

THE Lackawanna

November, 1954 Volume One Number Seven





This was a view recently from the upper deck of a Lackawanna ferry boat, bound for New York, as it passed a west-bound ferry. This deck is a popular place to ride on pleasant days such as the eastern seaboard has been experiencing this Fall. In the background is Manhattan island. The tall skyscraper at the left is the Woolworth building.

Lackawanna Veterans

It has been said that a railroad is nothing more than two streaks of steel and men. This is another way of pointing out the importance of the men and women who work on the railroad and who, after all, make our company what it is—good or bad.

Particularly important are those men and women who have spent a greater part of their working life with the Lackawanna—those old timers who have seen so many changes with the years and who have earned the right to be called “veterans”. These are the men and women who know their job, do it well and help newer and younger employees learn to railroad in the Lackawanna tradition. Our veterans are solid citizens in their communities, taking part in community affairs; supporting churches and charitable enterprises; raising and educating their children in admirable fashion—all of which brings honor and prestige to our Lackawanna family.

We are fortunate in having on the Lackawanna an association of veterans—“The Lackawanna Veterans Association”. I take this opportunity to salute and encourage this Association and, through them, all Lackawanna veterans, both active and retired. This fine organization can become an increasingly valuable factor in community relations by bringing to the people and institutions we are privileged to serve a greater understanding of our railroad and its importance to them.

Our management people will cooperate with the “Veterans” to this worth-while end.



THE Lackawanna



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On The Cover

“Piggy-Back”, the railroads’ boldest bid for more of the nation’s freight business, is a going operation on the Lackawanna, and is currently being expanded. Symbolic of the firm basis of this new Lackawanna service is the solid-looking anchor brackets with which John Marinzulich is fastening a highway trailer to a flatcar at Secaucus, New Jersey.

**"Progressive Maintenance" Speeds
Lackawanna's Streamlined Cars
Through Shops In 24 Hours, Sends Them**

BACK TO WORK



Richard Schultz (left) and William Miles, car repairers, check brake rigging on "300" series car as part of Progressive Maintenance Program.



Car Cleaners Walter Mychrajlowycz and Frank Gutkowski shampoo car seats and window shades.

THE old saw that "An ounce of prevention is worth a pound of cure" is a truism that is difficult to dispute. It is also an adage that is practiced day after day by the Lackawanna Railroad's passenger car repair department at Hoboken, where it is called "Progressive Maintenance." Progressive meaning modern and to a conclusion, with a constant eye on improvement.

The "Progressive Maintenance" program on the railroad is a Lackawanna innovation, which was begun some years ago for the purpose of maintaining and keeping in top condition the company's passenger equipment. With the support and cooperation of the men involved in the program, it stands today as one of the most efficient maintenance programs in the railroad industry.

As a case in point, the "300" series cars which make up the streamliner "Phoebe Snow" and other trains, are good examples. These cars are now more than five old and because of the efficiency of



Machinist Helper Wilfred Bartlett and Machinist R. C. Snelson, Jr., set up wheel truing machine preparatory to cutting wheel on "300" series car.



General Car Foreman James Purcell (second from right) goes over maintenance program with Foremen Edward Bugno, Thomas Maszalec and Ted Meehan.

"progressive maintenance," they ride comfortably and shine brilliantly.

The previous and most generally followed method of maintenance was to make repairs as the defects were reported or were discovered during inspections. The work progressed until it was more expedient to completely rebuild the car. This generally involved tying up the car for periods of as much as several weeks, depending upon the job being done.

Minimum Shop Time

A number of factors figured in the initiation of the "progressive maintenance" program for passenger cars on the Lackawanna. Not the least of these was the fact that the high cost of the cars requires that the maximum mileage must be obtained from them with a minimum amount of time in the shop. This had to be consistent with safe operations.

First, a schedule was determined by which the cars could be completely maintained in first class condition

with a minimum of delays. It was decided, for example, that by breaking the maintenance forces into teams and assigning a specific monthly date to each car, the job could be done.

To make it work, the "Modac" shed was remodeled so that the work would not suffer from inclement weather. A storehouse was added to have spare parts readily available. Smaller shops adjacent to the repair area were overhauled and streamlined for more efficient production. Finally, a "wheel truing machine in its own shop" was installed. Here car wheels can be trued without removing them from the trucks or cars. This is one of two such machines the railroad owns, and this was one of the first to be purchased by an American railroad.

Under the Lackawanna's modern "progressive maintenance" program a car is seldom out of service longer than 24 hours and rarely reaches the stage that requires complete rebuilding. The car department at Hoboken receives the car at or before noon

and returns it to service by noon the following day.

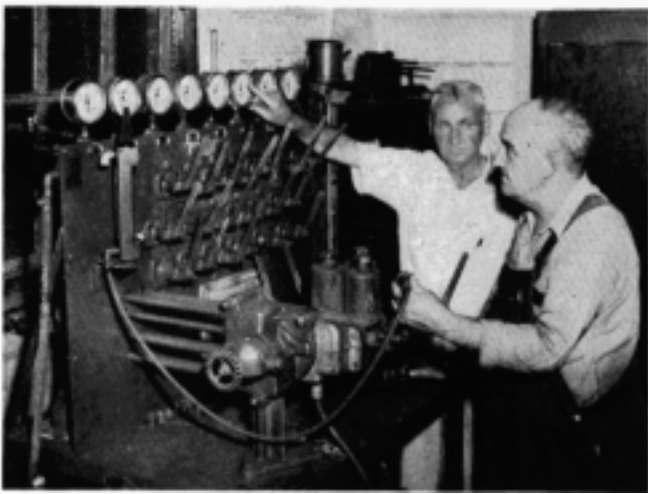
The success of the operation depends largely upon organization. Specific jobs are assigned to individuals and teams and the work is so divided that nothing is left undone.

In charge of the program is James Purcell, general foreman of the Car department at Hoboken. He is assisted by car foremen in charge of that many groups: (1) pipefitters, painters, carpenters, upholsterers and locksmiths; (2) coach cleaners and car icers; (3) electricians; (4) mechanics; (5) car inspectors. As each group finishes its own work, the men are reassigned by the foreman.

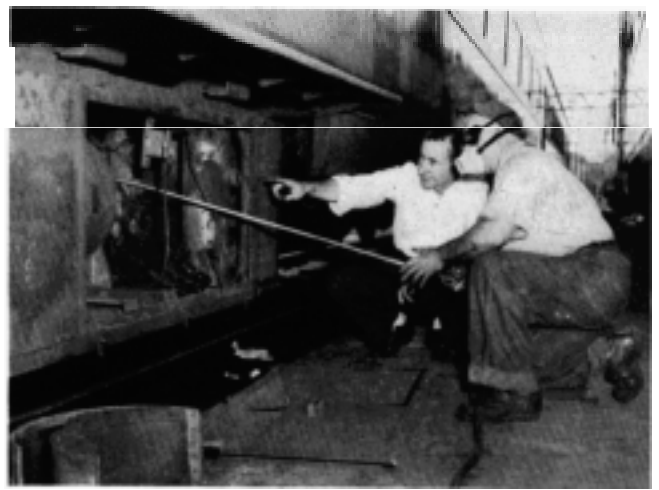
Monthly Inspection

Each car is assigned a specific day of the month and this never varies except in relation to Saturdays and Sundays, during which time the shop does not operate.

When a car is scheduled for its monthly visit to the shop it is met by



Air Brake Machinist John Dalton tests air brake relay valve as Foreman Robert Campbell checks gauges.



Electrician Harry Meyer cleans compressor area with air hose as Assistant Electrical Foreman T. F. Kelly looks on.

a group of specialists. Car cleaners get to work washing window shades and coach seats as well as the floors, which are washed every day. Carpenters check steps and traps for vibrations and loose parts, and make necessary repairs. All locks and doors are checked as well as the thresholds. The seats are checked to make sure they can be turned easily and will recline. At the present all of the aluminum thresholds on the "300" series are being replaced with a new type made of an alloy, which better resists the oxidation caused by salt water air,

are repaired by the upholsterers. If seats near the windows appear to be sun-bleached they are criss-crossed to maintain a uniformity of color.

Time is an essential element in the railroad's "progressive maintenance" program, and as a consequence spare parts must be readily available. This is where the Stores department fits into the picture, in addition to the

shops adjacent to the repair tracks where air brake equipment, air and steam hose connectors are repaired and tested. Modern testing equipment is available to make sure the equipment and parts are in first class workable condition.

The efficiency of the maintenance program is best illustrated by the job done not too long ago on the plush

Time Is Essential

Steam and air hoses are checked and replaced where necessary; once a year all air hoses are replaced. Painters check the exterior of the car and it is touched-up where necessary.

In the meantime, another crew is working on the trucks and brakes of the car checking also the journals, springs and slack adjusters. If wheels are defective the car is moved to the wheel-truing machine where the wheels are trued without removing them from the car.

Electricians blow out the electrical cabinets with compressed air and check the generators, batteries and lights. At the same time, the air conditioning and heating equipment is gone over and adjusted or cleaned where necessary.

Damaged window shades and seats



Painters Andrew Sabo and Peter Coolick repaint the end of a "300" series car at

tavern lounge of the "Phoebe Snow." Arriving in Hoboken early in the evening the car was switched into the Modac shed immediately after moving through the automatic washer.

Painters went to work and completely painted the outside of the car. The next morning it was ready for its regular run to Buffalo.

Success Outstanding

The success of the "progressive maintenance" program on the Lackawanna has been outstanding. Neither of the two tavern lounge cars, nor the diners has missed a trip since the cars went into service. They average something like 15,000 miles a month, a mileage that would have been impossible to maintain over the years without this forward looking, efficient method of maintenance.

Coaches of the "300" series are averaging between 12,000 and 17,000 miles a month. The railroad's maintenance program makes these cars available for use on more trains.

The "progressive maintenance" program of the Lackawanna is not confined strictly to the new "300" series cars, but includes all types of passenger train equipment. But all of these other cars are not on a monthly basis, largely because their use is more restricted.

Other Schedules

Cars of the "200" class, those numbered from 211 to 260, are handled at the rate of two a week. One express car is taken in every week, as well as one steam car—principally those used in suburban service on the Boonton branch.

Speaking of the maintenance program General Foreman James Purcell says: "Our operation is based on the supposition that the most difficult car will be the next one in the shop. With this as a goal, no job is too big and the work is accomplished smoother and faster."

A sign over a junk shop near a New Jersey railroad crossing offers the following unusual service: "Go ahead; take a chance! We'll buy your car."

Family Of Pharmacists



William H. Mowder, Sr.

MOWDER is a familiar name on the Lackawanna Railroad's Morris and Essex division. For William H. Mowder, Sr., is a passenger conductor and veteran of more than 36 years in the Lackawanna's suburban service.

Likewise, the name Mowder is just as familiar around the campus of the University of Colorado. For five members of Conductor Mowder's family are graduates of the School of Pharmacy there. And after John, the latest member to receive his degree from the school, was graduated this year, the Mowders had the distinc-

tion of being the largest family contingent to graduate from the school.

Although John's graduation in August set the school's family record, his elder brother, William H., Jr., and sister-in-law, Roberta, had set a mark of their own a few years back. They were the first married couple ever to be graduated from the school. That was in June, 1952.

