THE Lackawanna

September-October, 1954 Vol. One No. Six

The pull up Dansville Hill, in upper New York state, is long and full of curves. The views of the Genesee valley, as the train makes the long climb up the hill, are majestic . . . at the same the tracks seem to be hung right on the sides of the hill. Here is a view of BH-4 from the caboose as the train takes one of the many curves.

THE Lackawanna

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Editorial Offices: 140 Cedar Street. New Yurk 6, N.Y.

J. Hampton Baumgartner
Manager of Public Relations

G. W. Eastland—Editor
James J. Craffey, Jr.-Ass't Editor

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155

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On The Cover

Lackawanna Caboose No. 897 is equipped with two way radio for communicating with the locomotive and wayside stations between East Buffalo and Scranton. Here is Conductor W. F. Fetczke talking to the engineer concerning the train movement. The train was BH-4. For more on train radio, turn to page 4.

What Are We Doing?

LAST month I stated to you:

> "In our own interest we are leaving nothing undone Lo secure additional traffic. Such traffic will only come to the Lackawanna, and stay with it, if we serve the public well, which means continuing emphasis upon the highest quality service of which we are capable."

At the end of eight months we have the picture of our carload business being 10.8% less than last year and our dollar income reduced almost eight and one-half million dollars. Our net income figures seriously reflect the wage increases and related payroll items, amounting for our railroad to more than two million dollars per year, which have resulted from the national settlements negotiated between the operating and non-operating unions and the railroads.

I thought you would like to know more of what we are doing about it. Because we have faith that general business conditions will shortly show marked improvement and because we have confidence in the ability of our railroad to participate in the additional transportation requirements of such improvement, we are bending every effort to improve our service. We are carrying out this season our normal track maintenance. We are continuing freight and passenger car repairs, and we have just ordered one thousand new boxcars at a cost of seven million dollars to the end that our shippers may have the finest available equipment. Our Traffic Department is participating in a great many freight rate adjustments designed to improve our share of competitive business handled by other forms of transportation. Our Industrial Development Department is doing its utmost to secure new industries and is receiving splendid cooperation from Chambers of Commerce. Traffic and operating people together are perfecting our "piggy-back" operation and intensively soliciting for it less-carload less-truckload as well as full truckload traffic.

All of these things emphasize our transportation opportunity. If each of us performs his duty with the finest workmanship of which he is capable, the end result will be a passenger and freight service characterized by quality and dependability, headlined by our friendliness to our customers, and patronized to an ever more satisfying extent.

Two-way Radio On Lackawanna Trains

MAKES "ENDS MEET"

Radio Caboose No. 897 gets a final check from Steve Swiniarski, car inspector, and Earl Barnaby, car foreman, at East Buffalo before starting eastward on BH-4.

EFFICIENT handling of trains in order to provide the best service for Lackawanna shippers is a goal constantly before the railroad. To this end this year, the Lackawanna began equipping freight locomotives and cabooses for end-to-end and train to wayside radio communications.

With the installation just under 50 per cent completed it is expected that efficiency will be improved markedly by the time the project is finished. The addition of radio communication in freight service is another progressive step by the Lackawanna in its program to provide the best possible service and to handle its trains safely and efficiently.

With the installation of radio in cabooses and locomotive cabs the two ends of the trains have instant communication and no longer have to rely on hand and other signals while starting, stopping or under way. The conductor and engineer are able to confer regarding the operation of the train. At the same time, the radio provides

a hitherto unavailable contact for train crews with wayside stations to receive or relay information concerning train operation. In cases of emergency the radio will prove invaluable.

The radio equipment being installed on Lackawanna locomotives and cabooses is manufactured by Bendix, and is considered the most versatile now in use on American railroads. Exhaustive experiments with various types of radio equipment preceded the present installation program.

Dual Channel Equipment

The equipment is a dual channel unit and operates on the Very High Frequency wave lengths required by the FCC for this type of installation, which at the same time provides clearer reception and transmission. The VHF wave lengths are less subject to outside interference than are others. Channel one operates on 161.37 megacycles, and channel two operates on 160.83 megacycles.

For all practical purposes channel one is used for end-to-end, while channel two is for train to wayside station.

Thirty-nine diesel locomotives will be wired and fitted for the equipment; however, only 24 radios are assigned to this service for day-to-day operation. The installation in the locomotives is made in such a way that the radios can be removed from one locomotive and installed in another if the first engine is assigned to some other service or is being shopped for extended repairs or overhaul.

In the locomotive the chassis for the unit, which houses the receiver, transmitter and power supply, is shock-mounted on a specially-built platform in the front end. The loudspeaker is mounted in the center of the cab above the windshield so that the sound is clearly audible. The equipment also includes a radio handset and control panel, both of which are mounted on the engineer's control stand. The antenna is mounted on the roof of the cab. Power is supplied by a 12 volt DC motor generator.

In each caboose the chassis is also shock-mounted and in a compartment under the seat in the cupola. The loudspeaker is mounted on the ceiling of the cupola. In the aisle below the cupola is the control box and handset. The unit in the caboose is powered with storage batteries which are charged through an axle-driven alternator-generator. This method is used so that the batteries will be charged regardless of the'direction in which the caboose is running. In other words, the caboose does not have to be turned at the end of each run in order that the generator will produce electricity to charge the batteries.

The radio operations of the Lackawanna are presently being used in the territory between Scranton and East Buffalo. At New Milford, Pennsylvania; Bath, Owego and B&O Junction, New York, radio has been installed for wayside communication.

Power for these stations is that commercially available at that point. At Bath and B&O Junction special poles have been erected for the antennas, while at New Milford and Owego the poles already there are used.

Radio is not new to the Lackawanna; however, the present application is a far cry from the radio ex-

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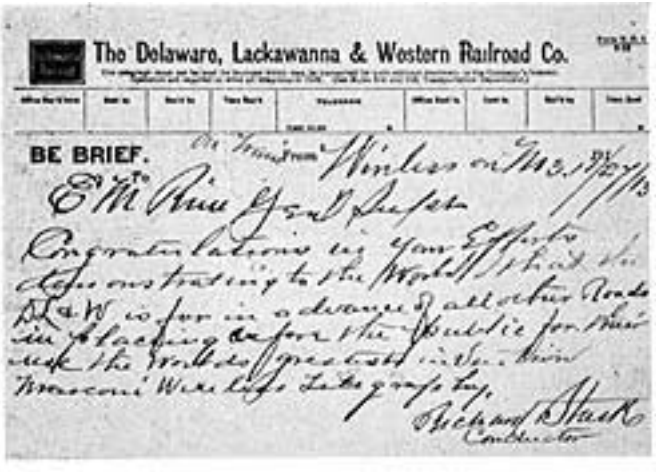

The Delaware, Lackawanna & Western Railroad Co.

BE BRIEF.

Richard Stark
Conductor

First wireless message sent from train to land station on Lackawanna in 1913.

Below Left: Early radio equipment in "Lackawanna Limited."

