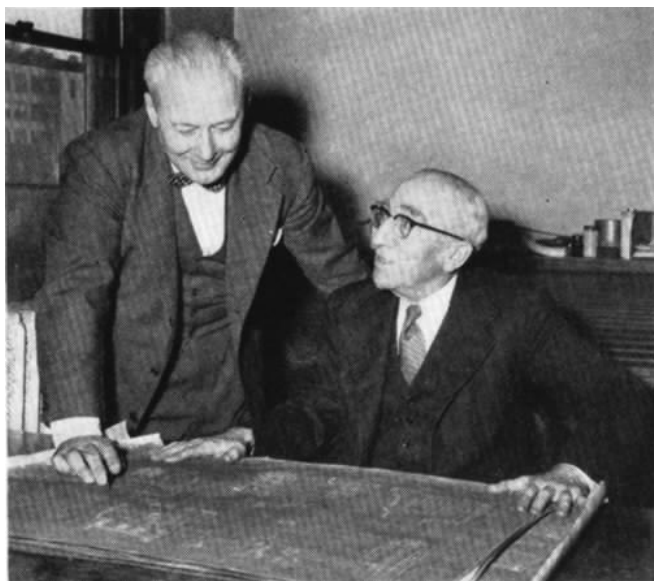
28, Scranton division, No. 2, will meet at Hotel Casey, Scranton, Pa.; on June 6 will be the quarterly meeting of the United Association of Railroad Veterans, Hotel Victoria, New York, N. Y., at 12:15 PM.

COMMENDATION

B. F. Johnson, drill foreman on the Phillipsburg Yard Drill, was commended recently by both the railroad and the Phillipsburg Supply Company for his alertness in keeping a fire under control in the rear of the lumber yard. Observing smoke he went to the scene immediately and at the same time sent his helper, N. Wigranowski, to call the fire department. Mr. Johnson managed to keep the fire under control until the firemen arrived.

J. L. VOGEL RETIRES

John L. Vogel, engineer of structures for the Lackawanna, retired recently, and was succeeded by Clarence M. Seagraves . . . Mr. Vogel began his engineering career in 1901 as a draftsman with the American Bridge company. Between 1902 and 1906 he was employed as a draftsman and designer by H. W. Post, consulting engineer and worked on the construction of the Center Street Police Station and the Hanover National Bank building in New York. In 1906 he became assistant engineer of the Central Railroad of New Jersey. In 1914 he was appointed principal assistant engineer of the New Jersey Board of Public Utility Commissioners. He later was appointed bridge engineer of the New Jersey Highway Commission... Mr. Vogel devoted many years to civic service and public affairs. While living in Chatham he served as councilman. In 1924 he moved to Manasquan and served as tax assessor there, and subsequently president of the borough council. He later was elected mayor of Manasquan and held that office for six years.



John L. Vogel (seated) talks over a bridge plan with his successor, Clarence M. Seagraves.



THE FOUR HORSEMEN

Notre Dame's famous "Four Norsemen" gathered in Scranton early last month to honor one of their members, Jim Crowley. Crowley, now general manager of Station WTVU of Scranton, and his friends got together for a dedication of the television station. Above, as they arrived on the "Phoebe Snow" are Larry Stuhldreher, John N. Van Wie, DL&W division passenger agent; Elmer Layden, Jim Crowley and Franklin Collins, president of Station WTVU. Don Miller, the fourth member of the famous backfield, arrived later in the day. Layden is now an executive of the General American Transportation Corporation, Chicago; Stuhldreher is assistant to the president of the U. S. Steel Corporation, Pittsburgh, and Miller, formerly Federal District Attorney for Northern Ohio, is now practicing law in Cleveland.

SUMMER FAMILY FARES

The Lackawanna, along with other Eastern railroads, has announced a new program of "Family Fares" for the vacation period between June 1 and September 1. Under the new arrangement the special fares are applicable in sleeping and parlor cars, when the journey is 100 miles or longer. Under the "Family Fare" plan, the father buys a full fare round trip ticket, the mother a one-way fare good for the round trip with the same rate for each child between the ages of 12 and 22. Children between the ages of five and 12 ride for half fare. The family must travel together.

RAIL TAX REDUCED

A saving to the traveling public of five per cent in railway passenger charges and the cost of sleeping and parlor car accommodations became effective April 1, with the passage by Congress of the Excise Tax bill, which, among other things, reduced the transportation tax on railway travel from 15 to 10 per cent . . . For the calendar year 1952 the Internal Revenue Bureau reported transportation taxes on persons amounted to \$285,300,000; of this amount, railway passengers paid \$119,200,000. The reduction of the tax will represent an annual saving to railway passengers of \$39,733,000.

Conductor John C. O'Brien, Buffalo division, recently was commended in a letter written by Mrs. Mary Ward of Elmira, New York. Mrs. Ward was returning to Elmira from Hoboken and Mr. O'Brien's consideration for the passengers and courtesy towards them impressed her very much . . . "Even though he undoubtedly had more important duties to attend to, he took time out to stop to say a few words to the passengers, offered to help them with their bags and left you with the impression that if you needed assistance of any kind, he would do his utmost to oblige . . . I will never forget the conductor's name because I was one of the passengers who received these considerations."

"My first grade of twenty four children", writes Mrs. Cornelia H. May, teacher at the Smithfield Consolidated school, Stroudsburg, Pa., "recently enjoyed a ride on DL&W train No. 2 from East Stroudsburg to Blainstown. This was the first experience as a railroad passenger for the majority of the children. I wish to thank you for the outstanding thoughtfulness of the train crew"... The ride was planned so that the children could see a pullman berth and the dining car . . . "I am pleased to tell you that when we went through the dining car the trainman told the boys that gentlemen always removed their hats; a teacher's pride was felt when all the boys remembered to follow his example" . . . Mrs. May also complimented Ticket Agent Hay at Stroudsburg for assistance in helping her to plan the trip.

R. H. Taylor, assistant passenger traffic manager, John Van Wie, division passenger agent at Scranton, and T. V. Wall, division passenger agent, Leo Fanarjian, Ken Smith and Don Pearson, of Newark, recently were commended by R. E. Wynkoop, president of The Newark Railroad Club. "I can not tell you how much we enjoyed the wonderful hospitality of the Lackawanna in connection with our trip to Pocono Summit . . . We saw a very fine railroad, one you must be proud of, run by the best. We were all very much impressed and appreciate your courtesies, believe me," wrote Mr. Wynkoop.

A passenger who lost her wallet containing \$50 and many valuable papers retained her faith in human nature after everything was returned intact by Conductor M. J. Early of the M & E division. "My respect for the DL&W personnel rose by leaps and bounds. I am more than grateful to Mr. Early and I want him to know how much I appreciate his honesty".

A new locomotive unit was delivered by the manufacturer and placed in service on the railroads of the United States every four hours, day and night, in the first 11 months of 1953.



One of the Lackawanna's big Train-master diesels which power the Boonton Line suburban trains makes a dramatic appearance here as it stands in the station at Dover, New Jersey, ready to start its run into Hoboken.

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