Rounding out the family of pharmacists, there are Ernest, who received his degree in August, 1952, and Miller, who received his degree in June of this year.

"People who say you can't go to college without money just don't know what they are talking about," declares Mrs. Helen Mowder, as she reflects proudly on her son John and his accomplishment. "John worked his way through college without asking a cent from anyone. I think he must have washed every window on the college campus."

Possibly coincidence played a part in the profession selected by the Mowder family. After William, Jr., and Roberta had started their studies at the school, Ernest stopped in to visit them on his return from service in Korea. Then and there he decided that pharmacy was for him.

Soon afterward, Miller "just and decided that if there was any possible way" he was going to be a pharmacist, too. The next thing the veteran conductor knew almost his whole family was in Colorado.

The only "alien" in the Mowder clan is a daughter, Phyllis. She likes her secretarial position at the Darlington Fabrics, Corp., in Newton, New Jersey, and will leave the pharmaceutical business to her brothers and sister-in-law.

The youngest member of the family, 10-year-old Richard, already has committed himself to a choice of careers and it was to be expected considering the family's background. In reply to his mother's statement that "he will probably be a pharmacist, too, some day," Richard countered with: "That's me."

Time For Safety

It takes one minute to write a Safety Rule.

It takes one hour to hold a Safety meeting.

It takes one week to plan a Safety Program.

It takes one month to put it in operation.

It takes one year to win a Safety Award.

It takes one lifetime to make a Safe Worker.

And it takes one second to destroy it all with one accident.

--Central of Georgia Magazine



Top Storekeeper was R. F. Ganz (right), receiving plaque from C. F. Bayer.

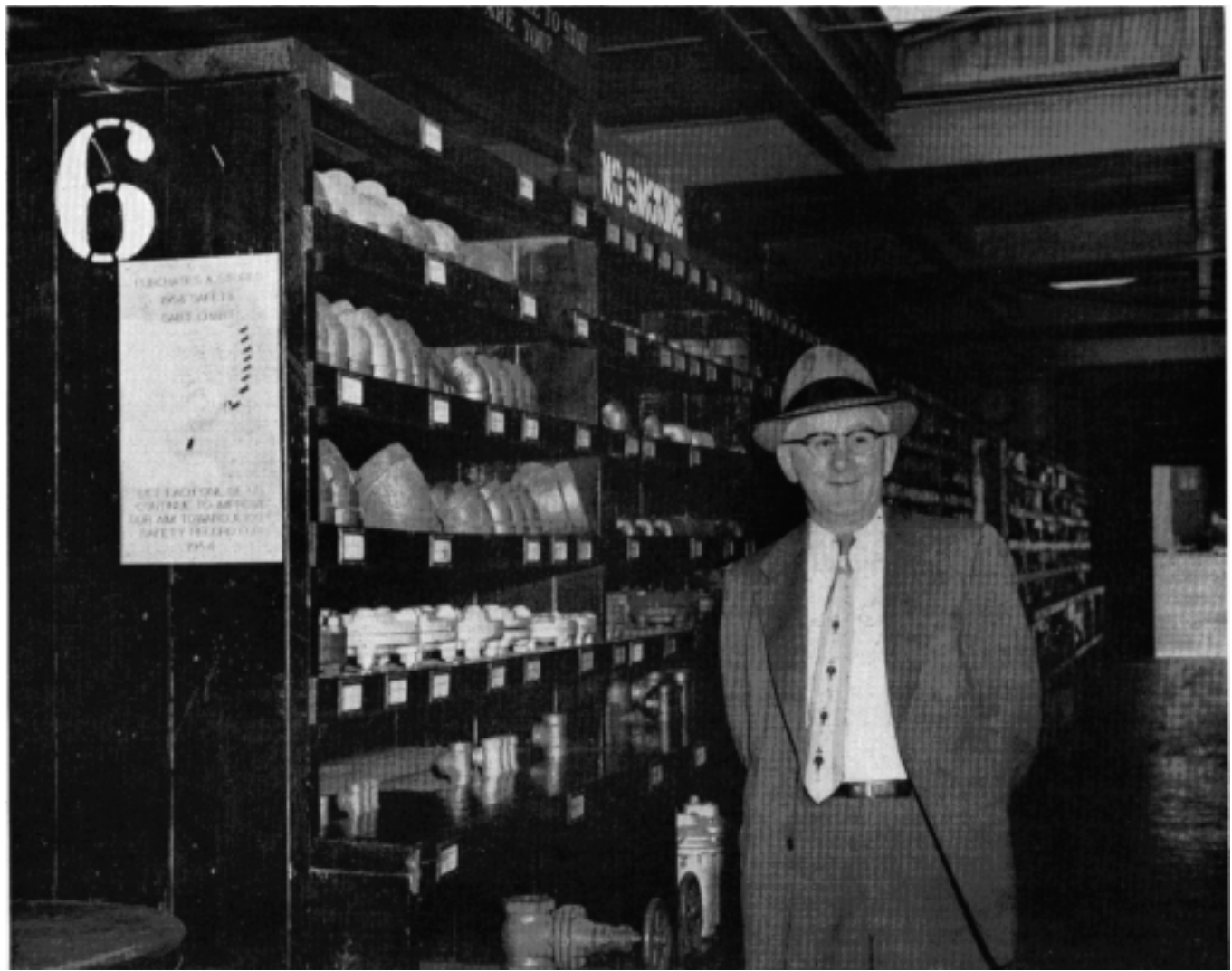


Top Stockman was E. M. Reed (right), receiving plaque from C. F. Bayer.

COMPETITIVE STOREKEEPING

**Brings Economical Operations, A Practical Inventory
Along With Annual Awards For Good Work**

Good example of storekeeping is at Hoboken (below). Storekeeper is M. H. Wardlow.



FOUR years ago the Purchases and Stores department of the Lackawanna Railroad began a program called "Competitive Storekeeping." The success of the project certainly is proof that ("competition is the spice of life," because the plan has accomplished virtually everything for which it was designed: mainly, the improvement of the operation of the department in relation to its service to other departments, and a practical and economical inventory of materials and supplies.

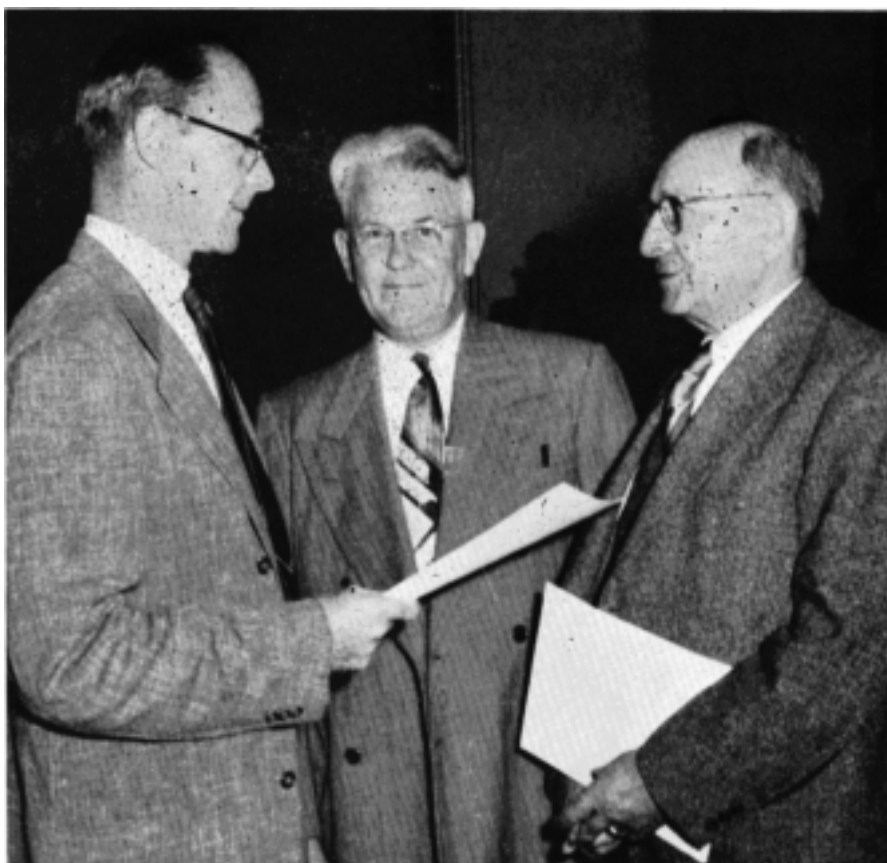
To recognize superior work in "Competitive Storekeeping" awards are made each September to those individuals who have achieved the best records for the year. In this case, the men with the lowest scores win.

The awards this year were made at a dinner at the Casey hotel in Scranton, attended by all local storekeepers and stockmen on the Lackawanna Railroad. The dinner was preceded during the day by meetings, at which C. F. Bayer, New York, manager of the Purchases and Stores Department, reviewed the operations of the previous year and discussed those of the coming year. The dinner was followed by a talk by G. E. Wilson, manager of stores for the Reading Company and chairman, Purchases and Stores division, Association of American Railroads.

Awards to the winners were presented by Mr. Bayer. Plaques of bronze and mahogany went to Robert F. Ganz, stationery storekeeper, and E. M. Reed, stockman at Port Morris, N. J. Mr. Ganz, who was stationery storekeeper at Scranton, since has been promoted to storekeeper at East Buffalo. The plaques were awarded in recognition of the "high degree of efficiency and aptitude displayed by these men in their work."

In addition, two citations were awarded for the greatest improvement shown by storekeepers and stockmen during the last year. These went to R. J. Knight, storekeeper at Keyser Valley, and S. Fischman, stockman at East Binghamton, N. Y.

Briefly, here is how the Lacka-



Winners of citations for work last year were R. J. Knight (center) and S. Fischman (right). The awards were presented by C. F. Bayer, manager of purchases and stores department.

wanna's program of "Competitive Storekeeping" works:

Four times a year, V. E. Johnson, assistant to the manager of stores and purchases, inspects each store installation. At this time, each storekeeper or stockman is rated on the various phases of storekeeping. These include the way the material is handled and stored, the handling of tools and equipment, the condition of stock books and records, the packing and shipping of materials, fire protection, safety and cooperation within and without the department.

The plan has been a success, says

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Honored at the dinner at Scranton was Walter E. Phillips, who retired as Maintenance of Way Storekeeper at Hoboken. He has been with the Lackawanna for 46 years and was presented with a citation attesting to his service. At left, is C. F. Bayer.

Here are the winners in the 1954 Storekeepers and Stockmen's contest:

Storekeepers	Stockmen
R. F. Ganz ¹	E. M. Reed
M. H. Wardlow ²	E. M. Reese
W. E. Phillips	I. Milewski
F. F. Pawlitz ³	E. L. McDonald*
R. J. Knight	S. Fischman
G. F. Kiernan	M. J. Smith

Storekeepers: ¹R. F. Ganz also first in 1952; ²M.H. Wardlow also first in 1953; ³F. F. Pawlitz, also first in 1951. Stockmen: *E. L. McDonald also first in 1952 and 1953. ²M.H. Wardlow was winner in Stockmen's race in 1951.