Below Right: Rsdio equipment in station at Scranton.

periments carried on almost 50 years ago. The Lackawanna was the first railroad in the world to experiment with wireless communication between a moving train and land station.

In the early 1900's the world was acclaiming the invention of Gugileo Marconi, an Italian inventor, who had just developed a method of wireless communication. He maintained at first that the wireless would operate only over water areas, claiming that the mineral elements in the surface of the earth would draw the signal from the air and it would never reach the receiving station.

The invention of the radio had staggering implications and its first important use was on sea-going ships. Wireless gave ships, for the first time, communication with each other and with shore points within range of the equipment. No longer was a ship alone in the vast expanses of the ocean.

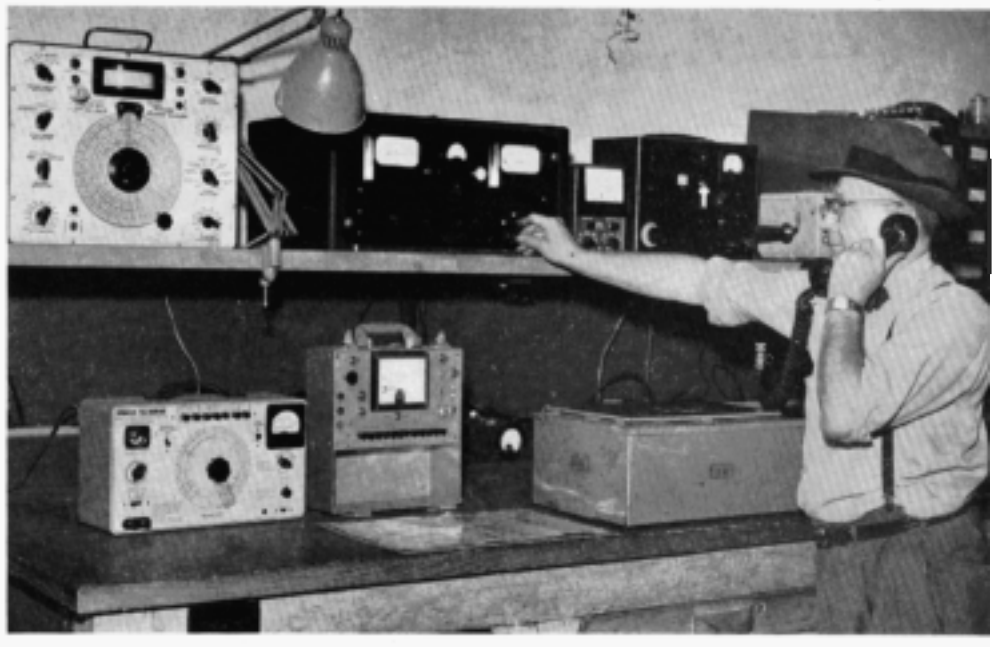
Marconi revised his thinking about the use of wireless over land areas, however, and continued to experiment toward this end until October 1913. At that time assistance was received from the Lackawanna Railroad, and it was decided to attempt wireless communications between Hoboken, New Jersey, and Scranton, Pennsylvania and Binghamton, New York. A better proving ground hardly could have been selected, because along these lines of the Lackawanna was every obstacle that could possibly thwart radio transmission and reception, including the Pocono mountains.

Towers were erected at Hoboken, Scranton and Binghamton and equipment was built for installation in a passenger train. The "Lackawanna Limited" was selected.

On November 13, 1913, the first transmission of a message ever attempted from a moving train to a land station was achieved. Two men played important parts in this event. They were the late J. J. Graff, telephone engineer for the Lackawanna, and a young telegrapher employed by the Marconi company by the name of David Sarnoff. The latter, now Brigadier General Sarnoff, is the present chairman of the board of the Radio Corporation of America.

Engineer L. W. Pritchard, of Buffalo division, uses the radio installed in cab of his locomotive pulling BH-4.

Work continued apace with wireless on the Lackawanna until August, 1915, when Dr. Lee DeForest invented the vacuum tube. This opened up a whole new field for radio. The new equipment was installed on the "Lackawanna Limited." Even though the two inventions were not sufficiently reliable for dispatching purposes, the use of wirelcss communication between Hoboken, Scranton and



C. C. Bean, communications foreman at Scranton, makes a test of a train radio in shop in passenger station. All maintenance and repair work of the train radios is done in this shop.

hamton continued for several more years.

In 1921, a voice broadcast of the Dempsey-Carpcnticr fight at Jersey City was attempted from the land station at Hoboken to the train. It was riot too successful, however.

The advances in radio during the years have been many and varied in both design and performance. But probably none is so startling as the contrast between the radios being installed today in Lackawanna trains and that with which the early experiments were made.

One piece of the transmitting tuning equipment of the 1913 model is as large as the entire unit of today.

The installation of radio in Lackawanna trains today resulted in an interesting and important by-product.

The equipment is being installed in 24 of the railroad's new all-steel cabooses, and at the same time, the time-honored oil lamps of the cars are giving way to electric lights.

This modern fcaturc includes dome lights in the ceiling of each car and a wall light above the conductor's desk, In addition, electric marker lights are being installed, each of which has an opening on the underside to light up the steps of the caboose at night. This is a substantial safety feature.

Waystation at Bath, New York, is manned here by Agent Stephen Last. He can talk to crews in locomotives and cabooses.

Steuhen Advocate Photo by Wally Page.

The use of radio in freight train operations has many advantages and is an important step in the improvemcnt in safety, efficiency and service.

Some of these advantages are:

1. Provides instant communication in cases of emergencies, such as hot boxes.

2. The conductor and engineer can instantly confer regarding the opcration of the train, particularly in making back-up movements.

3. Enables the conductor to give instruction to the' crew on the engine regarding switching of cars.

4. Provides communications between trains and wayside stations to receive and relay information pertaining to train operations.