Railroading Family Style — 125 Years Of It

WHEN Edward Sheerin went to work for the Lackawanna Railroad at Kingston, Pennsylvania, some 47 years ago he was following what might be called "the natural course of events." He was only 11 years old at the time, but his father and an uncle already were in Lackawanna service.

Today, Ed Sheerin, who is general yardmaster at Kingston, has a background of service that includes almost every phase of the Operating department.

His first job with the Lackawanna was as call boy at Kingston. Telephones were not in use at the time and his job was to take the list prepared by the crew caller, make his way around town to the homes of the various men and notify them as to the time they were to report for work.

From call boy, Ed's next job was a clerk in the yard office at Kingston. This job didn't have too much appeal for a young man, especially one who liked the outdoors. So it was only a question of time when he would move on, this time joining the Maintenance of Way department as a trackwalker. It was a lot of work, even including the filling of switch lamps, but he liked it.

In 1923 he hired out as a brakeman. Here was one of the first steps that—some years later—was to bring him back to Kingston as general yardmaster. His sharpest memory of those days as a brakeman was of the coal runs over the Poconos to Secaucus, when the coal ran heavy on the Lackawanna.

From brakeman, Ed Sheerin moved up the line to conductor. Most of this work was in freight service; however, he worked as an extra passenger conductor when the business required. His passenger runs were from Northumberland to Scranton.

In 1944 he came back to Kingston



Edward Sheerin

as general yardmaster, but was not destined to stay there very long. The following year he was transferred to the Morris and Essex division as trainmaster. This also was to be short-lived, and in 1946 he was back at Kingston as general yardmaster, a position he has held for the past eight years.

There is more to the job at Kingston than meets the eye. This is virtually the heart of the coal mining territory which is served by the Lackawanna. One of the difficult aspects—and sometimes the most frustrating—is keeping enough hopper cars on hand to supply the mines. In addition, there is the Wyoming Storage, located about six miles north

of Kingston and a facility important to the Lackawanna Railroad. Here coal is stored above ground to be available for movement, and from which a good deal of the coal is moved.

Just keeping the Wyoming Storage from getting itself tied into knots by its own very operation, is a job in itself. It requires a constant watch to see that the right number of cars go in one end and the right number come out the other end.

When speaking of the Lackawanna, Ed Sheerin can be a little more possessive than almost anyone else. You see, he married "Phoebe Snow."

Actually, Mrs. Sheerin was the former Harriet Brown, then a clerk in the Lackawanna's yard office at Scranton. In 1915 she played the part of "Phoebe Snow" at an office picnic at Rocky Glen Park. Their nine-year-old daughter, Rosemary, keeps a picture of her mother in her "Phoebe Snow" costume in her photograph album. It's her favorite.

There is more than 125 years of Lackawanna service represented in the Sheerin family. Ed's father, Tom, who passed away in 1953, worked as a switchman at Kingston for 50 years. His brother, also Tom, had 25 years of Lackawanna service before his death in 1952. His uncle, John, was yardmaster at Scranton for a number of years.

And then there is Ed's present 47 years of service, with more to go.

Railroading "Firsts"

First rolling mill in the United States for the manufacture of railroad rails was built in 1843 by the Mt. Savage Rolling Mill Company at Mt. Savage, Md., and placed in operation in 1844.

First railway passenger car equipped with a ventilator was placed in service between New York and Buffalo in 1854. The inventor was Henry Ruttan.

First standard railway passenger car to be illuminated by incandescent electric lights ran over the Pennsylvania Railroad from Jersey City to Philadelphia on Sept. 19, 1882.



Caboose No. 903 was electric-lighted and radio-equipped.

NEW ALL-STEEL CABOOSES

**Are Lackawanna Railroad's Latest Addition
To Its Fast and Efficient Freight Service**

FOR the past year and a half the Lackawanna's Keyser Valley Car Shops at Scranton have been turning out the railroad's new all-steel cabooses, some of which are electric-lighted and radio equipped. Considered among the best cars of their type in service on American railroads today, they are—to a large extent—completely a Lackawanna product.

Sixty-one of the cabooses have been completed, of which 32 have been, or are being, equipped with electric lights. Two-way radios are being installed in 27 of the electric lighted cars. Arrangements have been made in connection with the electric installations so that radios can be installed in the other five.

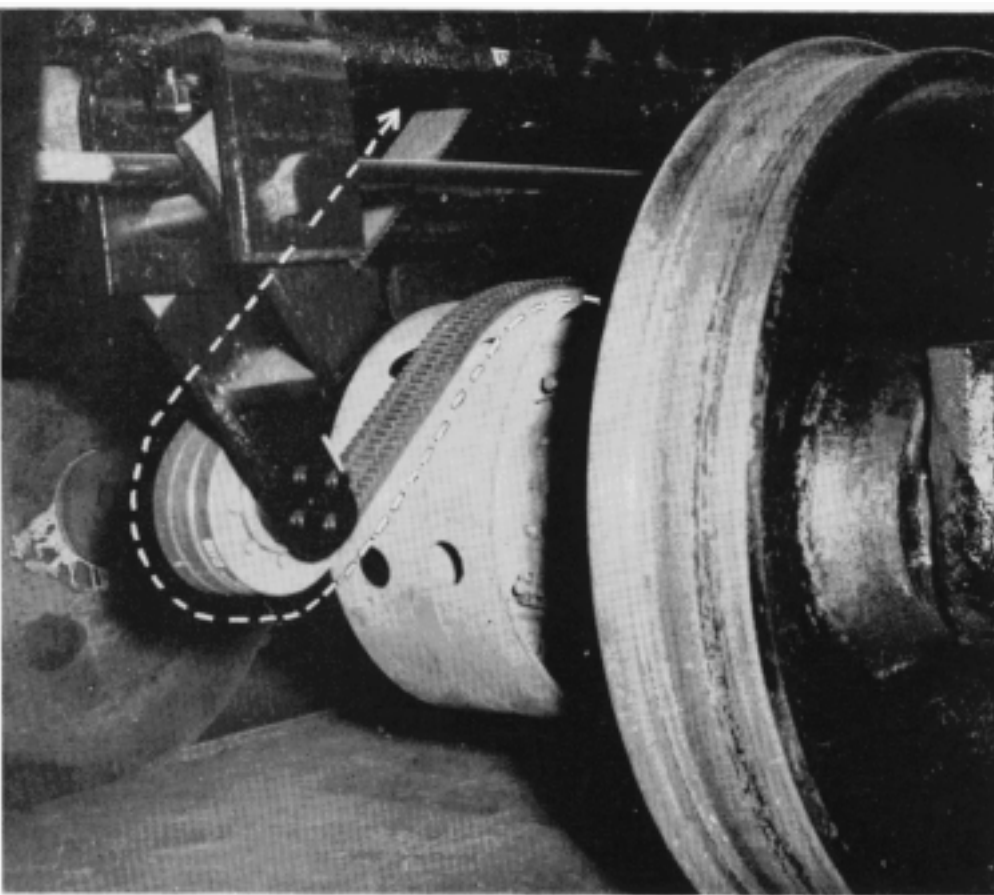
Originally, the cars were to be built of No. 10 gauge steel, and all riveted. However, just before production began, it was decided to build them of ¼-inch steel, and completely welded. A considerable amount of the ¼-inch steel was on hand, and at the same time it was decided that welding of sub-assemblies and then joining them in a complete unit by welding, would greatly simplify the manufacture. The result is a better-appearing and a more-substantial caboose. Moreover, the economies of this method were important.

The first caboose, No. 850, was erected and placed in service in 1948 to get the reaction of train crews that were to use them when the program

got under way. The men were asked to comment on the car's riding qualities as well as its other features in order that the cabooses would be satisfactory and comfortable. As a result of this test period, a number of alterations was made in the original plans that could not have been foreseen.

In this same connection, it is interesting to note that during the subsequent production of the 61 cabooses, shop employes and supervisors also submitted suggestions to facilitate the production of the cars and provide additional safety features. This included the rounding of square corners, repositioning of grab irons and other handrails. A coping over the

Continued on Next Page



This is the equipment with which new cabooses are fitted to operate alternator-generator. Dotted line follows axle-driven belt up into body of caboose.

windows was added to help keep out the rain.

In determining the type of caboose best suited for the Lackawanna's heavy grades and pusher service, it was decided to use as underframes the cast steel tender beds from retired steam power. This not only provided the necessary additional strength, but was an important economic consideration.

The underframe was fitted with a standard draft gesr pocket on the forward end by welding and the height was adjusted to the caboose by a heavier body center plate and extended side bearings. A steel plate was installed as a floor.

The car body itself is almost entirely welded in sub-assemblies, such as sides, ends, roof and cupola, and these parts are then assembled on the underframe as a single unit by welding. The sides, floor, ends and roof are insulated with Fiber Glass

to keep out the cold and heat, thus preventing abnormally high temperatures in the Summer and providing a consistent temperature in the Winter with a minimum of coal. The insulation also reduces track and wheel noise.

Over the insulation fir plywood was applied to the walls, ends and ceiling to provide a smooth interior. Pine was used for flooring. All lockers and cupboards are of welded steel construction.

The cars are equipped with aluminum sash, glazed with safety glass set in rubber and the side cupola sash slides forward and backward for the convenience of employees while watching their train.

"Public sentiment is everything. With public sentiment nothing can fail; without it nothing can succeed. Consequently, he who molds public sentiment goes deeper than he who enacts statutes or pronounces decisions. He makes statutes and decisions possible or impossible to be executed."

--Abraham Lincoln.

The trucks are equipped with long elliptical springs and steel wheels for easier riding. The center plate is fitted with a fiber filler, 3/8 of an inch thick, to keep truck noise out of the car

Each car is equipped with a device called a "zipper," which closes a valve in front of the angle cock and allows the pusher locomotive to cut off without stopping the train. The air brakes also may be released from inside the caboose by stepping on a floor release valve.

As the radio installation program for freight trains got under way 32 of the cabooses were scheduled to be equipped with alternator-generators to provide power for the radios. However, only 27 will have radios installed. As a by-product of this, electric lights are being installed in the 32 cabooses. A dome light is located in each end of the body of the car and another over the conductor's desk. The marker lights also are electric, with a part of the bottom cut away so that light shines on the steps. The lights inside have individual switches, and in addition another switch is located in the cupola so the ceiling lights can be turned off to reduce glare at night.

The alternator-generator is driven by a belt arrangement, operating off the axle and is so arranged that it will produce electricity regardless of the direction in which the caboose is operating. This obviates the necessity to turn the caboose at the end of a run. Power is stored in storage batteries of sufficient capacity to carry the car from Scranton to Buffalo without failure of the system.

Since production began 18 months ago, the cabooses have been turned out at the rate of three a month--another step in the Lackawanna's progressive program of fast, efficient and economical service for shippers.

THE RAILROAD Y. M. C. A.

**More Than 6,000 Lackawanna Men Are Members Of This 80-Year-
Old "Home Away From Home"**

EIGHTY-TWO years ago the expanding railroads constituted a great pioneering enterprise. Not the least among the by-products of this pioneering was the founding of the Railroad YMCA, which took the first steps to meet an obvious need for the men of the railroads, a "Home Away From Home." Little did these founders realize that from the first Railroad "Y" which opened its doors in Cleveland, Ohio, in 1872, would grow a network of almost 200 such institutions.