5. Coordinates the starting of lead and pusher engines.

6. Reduces delay in starting the train when the flagman returns to the caboose after a stop.

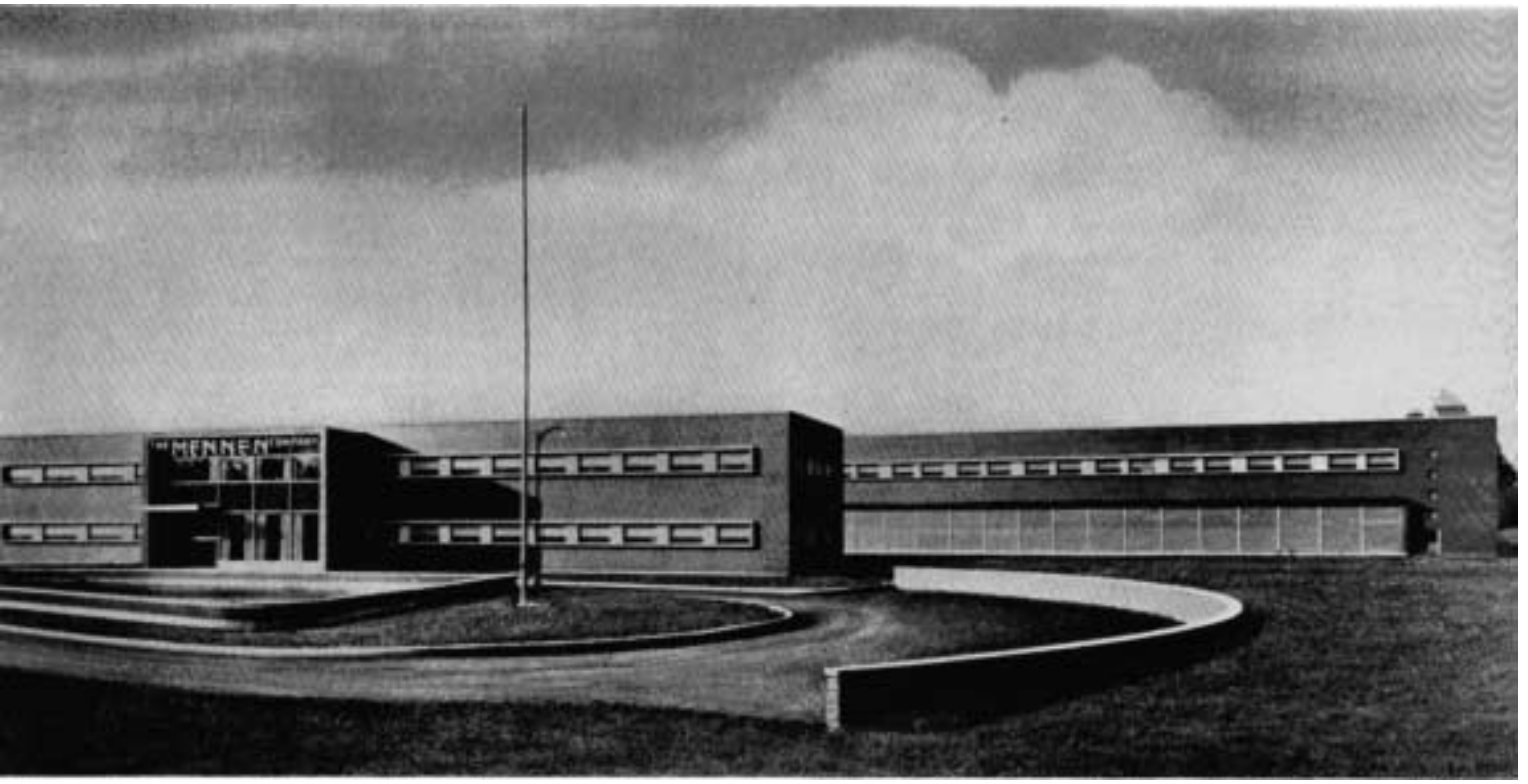
To service the radio equipment, a shop has been installed in the passenger station at Scranton, where the units are sent for repair and overhaul.

Since all radio communications come under the jurisdiction of the Federal Communications Commission, Lackawanna repairmen have been licensed by the FCC. This government bureau also monitors the wave lengths assigned to the Lackawanna and makes occasional checks, according to their rules and regulations.

Train radio in Lackawanna freight service is a natural evolution in progress. With the freight service completely dieselized, and the diesel being able to handle trains at a higher speed the train radio will help keep them moving efficiently. . . providing better service to the railroad's shippers.

Power for radio in caboose comes from generator-alternator, being installed here by William Hogan, leadman electrician at Keyser Valley.

This is the radio installation in Lackawanna diesel locomotives. Stanley Samoles, electrician at Scranton, plugs in the cable to cab.



This is the modern plant of The Mennen Company at Morristown, N. J., opened in 1952.

FROM BUNIONS TO SHAVE CREAM

This Is The Story of Mennen of Morristown, A Familiar Household Name Since Childhood

IF there ever was any proof needed that America is the land of opportunity, Gerhard Mennen certainly proved it so. Today, the bustling Mennen Company, located near Morristown, New Jersey, is an example of what energy and enterprise can do when the two are wedded.

Mennen is not a giant corporation. It is, however, a well-managed company known throughout the world as one of the largest producers of men's toiletries and baby products. One of the keystones of its success has been a program of service to its customers, its employes and the community.

On the shelves of almost every American medicine chest stand bottles, cans and jars with the name that has been a household word since childhood. Who was the man with such a long-remembered name—how did he build his company so that it endured with such continuity for three-quarters of a century?

When Gerhard Mennen arrived in America with his parents from Germany in 1871, baby talcum, or men's toiletries, or even a cure for bunions, calluses and corns, probably were the furthest things from his mind. He was 15 and likely was most con. cerned with helping out the family income.

His first job was in New York's Washington Street Market, across town from the German community along First Avenue where the family had located. A venturesome boy, though, Gerhard soon crossed the Hudson river to help in the surveying of the Hoboken swamps.

Although this career was short-lived because of an attack of malaria, it proved to be a prelude to his subsequent success.

Upon recovering from malaria, young Mennen went to work for an apothecary near his home. He took an instant liking to the work and so pleased his employer with his alert and methodical mind and dependability, that he encouraged Gerhard to take 'evenings off to study pharmacy. It proved to be a hard grind, what with working days and the night sessions at the New York College of Pharmacy. But in February 1875, he received his diploma.

The life of a druggist in those days was no bed of roses. Many physicians not only dispensed their own medicines, but some kept open stores in competition with the pharmacists. Some less responsible citizens pared various "cures" that could cope with almost anything, depending upon how it was taken. The

patent medicine man was in his hey. day. Price cutting would take on a special flurry at the slightest whim.

In spite of this, however, the drug store was the cornerstone of the neighborhood's health needs. The drug store was the symbol of trust, where the housewife might come in with an old family recipe or she could confidently buy the druggist's own concoction.

Start In Newark

It was in 1878, on a busy street in Newark, New Jersey, that Gerhard Mennen, then 22, bought the drug store in the Central hotel with the few hundred dollars he had saved.

Except for an American to whom the rewards of energy and enterprise are success, it would be hard to reconcile this small beginning with the big modern, air-conditioned Mennen plant near Morristown today.

Gerhard Mennen was never one to merely keep in step. He was always thinking ahead a few steps. Foot ailments were the bane of man's existance about this time, and young Mennen knew just the right remedy for the bunions, calluses and corns that afflicted his fellow men. He concocted Mennen's Sure Corn Killer. It was one thing to make up the remedy, but it was another to get it distributed and in use.

The art of advertising was crude by today's standards and handbills took precedence over newspapers. There was no such thing as national distribution of goods. Mennen hired a horse and wagon, a singing Negro banjo player and went about the city of Newark. After a little entertainment he came on with the commercial. His success locally encouraged him to broaden the operations through nearby parts of the state.

By 1882 Mennen's Sure Corn Killer was a big seller and it was at this time that he married Elma Korb, daughter of the proprietor **of** the restaurant where he daily ate lunch.

The pattern by which Mennen sold his Corn Killer with so much success, generally speaking, was the method he and his company was to use in

Gerhard Mennen, founder of the company.

the succeeding years — cooperation with druggists and big and varied advertising schedules. He probably was one of America's earliest important advertisers.

Mennen had plans for expansion, hut he wanted to produce another item, one that would be needed by his drug store patrons and which at the same time, would be an important improvement on an existing article.

The idea for the new product came from worried mothers whose babies suffered from prickly heat and chafing. They presently were using a mixture of cornstarch and chalk. The chalk was harsh and irritating

These are packages of Mennen's Sure Corn Killer, the first of the long line of products the company was to make over the years.

and the starch turned rancid in contact with perspiration.

Mennen began a study of the problem along with the management of the store and the promotion of the Corn Killer. After experiments and consultations he came upon talc (powdered soapstone) and obtained some samples. It seemed to have all the proper characteristics of purity, whiteness and texture.

He sought out a supply of the material among the importers along New York's East River. He selected the best grade, one that was mined in the Pinerolo section of the Italian Alps. He added boracic acid as a mild antiseptic and non-irritant. Finally came oil of roses for a light aromatic touch.

By 1889 he was ready to try out the demand. It was in the hot month of July that he handed out free boxes of his Borated Talcum Infant Powder . . . and then awaited the reaction.

The response was cheering and Mennen was off and running with a new product, the one which he was sure would change the home habits of the nation. Out came the wagon again, this time accompanied by minstrel players. Mennen's Talcum Show expounded the virtues of his horated powder not only for babies, but also for adults. Gentlemen were encouraged to discard the chalk sticks.

The next step was to improve the container and give the product a better name. Successively he named it Infant Powder, Toilet Powder and Baby Powder. The box was made of tin with .the printing directly on the metal and the top had a shaker device with a cover.

Picture On The Top

As a final touch he placed his owii picture on the top to indicate his pride in the product. On the can itself was the smiling naked baby.

If he needed any assurance that he had struck upon a happy combination, it came from a mother in Akron, Ohio, who wrote: "My Florence is so grateful that she kisses the picture of the gentleman on the

lid all day long." The wholesale houses were getting the goods around.

Mennen had the idea that the circus style of advertising attracted the public, and apparently he was correct, because sales soared. He used big billboards with splashes of color. Advertisements appeared in magazines with photos of actresses as eye-catchers, but Mennen decided later to use only his own portrait. He used testimonials from physicians, leaflets, bookmarks, picture cards, car cards in the new street cars. In addition, h-, sent congratulations to new mothers. In most of the ads in magazines was a coupon which when mailed to the company would bring a sample of the powder or the corn killer.

The Business Prospers

As the business prospered enlarge. ment of the production facilities was necessary. The mixing of the ingredients was being done in the back room of the drug store, but now Mennen rented two floors of a building on Orange street in Newark. When the adjoining property became available, he bought it. In 1897 he built a three-story building.

It was almost 20 years since Gerhard Mennen first went into business in Newark. The future looked bright for the young company and one successful year followed another.

In 1903 a shadow passed over the Mennen company. Gerhard Mennen was planning a European vacation, but an emergency operation on a carbuncle in his neck brought on blood poisoning, followed a week later by pneumonia. He passed away February 3, 1903.

The momentum that Gerhard Mennen had developed for his business was carried on by his widow and her brother. The business jogged along at a steady volume and the line now included Borafoam Tooth Powder and Borated Skin Soap.

William G. Mennen, a son, entered the liusiness about this time, after some indecision. He worked at various jobs in the plant in order to learn all the details. His first contribution to the line of products was


MENNEN

believes in

FAIR TRADE

Always a champion of "Fair Trade", the Mennen company ran this ad to promote it.

This was an early ad for Mennen's Borated Talcum Powder, geared for Summer use.

a separate face powder for men.

The factory on Orange street was beginning to burst at the seams and a new four-story building was erected across the street. In 1912, William Mennen, while on a Caribbean cruise ran across a new kind of shaving soap . . . a cream packed in a collapsible tube.

He bought a few tubes and began to experiment. The result was Mennen's Lather Shave Cream, which virtually revolutionized the shaving habits of American men.

One new product succeeded another and the promotion of each followed much the same pattern that Gerhard Mennen had established with his Corn Killer and baby powdci; except to be adjusted to the times and without the horse aid wagon and entertainment. Big advertising campaigns and cooperation with the druggists and wholesalers was stepped up. The company now was becoming to be recognized as a manufacturer specializing in the needs for men and babies.

The new baby oil was a good case in point. Mennen detailed a man to hospitals in 1932 to act more as a medical school instructor than a salesman. He demonstrated to doctors and nurses by actual use, how to best apply the oil. From this one man, Mcnnen built up a staff of forty medical detail men who journeyed up and down the country acquainting hospitals with the technique. The hospitals, in turn, gave each mother a demonstration of the standard baby bath, followed by the use of Mennen Antiseptic Baby Oil. The mother also received a sample bottle.

Baby oil and Skin Bracer for men, which came a little later, gave new spark to the sales department and the dealers.

The Third Generation

In 1939 William G. Mennen, Jr., entered the company . . . the third generation.

During World War II the Mennen company made tremendous quantities of their products for the men in the military forces, the demand €or which was carried over into the services from civilian life. Even the baby powder went to war for use in hot climates to combat prickly heat.

After the war the research department continued to bring out new products and improvements in the old ones. The latest were Baby Magic Skin Care, introducted in 1950, Spray Deodorant for Men the following year and Foam Shave in 1952. Each was introduced to the public

with the same fanfare as its predecessors, but again tuned to the times.

The Mennen Company has applied thc same fervor to its employe and community relations that it has to mcrchandising its products. Although automatic machinery has reduced many operations, the force has grown to 360. The company encouraged social organizations that enhanced the spirit of the personnel. The company foots the bill for the annual Christmas party, provides hospital insurance a pension system, group life insurance and a safety program.

A New Plant

On the site of the old Whippariy River Club, playground for Morristown's millionaires in the earlier days, the 74-year-old Mennen Company in 1952 moved from Newark into its new $3,000,000 home. Set back from the road, it is attractively landscaped and blends well with its surroundings.

Modern from every point of view the buildings occupy six acres of land. Generous use of lights and colors to reduce fatigue make it an enjoyable place to work at research, the creation of new things and the manufacture of the company's present line of seventeen products. The railroad siding behind the plant was designed to allow the simultaneous loading or unloading of seven cars at a time.

The business of human relations also was extended to the community. When the company selected Morristown for the site of its new plant, William Mennen himself discusscd the plans and showed the architect's drawings to a meeting of the residents. As a result of the compariy's straightforward approach and contribution to the city's welfare through its payrolls and cooperation in civic affairs, Mennen has become an integral part of the community of Morristown.