From the beginning the railroads gave the YMCA their wholehearted cooperation and support. Succeeding years have proved this to be one of the most constructive and far-reaching steps ever taken by any industry for the advancement of the well-being of its employees.

Although the year 1872 marked the founding of the Railroad YMCA, the year 1870 also finds prominence in the "Y" history. It was during this year that George Myers, station agent in the Cleveland Union Station, began prayer meetings in one of the rooms where engine and train men spent their time between runs. Every day for the next two years small groups of railroadmen, led by George Myers, met to discuss the Bible, sing hymns and to hold prayer meetings. Myers, as the leader, filled the place of the preacher and because of his influence, not a few of these railroaders accepted Christianity as their way of life.

Father of the Railroad "Y"

Among those converted was Henry Stager, a train dispatcher on the Lake Shore Railroad. Previously, Stager had led a God-less and sinful life. But being a man of deep convictions, of extraordinary enthusiasm and a persuasive speaker, he became an ardent exponent of Christian living. His conversion was genuine and thorough-going. Soon he became known far and wide as a "railroad evangelist." More than this, though, he was to be remembered as the "Father of the Railroad YMCA."

While preaching one day in the city square in Cleveland, the thought occurred to him that a special "home away from home" was needed for all railroadmen, not only in Cleveland, but in other railroad terminals as well. At the first opportunity, Stager went to John Henry Devereaux, then general manager of the Lake Shore Railroad, and laid a plan before him for the formation of a Railroad Christian Association home in Cleveland. The

plan included among other things, accommodations for sleeping and eating and for religious and social activities in a wholesome atmosphere away from the evil influences which often beset a man in a strange city, away from his home and family.

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Winner of 1953 Railroad "Y" membership drive was Binghamton. Wilfred Roffe (center), secretary, receives plaque from A. M. Bimson, assistant general manager. At right is Paul C. Clagett, traveling "Y" secretary.



James D. Angus
Elmira



Henry T. Griffiths
Scranton



Burnie F. James
Hoboken

John Devereaux was impressed and pledged his wholehearted cooperation. As a result, there was founded in Cleveland on April 14, 1872, the world's first Railroad YMCA. Two months later the newly formed association opened a reading room in the Cleveland station.

The idea of a Railroad "Y" swept the country. Railroad managements offered space in passenger stations or other buildings and within two or three years many other railroad "Y's" had been established. New York City's first Railroad "Y" was opened on November 20, 1875, when Cornelius Vanderbilt arranged that two rooms in Grand Central Station be set aside for that purpose.

Scranton "Y" First on Lackawanna

The first Railroad "Y" to be established on the Lackawanna Railroad was opened at Scranton, Pennsylvania, on October 23, 1880. It occupied the same site as the present building. In 1889, however, the membership had increased to such proportions that the building had to be enlarged. The addition to the building enabled the Scranton "Y" to carry on many more programs than before. Social and educational facilities were broadened along with religious work and Bible class meetings. The excellent program of educational subjects afforded many Lackawanna railroaders the chance for advancement in their jobs.

In 1887 the Railroad "Y" at Elmira was established. The top floor of the yard office served as the headquarters and sleeping room until a building was erected on the corner of Lackawanna avenue and Division street. In 1923 a further expansion in membership necessitated the building of another headquarters on the corner of Grand Central avenue and Division street. This serves as the Elmira "Y" of today.

The bowling team representing the Elmira "Y" was the winner of the Lackawanna President's Trophy last year, in competition with East Buffalo, Binghamton, Scranton, Groveland and Hoboken railroad YMCA teams.

The Binghamton "Y" on the Lackawanna first opened in 1889 in an old residence where now stands the Arlington hotel garage. In the year 1903 the first part of the present building was constructed. In 1907 the size of the building was almost doubled by the erection of an additional floor. The large brick porch, which now graces the entrance to the building, was added in 1925.

One of the oldest living members of the Binghamton "Y" and the only charter member alive today, is Robert A. Foy, retired Lackawanna baggageman. Mr. Foy recalls the first building as having a reading room and library, which also was used for Sunday meetings. His most notable recollection is of the second hand pool table that was installed in a room so small the cues had to be sawed in half in order to be used.

Where the modern car washing machine now stands in Hoboken was the site of the first "Y" there. Prior to that, Hoboken men used the facilities of the "Y" in Grand Central Station in New York. The first "Y" was opened in 1902 and later was moved to the Hoboken terminal. After the terminal burned down in 1907, the "Y" was located at the corner of Washington and Ferry streets. In 1923 it was moved to its present location in the new terminal building.

Gospel Trains Important Development

The last Railroad "Y" to be organized on the Lackawanna was at East Buffalo in 1908. Previous to the opening of the YMCA there, the men stayed at a hotel-like place, which was overrun with vermin, and was located at Halstead and Lovejoy streets in East Buffalo. The railroad recognized the difficulties of the men there and as a result erected the building for the YMCA at its present location on Halstead street, just outside the yards.

"Gospel Trains" played an important part in the growth and development of the Railroad "Y". These trains were manned by crews drawn from their own membership who were endowed with an evangelical zeal.



Wilfred Roffe
Binghamton



J. A. Whitson
East Buffalo



Binghamton YMCA was opened in 1889. This building was erected in 1903, enlarged in 1907.



Elmira YMCA was organized in 1887. This building was erected in 1928 and was the second to house the organization.

The trains would travel over a division and stop at small towns, where religious services would be held. Conductor Jerry George, Fireman Benny Locke and Engineer Tom Keenan were members of the "Gospel Train" on the Lackawanna's Morris and Essex division.

The Railroad "Y" is actually a branch of the Young Men's Christian Association. It is governed by a National Transportation Committee, composed of prominent railroad officials and railroad labor leaders.

The Transportation department of the YMCA maintains a paid staff of seven traveling secretaries whose function it is to coordinate and superintend "Y" activities throughout the country. Paul C. Clagett is traveling secretary for the railroad "Y's" on the Lackawanna Railroad.

Vending Machine Profits For "Y's"

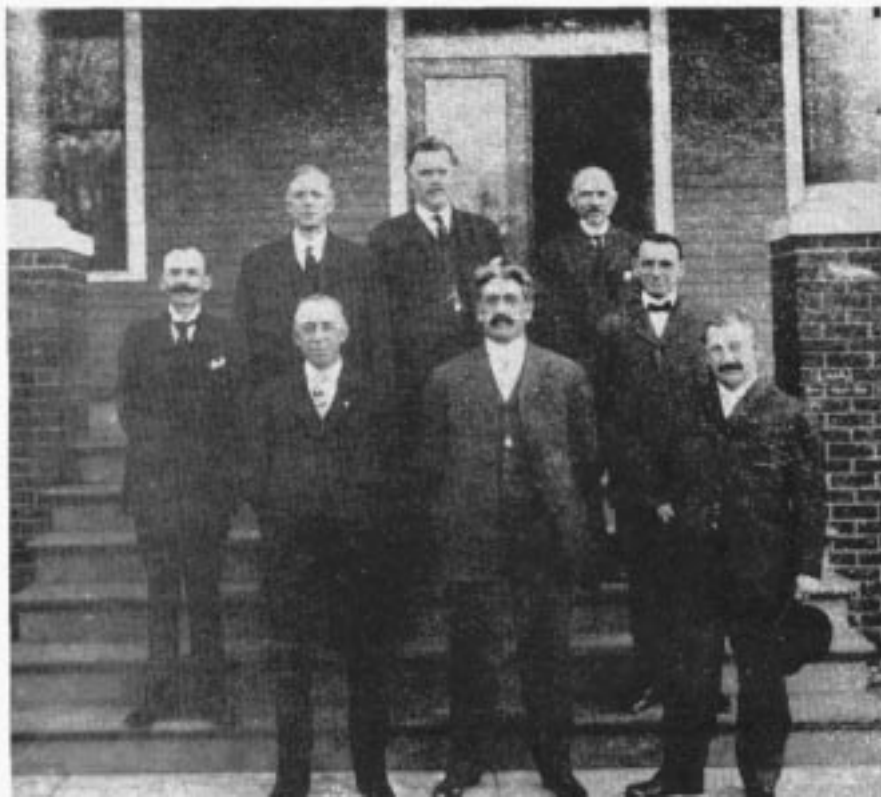
Each "Y" has its own secretary who governs the activities locally. The secretaries for the Lackawanna "Y's" are Rurnie F. James, Hoboken; Henry T. Griffiths, Scranton; Wilfred Roffe, Binghamton; James D. Angus, Elmira, and J. A. Whitson, East Buffalo. In addition, there are many Lackawanna men from all branches of railroad service who serve on the various governing boards and special committees.

The Railroad "Y" is a big institution with an annual budget of between \$7,000,000 and \$8,000,000. Individual railroads have built more than 90 per cent of the buildings occupied exclusively by Railroad "Y's". They also contribute more than half a million dollars each year for their maintenance and upkeep. In addition, the Railroad "Y" occupies space, rent free, in scores of railroad stations, large and small.

To help defray expenses in the program work of the "Y's" on the Lackawanna, the railroad made arrangements with vending machine operators to install machines on railroad property in yards, shops and offices. All profits from the machines are deposited in a special fund

for the Lackawanna "Y's", from which they may draw when necessary. Various amounts, totaling \$3,000 already have been drawn from the fund to buy television sets, sports equipment and to support the related activities in "Y" work. Approximately \$1,000 remains in the fund, but it increases each time a soft drink or a bar of candy is purchased from a vending machine on Lackawanna property.

Last year the total membership of the Lackawanna



This was the first board of directors of East Buffalo "Y" in 1908. Front row, left to right: D. Williams, engineer; Charles Baker, secretary; E. Lockhard, conductor. Back row: C. Reuter, barber; E. Martin, engineer; R. Newcomer, freight agent; J. Sherlock, chief clerk. Last man is not identified.

employees in the Railroad "Y" stood at 6,278. During 1953, the Lackawanna "Y's" served 793,891 meals and provided 112,579 nights lodgings. Educational projects and group activities drew a combined attendance of nearly 25,000 on the Lackawanna.

With few exceptions membership in the Railroad "Y" has increased with each passing year. Much of the success in obtaining new members is attributed to the inauguration in November 1916 of an Annual Continental Membership Campaign, now known as the Continental Enrollment.

The "Y" chapters on the Lackawanna Railroad start their annual drive for members in the Fall of each year. The Lackawanna campaign took place this year between September 27 and October 11. A trophy is awarded each year by the railroad to the Lackawanna "Y" enrolling the most members. The winner for 1953 was Binghamton.

Increase in membership means success for the Railroad "Y", but the real success lies in its continuing appeal to men of all creeds as an ideal "Home Away From Home" where they may enjoy all the benefits and comforts of a railroadman's club.

Today there are 190 Railroad "Y's" in the United States and Canada, with a combined membership in excess of 130,000. These Railroad "Y's" have a record of service second to no other institution administering to the physical and spiritual needs of railroad men. True to the aim and concept of its founder, Henry Stager, the Railroad "Y" to this day has remained a "Home Away From Home". Here members may find rest and relaxation in a genial atmosphere of Christian fellowship.