Here is an important example of the human element emerging as a significant factor in a business destiny established through the foresight and industry of one man so many yrars ago.

NOTICE

Due to production difficulties it has become necessary to combine the September and October issues of The LACKAWANNA. This combination of issues applies to this edition only, and hereafter, the magazine will he issued on a monthly basis. It will be distributed on or about the first of each month.

Ambulance Duty For Engine 856

Lackawanna locomotive No. 856 was pressed into service as an ambulance at Scranton recently when three young girls failed in a "mountain-climbing" short-cut. The three girls were en route home from a swimming trip when they decided to take a "short cut" up the embankment.

Near the summit, one of the girls, Karen Elizabeth Worell, 12, found she could continue no farther. In going to her aid, Mary Lou Gaul, 14, slipped and fell down the embankment landing alongside track one at the west end of Nay Aug tunncl. Her sister, Janice, 10, went for help, which brought fire and police rescue teams.

Lackawanna locomolive 856, with Engineer F. Marsh, was sent to bring the injured girl to the passenger station, where an ambulance removed her to the hospital. Her injuries were slight.

The Mennens today are William G. Mennen, president of the company (seated) and his sons, George (left), vice president in charge of production, and Bill Mennen, Jr., executivevice president.

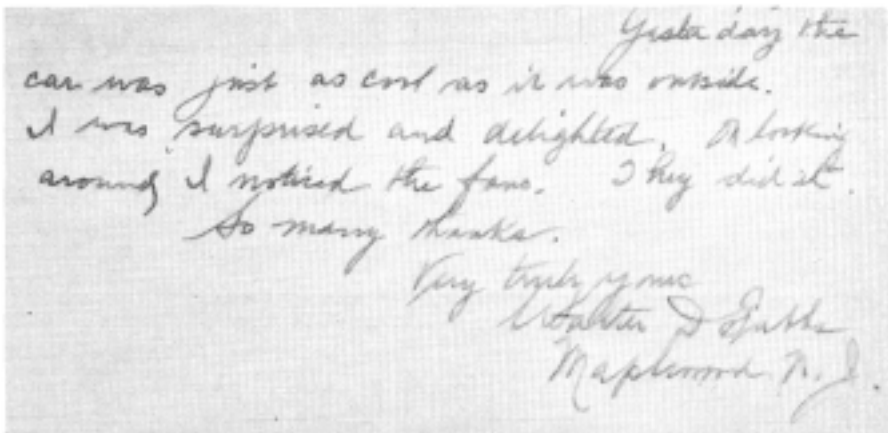
FANS TO COOL THE COMMUTERS

THERE is relief from New Jersey's hot Summer days in the air-circulating air, that is—for the Lackawanna's suburban commuters. The railroad is installing electric fans at the rate of approximately 15 cars a week, including those in MU electric service and the diesel-powered trains of the Boonton branch.

Four fans are being installed in each of the cars at the Hoboken shops to provide a greater degree of comfort for the passengers. The fans are so located as to create a constant circulation of the air around the ceiling. This circulation, as it progresses, draws the warm air up from the lower section of the car, bringing about a constant change of air.

Before the project was begun this Spring considerable experimenting was undertaken to determine which type of fan would provide the best results, the number of fans needed per car to properly circulate the air, the spacing of the fans and the angle of pitch to avoid drafts.

Two cars were equipped with fans and placed in service to test the reaction of both the commuters and the railroad's suburban committee. Approval was almost immediate.


Yesterday the
car was just as cool as it was outside.
I was surprised and delighted. As looking
around I noticed the fans. They did it.
So many thanks.
Very truly yours
Walter D Gable
Maplewood N. J.

Typical of the many letters of commendation received by the Lackawanna on connection with the installation of fans in commuter cars, is this one.

The fans each have 12-inch blades, which are encased in a chrome-plated grill. This particular size was selected because it would best fit the limited space between the ceiling and the baggage racks, and at the same time provide the desired results. The guard around the blades, and the location of the fans were decided upon because of safety considerations, and to prevent accidents to passengers.

Two fans are mounted on each side of the car, with those on one side facing one direction, and those on the other facing the opposite direction. This causes the air to circulate around the car, but will not cause drafts.

Special brackets were designed by Tim P. Loftus, electrical foreman at Hoboken, and are being fabricated at the railroad's Keyser Valley Shops, at Scranton. Provision has been made in the design to allow the fans to be tilted at the desired angle, and then locked in that position.

It is necessary to install additional electrical circuits in each car for the fans, because the lighting circuit is not heavy enough to carry both lights

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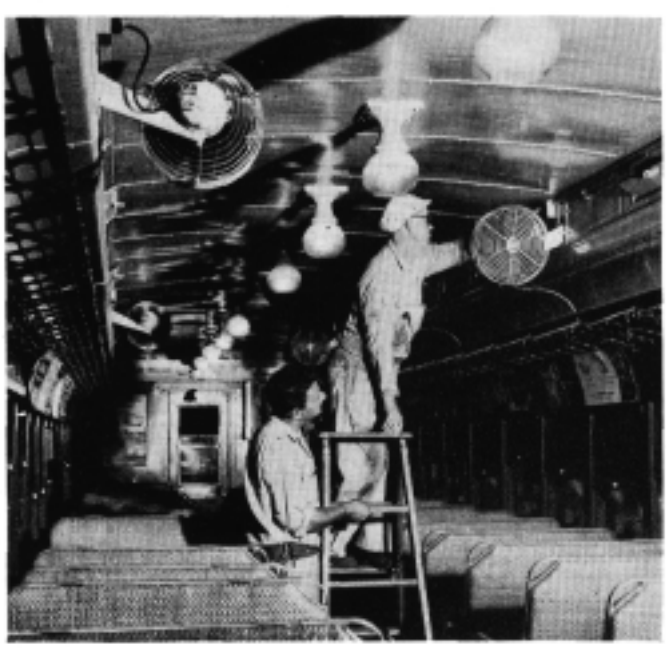
Tim P. Loftus, electrical foreman at Hoboken, designed the bracket for the fans.



Here is a complete installation of four fans. On the ladder is Harold Musk. Holding is Anthony Quartrochhi.

Lackawanna "Piggy-Back" Popular With Shippers

Shippers have indicated their satisfaction with Lackawanna Trailer-on-Flat-Car service. This new door to door service, which was inaugurated last 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, continues to show growth in volume. New users, shipping a variety of commodities, are being developed. Additional trailers have been acquired including open top trailers to take care of shipments requiring special handling such as crane service.

The service is being expanded to include additional points. For example, by the end of October it is expected that Detroit and St. Louis in the West, and suburban points such as Orange, Clifton, Passaic and Paterson will be added to the list of points served.

Continuation of the good performance of Train 20, particularly its early arrival at Secaucus yard, where the trailers are unloaded from the cars, is most essential to the continued development of this new business.

Big Consumer

The railroad industry is one of the biggest consumers of goods and services—last year they spent well over three billion dollars for supplies, materials and new equipment.