"Competitive Storekeeping" Brings Awards To Four Lackawanna Men

Continued From Page 9

Mr. Bayer, in a number of ways. For example the men are enthusiastic about the competition and feel they are partners in the operation of the department. Through the competition, too, he said, the men are constantly trying the best they can, and because they are trying they are achieving a high measure of success.

One of the tangible results, Mr. Bayer pointed out, is that the inventory of supplies and materials has been brought down to a respectively low figure.

This year's record was the best, he said. During the year a record low point score and low average rate were set. Also, during the past year, all storekeepers and stockmen had an excellent rating on care of tools and equipment, fire protection and the receiving and shipping of materials. Still another record was set by five men who tied with a new low score in cooperation, and four others tied with a new low score in keeping stock books and records, and maintaining an excellent overall appearance in the storehouse.

Certainly, "competition is the spice of life."

Not Much At Figures

"I am not much of a mathematician," said CARELESSNESS, "but I can add to your troubles, subtract from your earnings, multiply your aches and pains, divide your attention, take your interest from your work and discount your chances for safety."—*Railway Age*.

Imagination, Inc.

THERE'S A 100th birthday being celebrated November 10 in Hoboken, anniversary of Castle Stevens, original building of Stevens Institute of Technology. It was built in 1854 as the home of one of America's most versatile inventive and scientific families.

Many New Yorkers of note had homes in the swanky Hoboken of the period, but the 30-room Castle Stevens was the social center, with notables galore on hand--Lillian Russell, Henry Ward Beecher, John L. Sullivan, Horace Greeley, Jay Gould. Legend tells, too, of more furtive visitors, scurrying through its secret passages before the Civil War, fugitive slaves escaping north to Canada on the "underground railway."

Earlier, Colonel John Stevens had transformed Hoboken into "the fashionable watering place of the New York area." He laid out wooded groves and picnic areas, including Elysian Fields, where the first organized game of baseball was played in 1846. There were oratorical contests, ox roasts, turtle dinners. Up to 20,000 a day attended many coming via the Stevens ferry line from Manhattan.

From the Stevens family, and often from within the Castle itself, came many notable contributions to American life: Plans for New York's first water supply; world's first ocean-going steamship; design of the first iron-clad warship; first American locomotive to run on rails, and the "T"-rail itself; first double-ended ferry boat; origin of our system of patent law; plans for a tunnel under and a bridge over the Hudson River; the first elevated railway; and so on and on. . . .

. . . including founding in 1870 of Stevens Institute, long the cradle of top-ranking engineers in American business and industry.

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Steam Engine Whistle

By Minnie Hite Moody

Listen, my grandson—just beyond the hill
It lifts its lonesome voice and wails once more.
A sound with heartbreak in it, tired and shrill;
A sound a million boys have heard before,
And in the nighttime they have raised their heads
Just as you're doing now, and felt a strange
Wonder catch hold of them in their safe beds,
Till the sound sped far off and out of range.
It was a sound to part the buffalo grass
Long years ago; a sound with history in it.
Baltimore, Kansas City, Donner Pass . . .
Listen, my grandson, listen for a minute,
And then remember always, if you can.
It will be gone forever, when you're a man.

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— Bouquets —

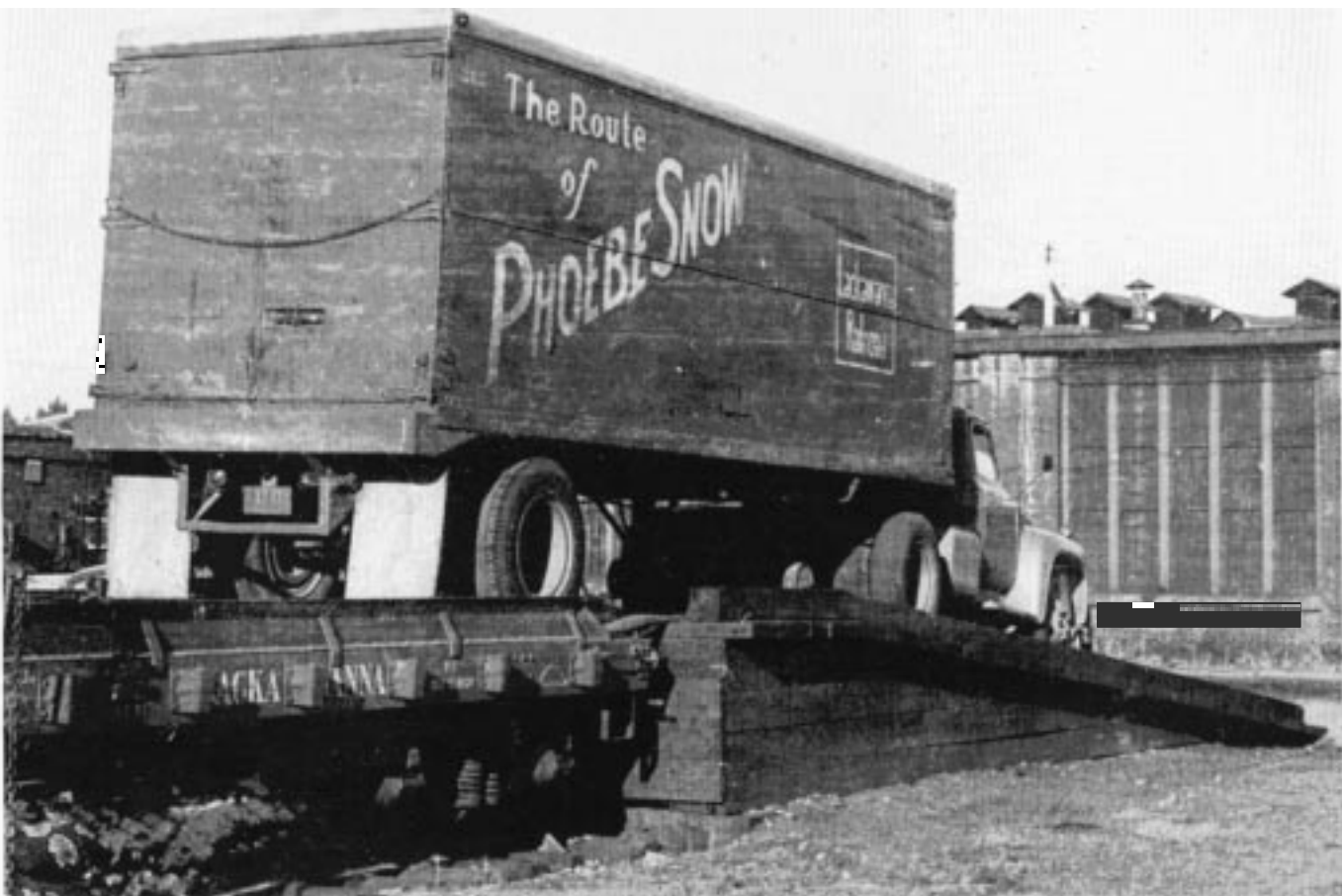
Joseph Harrison; Newark lawyer, has nothing but praise for the "excellent service" given to him by the Lackawanna's Passenger Traffic department in Newark . . . "I particularly want to commend Donald Pierson," writes Mr. Harrison, "for helping me plan a vacation trip for my family and myself to the West Coast and the Canadian Rockies . . . Apparently he took the trouble to advise your Los Angeles representative, H. C. Buffum, who contacted us at the hotel when we arrived in Los Angeles. While the rush of the tour made it impossible for me to get together with Mr. Buffum, or to accept his invitation to show us the town," he continued, "it did make us feel good to know that there was somebody interested in our presence there. All in all I think that this was a fine instance of excellent service and attention, and I appreciate it very much."

Conductor Leslie Harrison, Morris and Essex Division, was complimented by G. J. Behnke of Morristown, New Jersey for the excellent "public relations work" he did in explaining to the passengers the cause of his train's delay . . . "Conductor Harrison did a good piece of public relations work in explaining the delay," wrote Mr. Behnke. "His smile and patience retained the good will of many of the Lackawanna patrons," he added.

Conductor Howard Gallettly, Morris and Essex division, was commended recently by Miss Ruth Slattery of Brooklyn, New York, for his fast action in helping her to recover her purse. Conductor Gallettly found the purse and forwarded it to the Property Protection department where Miss Slattery claimed it. "Even before I realized my loss," wrote Miss Slattery, "my purse had been returned to me intact."

William H. Gladwin, assistant ticket agent at Cresco, was thanked personally by Miss Madge W. Dower of New York City for his assistance in recovering her coat which had been left on a train. She discovered her loss when she had arrived at a Pocono Mountain resort hotel and immediately called the Cresco station. Agent Gladwin notified Buffalo of the loss and the coat was returned on the next train. "It was nothing short of magic," writes Miss Dower. "My thanks to Agent Gladwin for being so helpful to just a traveler on your railroad."

Harry Namendorf, New York City passenger agent, was the subject of a complimentary letter from Mr. and Mrs. Charles Ingersoll, of Chicago . . . "We want you to know how delighted we were with the courteous and efficient manner in which we were taken care of on our trip back home," writes Mr. Ingersoll. ". . . but especially do we want to thank your Lackawanna representative, Mr. Namendorf."



"Piggy-Back" trailer is backed up ramp onto flat car at East Buffalo.

"Piggy-Back" Is Here To Stay

The Railroad's Latest and Boldest Drive For New Business Has A Century-Old Background

THE Lackawanna's latest and most promising bid to regain some of the traffic lost to trucks over the past few years has been making friends rapidly since its inauguration this Summer. This is the "trailer-on-flat-car service," generally called "Piggy-Back," which was instituted June 16 for LCL between the New York-Newark area and Buffalo, and July 12 for trailer loads between the New York-Newark area and Buffalo, Cleveland and Chicago.

Of immediate importance is the fact that this new service was expanded November 8 to include Detroit and St. Louis in the west and the entire suburban New Jersey area from Dover to the east. By December 1, it is expected that the service will be further expanded to include Syracuse and the stations north to Oswego.

Although the word "Piggy-Back" is new in transportation, the service it describes is century-old. Actually the word is "Pickaback." "Piggy-

Back" is a derivation of this. "Pickaback" is defined in Webster's dictionary as "carried or riding on the back or shoulders of."

This is most fitting, because under this service, freight, which is loaded into a motor vehicle semi-trailer at the shipper's place of business and moved through the city streets to the rail terminal, is loaded onto a railroad flat car which carries it by rail to the destination city. At destination, the trailer, after being unloaded from the

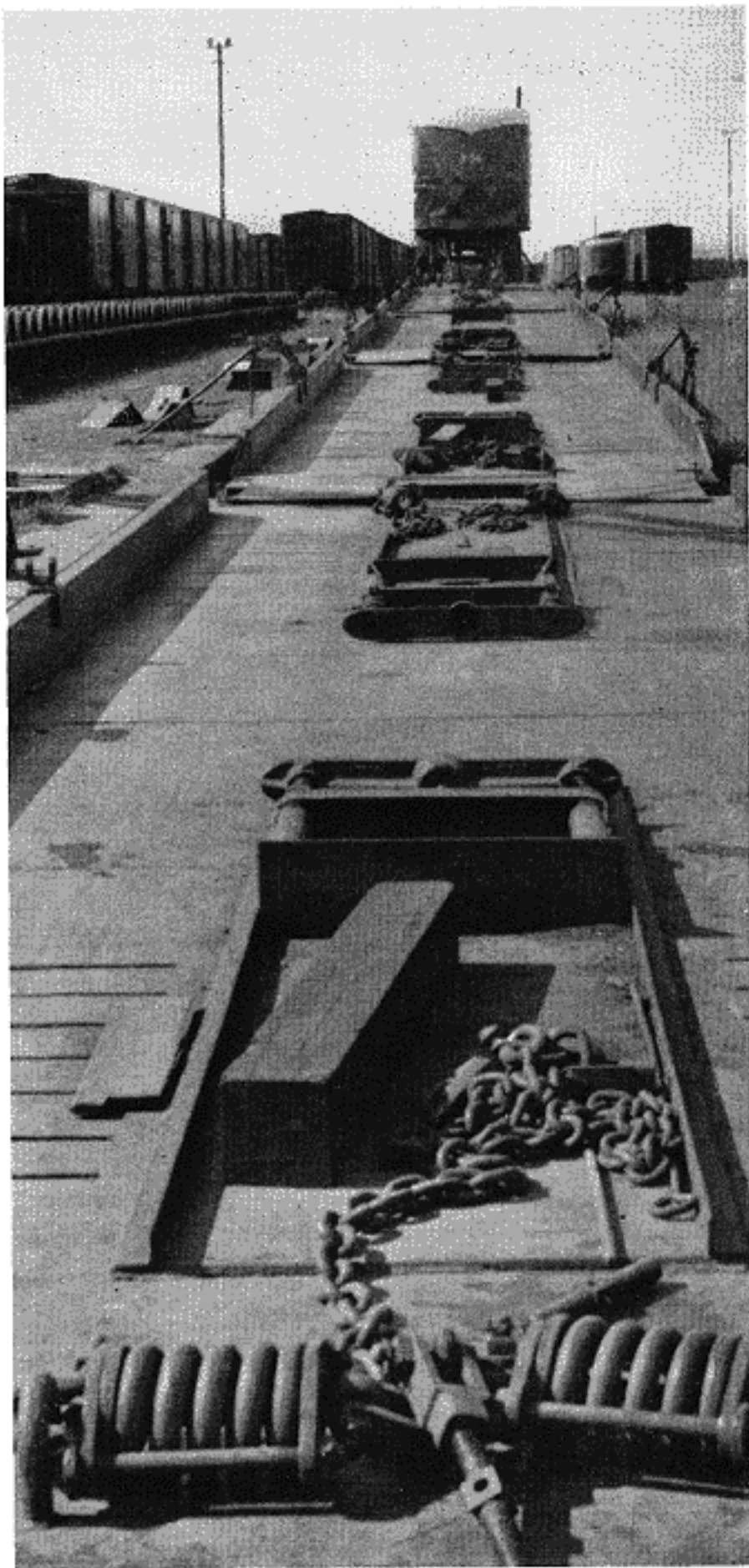
flat car at the rail terminal, is moved to the consignee's place of business where the freight is unloaded from the trailer.

It is a matter of record that the movement of freight loaded in the vehicles of one transportation medium, and in turn, is carried aboard those of another form of transportation, has been practiced for more than a century. From 1843 to 1857 sectionalized canal boats were transported on flat cars between Philadelphia and Columbia, and between Hollidaysburg and Johnstown as part of a Philadelphia-Pittsburgh rail-water service. In 1885, and for several years thereafter, the Long Island Railroad operated "Farmers' Trains" carrying four loaded produce wagons per flat car. There also has been mention of other "wagon-on-flat-car" services in the years before the highway motor vehicle, such as in the west on the Santa Fe and in the eastern part of Canada on what is now the Canadian National Railway. There is also the carrying of railroad cars on ships such as is done by the Seatrain Lines and the carrying of motor vehicles on ships such as between Albany and New York.

The first motor vehicle trailer-on-flat-car service appears to have been instituted by the Chicago, North Shore and Milwaukee Railroad in 1926. Trailer services were instituted by other roads during the 1930's, the two principal ones which are still in effect are operated between Chicago and St. Paul by the Chicago Great Western Railway, instituted in 1936, and between Boston and New York by the New Haven Railroad, the service beginning in 1937.

There was little expansion beyond these by other railroads or in other areas until the last year or two when services were established by the Southern Pacific on the Pacific Coast and in Texas, by the Union Pacific principally out of Los Angeles, by the Chicago and North Western in the Chicago-Wisconsin area and most re-

At Secaucus, N. J., a depressed track is used. Here are flat cars awaiting loaded trailers.



cently between a number of eastern cities, such as from the New York area including Newark to Buffalo, Cleveland and Chicago by the Lackawanna, Baltimore and Ohio, Erie, Nickel Plate, Pennsylvania and Washash Railroads. Similar services also are being planned at this time by other roads.

These most recently established services, including the Lackawanna's, differ from most of the earlier ones in that they are railroad operated. Under this plan, the trailers used are owned or leased by the railroad just as the railroads own or lease freight cars. The pick-up and delivery in the terminal areas is performed generally by truckers having a contractual relation with the railroad. The shipper deals directly with the railroad, the freight moving on a railroad bill of lading at rates established by the railroads and published in rail tariffs.

This is in contrast to what is referred to as a motor carrier operated service where the freight moves on motor carrier bills of lading, at rates established by motor carriers, in trailers owned by motor carriers. In this operation the railroad participation is limited to the haul from the rail terminal in the origin city to the rail terminal at destination. Under this plan, which is the one in effect on the Chicago Great Western and the New Haven, shipper contact is with the motor carrier and not the railroad.

This recent growth of trailer-on-flat-car services has brought with it questions concerning the legal relations, limitations and obligations involved. The Interstate Commerce Commission's report in Docket 31375, decided July 30, 1954, ruled on these questions.

In the most significant of these it was found that the transportation of freight in trailers on rail flat cars is transportation by railroad for which a motor carrier certificate is not required. Other significant findings were that the collection and delivery of trailers at the terminals was subject to regulation under Part I, the rail section, of the Interstate Commerce Act and not under Part II the motor carrier part; trailers of private motor



Joseph H. Gaff, leading car inspector at Secaucus, N. J., and John D. Marinzulich tie down side hangers on "Piggy-Back" trailer mounted on flat car.



Some of the credit for the success of the Lackawanna's "Piggy-Back" operations goes to Victor Annacone, chief of Tariff Bureau, and William Pascrell, chief rate clerk, who burned midnight oil to prepare tariffs for the service.

carriers and freight forwarders can be handled under provisions of tariffs open to the general public; trailers of motor common carriers may not be transported under "open tariffs" unless there is a through route arrangement between the railroad and motor carrier; through routes and joint rates may not be established with freight forwarders because not authorized by the Act.

These findings cover the basic issues that have arisen before the regulatory authorities in connection with movement of highway trailers by rail. The conclusions reached are important because shippers and carriers interested in developing this new transportation service can now proceed with a degree of assurance as to the fundamental legal principles involved and the attitude of the regulatory authorities.

What equipment is required to provide trailer-on-flat-car service? Other than facilities already in general use on a railroad, such as locomotives, signals, rails, roadbed and yards, the particular equipment required consists of ordinary highway semi-trailers and railroad flat cars such as are now in general use throughout the country, and a ramp or a depressed well track arrangement which permits the trailer to be moved onto and off the flat car.

Extra equipment required on the flat cars consists of jacks, tie down chains and blocks. The flat car also has guide rails at the car floor sides and an end ramp to enable trailer to be moved on and off car with the tractor. Extra equipment on the trailer consists of four or more anchor chain brackets. With removal of the jacks and other extra equipment, a relatively simple task, the flat cars can be used as ordinary flat cars for other traffic. The anchor chain brackets do not interfere with any normal use of the trailers.

Trailers acquired by the Lackawanna for this service vary in length from 26 or 28 feet, used primarily for LCL, to 30 and 32 feet, used for trailer loads. Many of the 32 foot trailers are tandem axle to permit handling of heavier loads within the legal limits for highway loads in the particular

Living The Good Life

He brushed his teeth every day with a nationally advertised tooth brush and a miraculous tooth paste that killed germs, kept his teeth white, and gave him an irresistible smile.

The doctor examined him twice a year.

He wore rubbers whenever it looked like rain.

He slept with the windows open, at least 8 hours every night.

He stuck to a diet of plenty of fresh vegetables.

He relinquished his tonsils and traded in several worn out glands.

He golfed, but never more than 18 holes.

He never smoked, drank or lost his temper.

The funeral will be held next Wednesday. He is survived by 18 specialists, 4 health institutes, 6 gymnasiums and numerous manufacturers of health foods and antiseptics.

He had forgotten about trains at grade crossings!

areas involved. Open top trailers are also included, these being used principally for freight where loading or unloading is done by crane. Flat cars in use on the Lackawanna are 40 feet in length, having been equipped with necessary tie down fixtures and guide rails in our Keyser Valley Shops.

The Lackawanna's trailers move in fast freight trains. Overnight service is provided between the New York-Newark area and Buffalo, with second morning delivery between the New York-Newark area and Chicago, Cleveland, Detroit and St. Louis. Westward, the trailers move in Train HB-3, departing Hoboken at 9:30 P.M., to Buffalo where connection is made to NKP Train NCS-5 for Chicago, St. Louis and Cleveland, and Wabash Train Advance 91 for Chicago, St. Louis and Detroit. Eastward, trailers move in Train 20, a new train which was established primarily to handle these trailers. This train, which makes connection from NKP Train CSN-2 from Chicago, St. Louis and Cleveland, and Wabash Train 82 from Chicago, St. Louis and Detroit, leaves East Buffalo about 5:30 P.M. and arrives Secaucus about 5:30 A.M. where the trailers are unloaded from flat cars preparatory to making delivery in the New York-New Jersey Metropolitan area.

Shippers report much satisfaction with this new service. The high speed freight trains on which this service is handled generally have performed well in accordance with schedules.

Shippers indicate that they like the assurance of this rail service with its schedules that are customarily free from weather interference, even under severe winter conditions. They also indicate that they like the fact that the rates covering this service are published in generally available rail tariffs. In addition they like the reduced hazard of damage that results from elimination of rehandling of the freight. There is little chance for damage as can occur from jostling when a trailer moves fast over the highway.

This method of operation is not confined to trailer loads of freight. On the Lackawanna, for example, LCL is being handled between Buffalo and the New York-Newark-Passaic area on an overnight basis. This is an improvement in service for shippers, particularly in the Newark and Passaic areas, where intermediate transfers have been eliminated. Extension of this type of LCL service to other points also is planned. The trailer-on-flat-car technique can also be extended to the handling of other kinds of commodities. For example, the practicability of handling milk in tank trucks on flat cars is now being explored by the Lackawanna.

These 'Piggy-back' operations provide a service which is truly competitive with motor carriers, both as to rates and service. Shippers using this new Lackawanna service receive the full benefit of the railroad's ability to provide a fast, dependable service in all kinds of weather.

Maintenance of Way & Structures

To be a good employee from a SAFETY standpoint, one must live SAFETY. It must be part of his living and his life. He must breathe to live, and to be safe must breathe and live SAFETY.

It is very easy to become complacent and there is no room in railroad work for complacency. Big businesses have taken large losses—both lives and money—due to this attitude. The employee who thinks he is doing all right because he has been performing a job for years without an accident, is all wrong. This is one form of complacency.