Fans For Commuters

Continued from preceding page

and fans. It is interesting to note that 95 feet of wire mold and 200 feet of wire are necessary for each car. Single convenience outlets are installed next to each fan and the service cords have twist lock plugs so that vibration will not cause them to come loose from the outlets.

At the rate of 15 cars a week, the project is well on its way. It is hoped to complete the installation by the Spring of 1955.

Remember When It Was . . .

All Out And Push!

THINGS have changed on the Lackawanna during the past 100 years, as most everyone will concede . . . and the changes all have been for the best.

No longer do passengers bound for points beyond Summit, N. J., rally to the conductor's call of "Snow and hill ahead! All out and push!" On such occasions about 1864 all able bodied males were expected to answer the call and help push the train up the grade between Millburn and Summit.

This is one of the recollections of Thomas Vail Johnson, who began commuting on the Lackawanna in 1857. For the next 60 years he rode back and forth from Madison, N. J., to New York.

Mr. Johnson's reminisces and a collection of early commutation tickets was turned over to the railroad recently by William C. Woodhull, of Chatham, a nephew of Mr. Johnson.

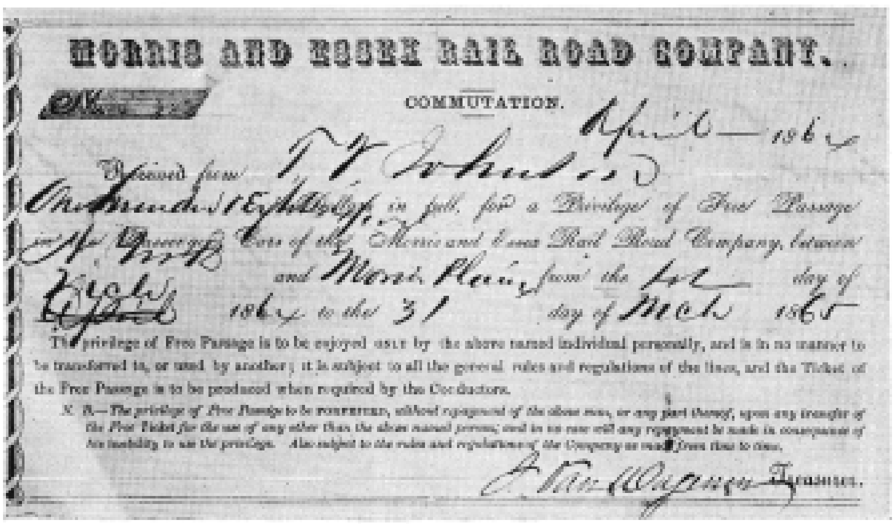
Another of the recollections concerns the steam-driven locomotive bell. It seems a young inventor, whose name has been lost, discussed his invention of the bell ringer with Mr. Johnson.

"If you will give me one of the bell ringers I'll have it installed on a DL&W locomotive," Mr. Johnson said, "because Andrew Reasoner, the superintendent, is a good friend of mine." Mr. Reasoner recognized the value of the invention and had it installed on a locomotive.

When the Bergen tunnel was completed and opened for traffic, Mr. Johnson was one of the guests on the first ride. He told of how a flat car, equipped with seats for the party of officials and guests, was pushed through the tunnel ahead of the locomotive for the first trip.

The commutation tickets issued in 1858, 1859 and 1860 were for three-month periods and were not punched as are today's tickets. They were quite small, measuring only three inches by one and three-quarters inches. By 1863, however, the tickets were being sold on an annual basis and were a little bigger than the old dollar bills. Oddly enough, the purchase of the ticket entitled the holder to "the privilege of free transportation."

There was not a chance that a passenger could slip onto the train without a ticket in 1877. To make sure of this, Superintendant Reasoner issued a notice that all passengers were to show their tickets to gatemen at Hoboken before passing from the waiting room to the trains. Gatemen had strict orders to allow no persons to pass without showing a ticket.



This 1864 commuter ticket was good for a year.

A FAMILY AFFAIR— The Vet

Mr. and Mrs. John Walsh, of Scranton, with Mr. and Mrs. Dominick DiPietro, of Pa. Mr. Walsh is president of Lackawanna Veterans at Scranton, and Mr. DiPietro is president of Erie Railroad Veterans association.

Taking time out for a few minutes is this group, which includes William Beers, retired locomotive engineer from Scranton, and Mark Moran, retired switchman, also from Scranton.

ONE of the important functions of the Lackawanna Veterans Association is the annual picnic and outing, held this year at Bertrand Island park, Lake Hopatcong, N. J. Despite the rain, which held forth most of the morning, some 400 members and their families came to enjoy the day and renew friendships. There were

This is Captain Harry D. Midget with his f board of the Lackawanna Veterans associatio

Fred Diegtel, general superintendent, chats with Clarence Baker.

erans Picnic

all sorts of activities arranged for the day, including rides for the children at special prices . . . and the picnic basket was the order of things when lunch time came around.

Here are a group of pictures taken at random during the day, and if the smiles mean anything, everyone had a good time.

ly, and David K. Waldron, chairman of the . Hokoken.

J. Lyman and Mr. and Mrs. John Carroll, Scranton.

Engineer Alec Leggett with Mrs. Leggett and their two children.

Matthew Ludwig, Water Service department, Scranton, with Mr. and Mrs. Daniel McCarthy. Mr. McCarthy is retired derrick engineer, Scranton.

Here is Jack Gilligan with Mr. and Mrs. Walter Morgan, all of the Morris and Essex division.

DINNER IN THE DINER IS EXCITING

That Is, For the Passenger-But It Is A Money-Losing Proposition For the Railroad

EATING dinner in the diner is an exciting experience for most travelers, whether they are the casual variety or regular riders. It is generally an event looked forward to with some enthusiasm, but with little acquaintance with what is required to make the dining car ready to serve a sandwich or a full dinner.

More than 44 million passengers ate in dining cars on American railroads during 1953. Of this number more than 152 thousand were patrons of Lackawanna diners. From the point of view of knowledge of the subject, the dining car patrons are no different from those who regularly patronize restaurants. They generally have an idea of what they would like to eat, but are swayed by the menu. Beyond that, they are either pleased or dissatisfied with the service or the food, or both.

It is the ambition of the Lackawanna's dining car department that its patrons should be pleased both with the service and the food, never dissatisfied. It is the aim of the dining car department to provide its patrons with the best in food and service.

This is no small undertaking when all phases of the operation are considered. Unlike a restaurant, which has a more or less steady patronage day after day, the railroad dining car can have a variation of several hundred per cent from one day to the next. The space limitations of a diner would drive a restaurant operator out of his mind.

Chef Walter Washington stands behind an array of the food that was loaded one day recently on the "Phoebe Snow" at Hoboken. This, of course, is only a sample of the wide variety of things carried.

Stocking the diner, on the "Phoebe Snow" for instance, is a job of no small proportions. The car seats 36 people, but it must be prepared to serve several times that number at both luncheon and dinner.

The standard equipment on the car includes 600 linen napkins, 80 large and 60 small table cloths, 12 table pads, plus enough waiters coats, cooks coats and hats and aprons to supply each man with two a day in addition to more than a score of towels. The car is out for two days.

In addition on each diner there are 409 pieces of china, 228 pieces of glassware and 471 pieces of silver. Then there are water pitchers, salt and pepper shakers, cream and sugar sets, menu holders, individual tea and coffee pots, soup liners, butter dishes, finger bowls and crumb trays. In the kitchen, or galley, is the usual complement of pots, pans and cutlery.

For the benefit of the housewife, it is interesting to note that all of this silver is polished every day.

As Russell H. Lloyd, superintendent of Lackawanna dining cars put it, "People consider it a special occasion to eat in dining cars and therefore they expect everything to be of the best. That's why we provide pure Irish linen, fine silver, freshly-cut flowers and the choicest of foods."

Occasionally the dining car patron desires a cocktail or an after-dinner brandy. The railroad is always ready to serve refreshments in the proper glasses. This requires an assortment of 11 types of glassware.

The china includes such items as breakfast plates, dinner plates, cups and saucers, cereal bowls, egg cups, boullion cups, bread and butter plates, salad plates, oyster plates and dessert

Final touch in the dining room is the placing of flowers in vases on the tables by Steward Leo Tremblay. Waiters are Fred Meek, Valentine Berridge and James Lewis.

dishes. Then there are silver covers to insure that the dinner will reach the table piping hot.

The food with which the diner is stocked includes enough for two days, according to menus worked out in advance. The menu for dinner includes four entrees, one of which might be American Pot Roast with noodles. Along with that the diner may select puree a la Jackson, new potatoes parsillade, kernel corn in cream, chopped combination salad with French dressing, hot rolls or muffins, butter, apple cobbler and beverage.

There are three other entrees on the menu besides the pot roast, several other vegetables, another salad, a dozen different desserts in addition to a score of a la carte items including corn beef hash, ham and eggs and sandwiches.

The dining car department has no way of knowing in advance what its patrons that day are going to want to eat, and like any restaurant, must be prepared to meet all possible combinations on the menu . . . along with requests for some things that are not on the menu.

All stocking of the diners is at Hoboken. The ordering of the food and other items carried on the dining cars is done by Superintendent Lloyd, who has headed the dining car department for the past six years. Each steward, however, is responsible for his own car and must see that it is supplied with the right amount of food, according to the menu, and the required amount of linen, silver, china and other standard items.

Stewards like Herman Prussner, Arthur Elwyn, Leo Tremblay, Russell Preno, Al Elgaway and Walter Coffin must calculate their requirements with a great degree of accuracy.

The steward estimates his trip requirements in collaboration with the chef to ascertain how much food is still on the car upon arrival in Hoboken from Buffalo, for example. It's no easy job, because on one day the 'diner may feed 75 people, and the next day 150. However, the day to day experiences of the steward stands him in good stead in estimating his needs for the next run. This experience almost eliminates the possibility of over- and under-stocking a diner.

The steward, in addition to ordering and keeping track of the food and other material which is necessary in the operation of the car, also has other responsibilities. He keeps the time sheets on the waiters and the cooks and helpers and is generally responsible for the operation of the car. Although he doesn't solicit business he does seat the patrons and makes every effort to see that they are comfortable and satisfied with both service and food.

Most of the food served on Lackawanna diners is prepared on the cars, even the peeling of potatoes. None of it is precooked in advance. The chefs

Continued on Next Page

One of the first jobs in the morning for Frank Mastrengelo (left), trucker, and Henry Fricke, dining car storekeeper, is to fill the order for the "Phoebe Snow."

After the material is delivered to the diner, Second Cook Rudy Harris begins to stow it away in the refrigerators and cabinets in the car. Helping is Addison Haines.

must be versatile enough to prepare any item on the menu.

Lackawanna chefs, like Walter Washington, Richard Everett, William Lockhart and Warren White, can turn out the Lackawanna specialty, Beef Steak and Mushroom pie, that puts mother's cooking to shame.

Unfortunately, the dining car business is a money loser for the railroads, and the Lackawanna is no exception. Last year the Lackawanna had to spend $1.26 to take in a dollar, As a consequence, the loss runs into thousands of dollars every year. Even though operated at a loss it is a service that must be provided the travcling public. In order to keep the loss at a minimum, it must be made attractive and operated efficiently.

Many innovations have been tested to reduce or eliminate the loss, but each one has failed for one reason or another. There are certain basic responsibilities for the loss, which are beyond the ability of the railroad to ovcrcomc.

For cxample, the average dining car, such as used in the "Phoebe Snow," costs $150,000, far more than a restaurant of equal seating capacity in New York City. In addition, the food cost per unit is higher, partly because of the quality that is required and partly because of the limited storage capacity. Cost of labor is another important consideration. More people staff a railroad dining car than a restaurant of equivalent seating capacity and at the same time, dining car employes are paid on an average considerably more than the waiter in a non-mobile restaurant.

What can be done about it? Probably nothing since almost anything would require the sacrifice of service or quality of food or both, any one of which would reduce patronage and the loss probably would go higher.

The dining cars, however, have an important place in the passenger scheme. Their principal attribute is the creation of good will among travelers when service and food are right. Courteous service coupled with good food tastefully prepared portrays the railroad. in good character.

The Lackawanna is fortunate in that its dining cars fcaturc both of these qualities.

Railroad Preacher

United Press recently carried a story of a Presbyterian minister, the Rev. David B. Russell, of Schenectady, N. Y., who has earned the nickname of the "Railroad Preacher" because riding on railroad trains is his hobby. So far he has traveled 37,000 unduplicated miles on 126 different railroads in the United States, and he will not be satisfied, he says, until he has ridden on some 475 other railroads in this country. In answer to an inquiry as to how he became interested in the hobby, Rev. Russell replied, boys like trains, and I never got over it."

Do The Job Easier, Faster and Better

W H E N Charles Klein went to work for the Lackawanna in the enginhouse at East Buffalo as a machinist-apprentice on September 18, 1906, it didn't seem to portend anything of great moment, outwardly, at least. As a matter of fact, he was just another of the several apprentices in the shop.

He was handy where mechanical things were concerned, he kept his eyes and ears open and he did a lot of thinking. These things stood him in good stead as the years went by . . . because he progressed from one job to another, each a little higher np the ladder.

Today he is general foreman of the enginehouse where he first started to work 48 years ago. He has held that position for the past eleven years.

Lots of things have changed on the Lackawanna Railroad and thc mechanical department in those years, hut Charlie Klein still has his eyes and ears open and is still thinking. Throughout his career in the Mechanical department his outstanding characteristic ha5 been to get the job done easier, fastcr and more efficiently.