Let us replace complacency with alertness and new SAFETY ideas and make each previous year's record a dark chapter in the present year's Safety Book.—J. A. Pollard, Assistant to Engineer Maintenance of Way.

THE WINTER SEASON IS HERE

WE have passed from the Summer Season into the beautiful Autumn months and soon will enter the Winter portion of the year. These changes in seasons come through the workings of nature and the climate in which we live and are known to all of us.

Summer, with its pastimes, vacations, relaxations and sports is gone; Autumn, with its changing foliage and wonderful coloring from fading leaves—a short season at best—is but a memory, and we must now face the bleak Winter.

What do these changes in seasons mean to us from the standpoint of Safety? Summer and Autumn are somewhat similar in character and make, but slight change in Safety hazards. However, this is not true of the Winter.

It behooves each and every employee to take stock of himself and to make a super-human effort to vastly improve on accident prevention in the so-called bad weather months.

What hazards exist during cold and inclement weather that are more likely to result in personal injuries than during other seasons? Snow and ice on the ground, the ice sometimes underlying snow and not always discernible; slippery running boards and roofs of cars; wet and icy grab handles and stirrups on cars and engines; snow and ice on station and freight house platforms and

stairways. All of these conditions can increase the danger of slipping and cause bad falls. Then, too, heavier and oftentimes more cumbersome wearing apparel is required, which may have the result of retarding, to an extent, the free movement of arms and legs.

What remedies do we have to prevent accidents from these conditions? Closely examine the various parts of cars and engines before making use of them; use discretion in the type of clothing worn in order to secure the greatest freedom of movement. Make sure of footing on platforms to insure against slipping and falls.

BE CAREFUL IN THE PERFORMANCE OF YOUR DUTIES AT WORK, WHILE AT HOME OR WHEREVER YOU MAY BE TO THE END THAT THIS WINTER WILL BE THE SAFEST THE LACKAWANNA EVER HAS EXPERIENCED.

Six Good Reasons

Pat Murphy attended a Safety meeting. The boys had been given some printed instructions and the safety man wanted to check on the results.

"Pat," he said, "Can you give me six good reasons for safety?"

"I can, indade, sir," Pat replied. "The four little Murphys, me wife and meself."

ORCHID OF THE MONTH



Barney Rice

Conductor—M. & E. Division

Conductor Rice's 47 years of accident free railroading is a target for all Lackawanna employees to shoot at. Toward helping others attain this goal he offers this message as a guide.

"When I started 'hitting the board' hazards were present at every turn of the wheel, and it took an alert fellow to keep from being maimed. However, the years of experience and study in the science in safety have produced a marvelous change. But the changes did not do away with primary cause of accidents—man failure. It is the man himself who must be alert and on his toes to keep himself from being injured.

"The railroad has done, and is doing, as much as is humanly possible to protect us. I for one, am going to keep on doing my part. Are YOU?"

The Other Fellow's Corner

*"Let's do our work from day to day,
But in noisy shop, or office room
We'll do our job the safest my,
To be our blessing, not our doom."*

John Menchin Agent, East Orange

Standing of Respective Divisions and Departments For the First Nine Months of 1954

	Killed	Injured	Casualties To Date	Manhours Worked To Date	Casualty Ratio per Million Manhours Worked To Date	Manhours Worked To Date. 1953
<u>TRANSPORTATION DEPARTMENT</u>						
1. Buffalo Division	0	3	9	1,820.683	4.94	2.60
2. Scranton Division	0	3	14	2,516.033	5.56	8.71
3. Marine Department	0	0	5	785.694	6.36	5.29
4. M&E Division	0	3	30	3,754.351	7.99	5.14
TOTAL	0	9	58	8,876.761	6.53	5.64
<u>MOTIVE POWER & EQUIP. DEPT.</u>						
1. Diesel Shops, Scranton	0	0	0	439.263	0.00	4.84
2. Car Dept., Buffalo Div.....	0	0	0	399.697	0.00	4.58
3. Master Mechanic, M&E Div.....	0	0	0	153.356	0.00	5.21
4. Buffalo Division Enginehouses	0	0	0	123.390	0.00	0.00
5. Keyser Valley Shops.....	0	0	1	467.687	2.14	0.00
6. Car Dept., M&E Div.....	0	1	3	645.505	4.65	1.49
7. Master Mechanic, Scranton Div.....	0	0	1	161.705	6.18	9.42
8. Car Dept., Scranton Div.....	0	0	2	303.044	6.60	8.13
TOTAL	0	1	7	2,693.647	2.60	3.52
<u>MAINTENANCE OF WAY & STRUCTURES DEPT.</u>						
1. B&B Dept., M&E Div.....	0	0	0	322.024	0.00	0.00
2. Track Sub-Div. No. 3, Scranton	0	0	0	258.899	0.00	0.00
3. Track Sub.Div. No. 5, Elmira	0	0	0	182.843	0.00	0.00
4. B&B Dept., Scranton Div.....	0	0	0	154.786	0.00	16.04
5. Track Sub-Div. No. 4, Binghamton	0	0	0	121.655	0.00	0.00
6. B&B Dept., Buffalo Div.....	0	0	0	130.907	0.00	6.60
7. Track Sub.Div. No. 1, Hoboken	0	0	1	288.288	3.47	3.42
8. Track Sub.Div. No. 6, E. Buffalo	0	0	1	229.192	4.36	0.00
9. Signal Department	0	0	2	303.297	6.59	3.13
10. Electric & Communications Dept.....	0	1	2	167.331	11.95	0.00
11. Track Sub.Div. No. 7, Syracuse	0	0	3	235.144	12.76	3.93
12. Track Sub.Div. No. 2, Stroudsburg	0	0	3	211.604	14.18	3.48
TOTAL	0	1	12	2,605.970	4.60	3.05
<u>MISCELLANEOUS DEPARTMENTS</u>						
1. Purchases & Stores Dept.....	0	0	0	161.185	0.00	0.00
2. Property Protection Dept.....	0	0	0	138.773	0.00	0.00
3. Dining Car Dept.....	0	0	2	117.531	17.02	16.87
TOTAL	0	0	2	417.489	4.79	4.42
H.H. Antrim, Accounting Dept., Scranton	0	0	1			
GRAND TOTAL	0	11	80	14,593,867	5.48	4.71
Reportable Casualties September 1953.....					5	
Reportable Casualties September 1954.....					11	
Increase					6	

WHEN YOU SPOT A HAZARD YOU REMOVE AN ACCIDENT

EMPLOYEE CASUALTIES GROUP "B" RAILROADS

Based on reports to Interstate Commerce Commission for the First Eight (8) 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.	24,632	4	70	3.00	2.94
2.	A. C. L.	24,510	4	71	3.06	3.65
3.	Erie	25,113	2	92	3.74	4.68
4.	Tex. & New Orlns.	22,133	1	87	3.98	3.00
5.	Wabash	17,255	1	78	4.78	6.09
6.	D. L. & W.	13,921	0	69	4.96	4.39
7.	StL-SF(In.StLSfT)	21,706	0	108	4.98	5.13
8.	M-K-T	11,633	1	58	5.07	3.70
9.	20,600	2	103	5.10	6.96
10.	C. R. I. & P.	27,195	0	140	5.15	7.19
11.	Reading	18,589	0	102	5.49	5.25

Rank	Railroad	Man-Hrs.	K	I	1954	1953
12.	G. M. & O.	12,585	1	71	5.72	5.43
13.	Boston & Maine	15,576	1	91	5.90	5.85
14.	Seaboard A. L.	21,445	0	151	7.04	7.30
15.	NY, NH & H.	24,450	3	292	12.06	9.20

Moved another step last month. We were in fifth position last month—this month sixth position—a step in the wrong direction. They say champions fight better when the "chips are down". Well fellows the "chips are down" for us in the Safety Contest. Unless we come up with a marked improvement in our safe working habits we are going to go nowhere but down in the Safety Contest.

Let's prove to ourselves and our competitors that we are champions. Let's finish up the remainder of the year 1954 without a reportable injury. It can be done and we're the ones that can do it.

Airmail Service At Wholesale Prices Keeps Getting Bigger

**Latest Post Office Experiment In Diversion of 3-Cent Mail
To Airlines Threatens Reduced Rail Revenues, Curtailed Service**

IN one of the strangest economical experiments of recent record the United States Post Office department, just a year ago last month, embarked on a money-losing program by means of a most ill-considered operation.

In October, 1953, the Post Office department began to transport regular three-cent mail between Chicago and New York and Chicago and Washington on regularly scheduled airlines. The inauguration of the service was approved by the Civil Aeronautics Board as a "limited experiment" to expire on September 30 of this year.

The nation's principal mail-handling railroads have challenged the legality of the arrangement between the Post Office and the certain airlines involved under specific sections of the law, which does not allow for this operation.

When the service first was announced it was represented that the airlines would fly the three-cent mail only to the extent that they had surplus capacity on scheduled flights. For this service they made the Post Office a special rate, substantially less than what they were charging for flying the six-cent mail.

In practice, however, the airlines have been flying all of the three-cent mail between these "experimental" cities, giving it virtually the same service as the six-cent mail receives.

Under this arrangement the postal patrons in the favored cities get air mail service for three cents a letter, while the rest of the country pays six cents. And ironically, even in the favored cities the postal patrons who, not aware of what is going on, are continuing to pay six cents a letter when a three-cent stamp would get the same service.

The "limited experiment" proved to be not so limited. In March the service was extended to certain cities in Oklahoma, Texas, Colorado, New Mexico and Michigan. On September 8, the postmaster general announced the three-cent mail would be carried by air on 10 feeder airlines serving more than 100 cities in 23 states. In addition, service up and down the Pacific Coast is to be installed.

The railroads have asked the CAB for a full hearing and have been given permission to intervene and make their position known. The railroads point out that Congress has stipulated that all mailable matter transported by air shall carry postage of six cents an ounce.

Moreover, the railroads maintain that CAB has no authority to set rates to be paid the airlines for "non-obligatory transportation of mail on a space-available basis." The law made no allowances for this practice when it was written. Furthermore, it is contended that the rates for this service were set without considering the evidence required by law.

In this connection, it is interesting to note that the rate for handling the six-cent air mail accounted for a loss to the Post Office of \$29 million in 1953—while the non-local, three-cent mail carried by the railroads produced a profit for the Post Office of \$39 million.

To continue the diversion of the three-cent mail to air carriers could reduce mail revenues of the railroads to the point where certain mail-carrying passenger trains would have to be discontinued. This would be detrimental to both the public and railroad employees, the carriers assert. At the same time the railroads find themselves in the unenviable position of having to maintain facilities—worth nearly a billion dollars—to handle all the mail the Post Office tenders them, as required by law.

The effect of this is to require the railroads to "back the air lines whose only legal obligation in respect to the three-cent mail is to handle it on a "space available" basis.





HOW WE STAND

The Delaware, Lackawanna and Western Railroad had a net income after contingent charges, but before capital and sinking funds, of \$381,521 for the month of September, this year, as compared with \$778,010 for the same month in 1953 . . . For the first nine months of 1954, the railroad had a net income after contingent charges, but before capital and sinking funds, of \$2,204,128, as compared with \$5,059,192 for the same period in 1953 . . . Gross income for the first nine months of 1954 amounted to \$58,230,128, as compared with \$68,010,614 in 1953.

MAIL EARLY

With only a comparatively few weeks left before Christmas it is not too early to get those packages wrapped and mailed to friends and relatives. Every year, the railroads are deluged with Christmas parcels and to be sure yours gets there in good time get it off as soon as possible. You will help yourself, the post office and the railroads.

AAR IS 20 YEARS OLD

On October 12 the Association of American Railroads marked its twentieth birthday. On that day in 1934, the AAR was formed by a consolidation of the American Railway Association, the Association of Railway Executives, the Railway Accounting Officers Association, the Railway Treasurers Officers Association and the Bureau of Railway Economics . . . The membership today con-

sists of 124 Class I railroads and 61 other railroads in the United States and 11 railroads in Canada and Mexico—196 in all . . . The association is the central coordinating and research agency of the American railway industry, and deals with matters of common concern in the field of railroading.

WILLIAM S. DUNLOY DIES

William S. Dunloy, retired assistant treasurer of the Lackawanna Railroad, passed away at his home in Ridgewood, N. J., Oct. 22. He was 83 and had been retired since October 1, 1941 . . . Mr. Dunloy entered railroad employment December 3, 1887, as an office boy in the railroad's Treasury department when the general offices were located at 26 Exchange Place, New York City . . . After several promotions he was made cashier and then assistant treasurer March 1, 1933. In 1937 he celebrated his 50th year of service with the Lackawanna.

, The truckers, with all they pay, could not buy the roads they need. There are no trucking—as there are railroad—rights of way.—*Los Angeles, Calif., Times*

RAILROAD MODEL CONTEST

In connection with its Silver Anniversary, the New York Society of Model Engineers, located in the Lackawanna Terminal in Hoboken, will hold its 25th annual exhibition of model-making between February 11 and 22, 1955. All model-builders are invited to participate in the show with prizes to be awarded for the "best". A prize of \$25 will be awarded for the best model in the show, \$10 first prize for the best in each class, and \$5 honorable mention in each class. Certificates of merit also will be given. The models can include boats, cars, furniture, houses, planes, etc., and must be in the hands of the Society by February 5. For further information, write the New York Society of Model Engineers, Inc., Lackawanna Terminal, Hoboken, N. J.

Three-hundred members and guests attended a dinner given by F. B. Griffith Division, 533, BofLE, and L. R. Skinner Lodge, No. 276, BofLF&E, of Buffalo, at the Moose Hall in Lancaster, N.Y., September 21 in honor of the retired members of the two organizations. This was the first such joint affair to be given by the two lodges, the combined retired membership of which totals 29. Members of the committee included John Schauer, Francis Murphy, William Biggs, Edward Cott, Lavern Hooge and Ernest Rickert.



Retirements...

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

Buchholz, Julius, Galman Rd., Budd Lake, N. J.
 Kester, Howard O., 104 Ridgeway St., E. Stroudsburg, Pa.
 Collins, Robert A., 4605 Grant Rd., N.W., Washington, D. C.
 Schultz, Charles John, 34 Woodward Dr., Ebenezer 24, N. Y.
 Reisenwitz, Charles H., 70 Lackawanna Ave., E. Stroudsburg, Pa.
 Merritt, Ralph Damond, 515 William St., Elmira, N. Y.
 Randall, Clyde E., 1106 Hampton St., Scranton, Pa.
 Szymczak, Ludwik, 78 W. 43rd St., Bayonne, N. J.
 Bialk, Frank, 269 Webster Ave., Jersey City, N. J.
 Hea, Chandler Reynolds, 77 Ullman St., Buffalo 7, N. Y.
 Colwell, Elmer W., P.O. Box 788, Asbury Park, N. J.
 Looss, Alexander J., 9 Fenner Ave., Clifton, N. J.
 Sparrow, Mrs. Augusta H., 1517 South Salina St., Syracuse 5, N. Y.
 Curry, Leonard, 219 Grand St., Jersey City, N. J.
 Schultz, Herbert W., 626 N. Irving Ave., Scranton 10, Pa.
 Turner, Michael K., Erie RR YMCA, County Rd., Secaucus, N. J.
 Ruck, Henry J., 18 Shadow Lane, Berkeley Heights, N. J.
 Phillips, Walter E., 142 N. Sussex Ave., Dover, N. J.
 Romaniak, George G., 320 Union St., Boonton, N. J.
 Kahn, Daniel, 1638 Topping Ave., Bronx, N. Y.
 Meckel, Charles Frederick, 99 Prospect Ave., Bergenfield, N. J.
 Paraska, Harry T., 640 Jefferson Ave., Scranton, Pa.
 Kiel, Edward Anthony, 78 Benzinger St., Buffalo 6, N. Y.
 Lewandowski, Frank F., 314 Weart Ave., Lyndhurst, N. J.
 Milk, Harvey J. H., Sr., 82 Manhattan Ave., Jersey City, N. J.
 Knecht, George P., 248 Parke St., W. Pittston, Pa.
 Kerrigan, David Edward, 309 Luzerne St., Scranton 5, Pa.
 Dattory, Joseph, 209 Jackson St., Hoboken, N. J.
 Beltz, Allen Edward, 99 Evans Rd., Brookline, Mass.
 Altamura, Crescenzo E., 508 Grand St., Hoboken, N. J.
 Passage, Ralph Elmer, R.D. No. 4, Towanda, Pa.
 Newton, Chester Lee, 28 Magnolia St., Buffalo 20, N. Y.
 Zubreski (Zubresky), Paul, 924 Lackawanna Ave., Elmira, N. Y.
 Burns, Charles J., 9 W. Hoyt St., Kingston, Pa.
 Driscoll, William E., 8 Ruben Ave., Binghamton, N. Y.

Nigro, Cipriano, 220 Liberty Ave., Staten Island, N. Y.
 Cincotta, Joseph, Sherburne, N. Y.
 Leary, Thomas Michael, 2227 South Park Ave., Buffalo 20, N. Y.
 McConnell, John, RFD Regale Rd., Mt. Morris, N. Y.
 Slutter, George C., 521 N. Cortland St., E. Stroudsburg, Pa.

"Lest We Forget..."

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

Burns, Alfred P., 26 N. Greenbush St., Cortland, N. Y.
 Sessman, Frederick G., 3 46th St., Weehawken N. J.
 Harvey, James Edward, Kings Road, Netcong, N. J.
 Moniagano, Luigi, Vico Starto Luce N 3, St. Croce Di Magliano, Province Compo-basso, Italy.
 Meinick, August Carl, 935 Taylor Ave., Scranton, Pa.
 Grieser, Joseph, 813 Cedar Ave., Scranton, Pa.
 Smith, James P., 115 Highland Ave., Jersey City 6, N. J.
 Vogel, John Leonard, 46 Virginia Ave., Manasquan, N. J.
 Masters, Alva J., Kingsley, Pa.
 Kovack, Stephen J., 702 W. Juneau St., Tampa 4, Fla.
 Nichols, Gordon, Box No. 3, E. Bethany, N. Y.
 McGowan, Dennis J., 4 W. 83rd St., New York 24, N. Y.
 Knauss, Edward G., 483 Valley St., Maplewood, N. J.
 McAndrews, James, 2603 Jackson St., Scranton, Pa.
 McQueen, James A., 1140 N.E. Cleveland St., Clearwater, Fla.
 Wynne, William Jos., 537 Howard Ave., New Haven, Conn.
 Shimer, Ervin, 18 Gibson Park, Washington, N. J.
 Tyrrell, William A., Box 39, Nichols, N. Y.
 Walter, William J., 1105 Midland Ave., Syracuse, N. Y.
 Shaw, William, 22 Andrews Ave., Binghamton, N. Y.
 Barry, David J., 234 Valley Brook Ave., Lyndhurst, N. J.
 Collander, Stanley, 115 South Grant St., Scranton, Pa.
 Egan, Peter R., 56 Gautier Ave., Jersey City, N. J.
 Garbarini, John C., 34 Oakland Ave., Jersey Citv. N. J.
 Masters, William A., R.D. No. 3, Lake Ariel, Pa.
 Pascoe, Richard, 10 S. Bromley Ave., Scranton 4, Pa.
 Chidester, Fred Yeager, 19 Virgil Ave., Binghamton, N. Y.
 Picinich, John, 226 Jefferson St., Hoboken, N. J.

Christophersen, Peter, 743 Clark Ave., Ridgefield, N. J.
 Wall, Kay O., 1428 Sanderson Ave., Scranton, Pa.
 Miller, Charles Wm., 569 Montgomery St., Jersey City, N. J.
 Trimmer, Wm. L., 1003 Leonard Ave., Oceanside, Calif.
 Russell, Frank B., 3214 Clarendon Rd., Brooklyn, N. Y.
 Banta, Henry H., 532 Miller St., Luzerne, Pa.
 Veaux, George, 122 Brown St., Penn Yan, N. Y.
 Park, Arthur J., 30 Central Ave., Morris Plains, N. J.
 Percy, Andrew L., 680 Kearney Ave., Arlington, N. J.
 Anderson, Andrew J., 711 Carolina St., Buffalo, N. Y.
 Schillow, Franklin J., 1120 Lafayette St., Scranton 4, Pa.

Diesels In Ireland

Dieselization of motive power on the railroads of Ireland is well-advanced. The current program involves the acquisition of 113 diesel-electric locomotives. Seven are already in service.

Widest and Narrowest

Probably the widest gauge railroad in American history was an 8-foot gauge logging road extending from the Skagit river in Washington Territory into adjacent forests. It was laid with wooden rails, 8 by 8 inches. Each car was carried on 12 wheels with double flanges and 9-inch treads.

One of the narrowest gauge industrial railroads in America was a 5½ mile line owned by the Longfellow Mining Company in Arizona. It had a gauge of one foot, 8 inches.

Both of these railroads were in operation in the 1880's.



The Lackawanna Railroad's "Scrantonian", westbound about one and one-fourth miles west of Blainstown, N. J. The train is powered with one of the new Fairbanks-Morse "Train-master" diesels. This is train No. 11. The picture was made by Jack Emerick, of Boonton, N. J., whose father was a Lackawanna employe from 1928 to 1941.

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

What Careful Handling Means at Lackawanna

THE greatest single cause of loss and damage to freight is rough handling. The Lackawanna's effective battle against this shipping hazard is an *all-year-round* campaign of prevention—a permanent, intensive program of *Careful Handling*.

Throughout the year, special *Careful Handling* committees study methods of improving the handling of cars. The various crews are contacted and individual problems reviewed. Stop-watch speed tests are conducted periodically. Impact Recording Machines are in operation over the system and monthly reports posted in all yards. Posters and lit-

erature keep the subject of *Careful Handling* prominently before Lackawanna employees at all times.

Coordinated with this program of education are highly efficient modern facilities including the latest mechanized devices for *Careful Handling*. Every mechanical means possible for safe transportation is in service at Lackawanna yards, piers and terminals. Constant attention is directed to correct stowing, blocking and bracing of shipments.

When your shipment goes via Lackawanna you can be *confident* that every precaution will be taken for its arrival in good condition.

LACKAWANNA RAILROAD

Shortest Rail Route Between New York and Buffalo and the