When the railroad's trains were being pullcd by steam power the opportunities for a machinist seemed to be more apparent. There were all sorts of jobs to do, many of them so different from the diesel. This stems partly from the fact that the diesel is a much more efficicnt machine and partly from the fact that more parts were manufactured for the steam engine right in the railroad's own enginehouses.

As one little example, take the shoe and the wedge used in connection with the driving boxes on a steam locomotive. It had been the custom for many years to make one of these at a time. The railroad never seemed to be caught up with the job, let alone get ahead.

Charles Klein

Mr. Klein looked the job over aftcr hc had been assigned to it. He made up a jig and the result was that now 16 could be planed at the same time that one was made before. Solutions to problems like this have spotted his railroad mechanical career.

He remained at East Buffalo, working at many of the various jobs in thc enginehouse, until 1931 when he was made night enginehouse foreman at Groveland, New York. Many steam engines were located at Groveland in those days to be used as helpers over Dansville hill, the ruling grade eastbound on the railroad west of Scranton. In addition there were several runs out of Groveland to Buffalo every day, *so* there was plenty of work for the young night foreman.

Charlie Klein held this position until 1938 when he was sent to Elmira as day enginehouse foreman. He remained at Elmira until 1943, the years when America was re-arming and the first years of World War II. The demands on time and energy were heavy during those years for every railroad man because of the tremendous job of transportation that faced the nation's carriers.

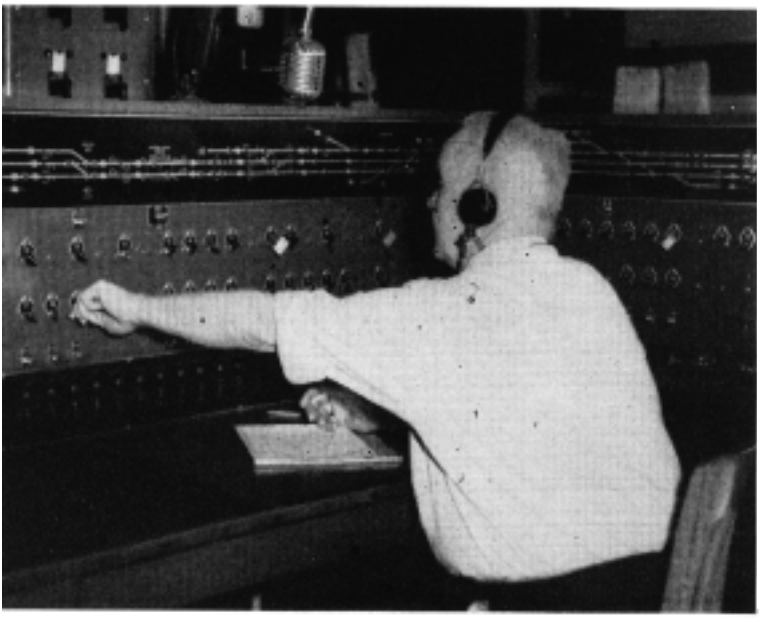
In 1943 Mr. Klein returned to Buffalo, this time as general foreman of the enginehouse, the position he holds today. The steam engines have gone, to be replaced by the modern, powerful new diesel locomotives. But the work is still there. To increase the efficiency of his shop, Mr. Klein moved the servicing of the diesels from one side of the enginehouse to the other, in order that that department would be close to the stores and parts supply and thus reduce time and distance that mechanics used in getting replacement parts.

Today Charles Klein lives at 3377 Union Road, in Chektowaga, suburban Buffalo. He is the father of four children, one boy and three girls, nll of whom are now married. He has six grandchildren.

His son, who lives at East Aurora, is a Lackawanna fireman. Of the three girls, one lives at Oak Ridge, Tennessee; another at Buffalo, and the third at Bowmansville, N. Y.

Today Mr. Klein has 52 men on the enginehouse force, has 20 yard engines and an average of 18 road engines to keep track of. In his office, his back is to another of his ideas — the rotating, barrel-shaped engine crew assignment board. A smaller one is located at Elmira. The board is painted black and is squared off for the various assignments which are chalked in in order to keep it up to date. On the under side are a series of fins, *so* that by opening and closing a compressed air valve, the "board" can be turned by the clerk ten feet away.

After nearly a half century of service Charlie Klein can look back over the years and see the many symbols of progress. The Lackawanna has been good to me, he will tell you. Looking ahead? More progress is coming to the railroads every day, he believes . . . we never stand still in this business , . . always something new to do every day.



BEHIND THE STATION

Thousands Of Brilliant Developments Spell Progress For the Railroads In Spite Of the Heavy Hand of Regulation And The Lack of Freedom To Manage

One of the unnoticed technological improvements in railroading is Centralized Traffic Control. On the Lackawenna, here is a variation of that device, located at Newark, which controls switches in the area between Roseville Avenue and the Koppers Company plant. Forty-four trains pass through this area between 6:30 a.m. and 7:55 a.m. Operator is Charles J. Sherm.

FOR a hundred years or more the railroads have been a glamorous and a most important performer on the American scene. At the turn of the century the railroads were the only big business in America, as we know big business today. The railroads kept the steel industry busy and the coal companies prosperous. They consumed great quantities of virtually everything made in America and provided the country's only high-speed transportation.

But with the age of the internal combustion engine came a revolution in transportation.

In something like four score years America developed the greatest transportation system in the world . . . and the railroads found themselves faced with vigorous competition from every corner—by land, by water, by air and by pipeline. But they still were being regulated as if they were still a monopoly.

The railroads found themselves in a frustrating position. Their competition was, and is, paying some of their direct operating costs with money from government funds. The railroads found themselves on the same side of the table with the rest of the taxpayers while their competitors were elbowing in on the receiving side.

The railroads today provide direct employment for one and a quarter million people, and are the largest consumers to be found anywhere in the market places of America.

Their new competitors have caught the public fancy with their newness to the extent that the railroads have been described as a relic of the past . . . that America can get along without them . . . that they have been slow to modernize and "keep up with the times."

The facts of the matter are that the American railroads have been improving and modernizing their operations since the end of World War II at the rate of about one billion dollars a year, a greater rate than any other industry. And yet, how many people have you heard ask the question: "don't the railroads know that one way to increase earnings is to modernize?"

Never has any industry been so carefully, so thoroughly redesigned, from the inside out, than have the railroads. By 1948, more than one-fifth of all the money spent by all U. S. industry on improvement since World War II was spent by the railroads. This reconditioning program has amounted to a revolution, second to none in American industry.

What the average person sees when he looks at the old fashioned station, and what actually is happening in the railroad industry are two distinctly different things.

To tell the story and to increase public understanding of the achievements and the importance of the railroad industry, a Committee of Railroad Suppliers, recently organized for this purpose, launched a campaign at a luncheon in New York. The main purpose of the committee's campaign is to point up the outstanding job the railroad industry is doing in spite of the restrictions, regulations and other hurdles which interfere with railroad management's reasonable freedom to manage.

Speaking at the luncheon, Benjamin F. Fairless, chairman of the board of the United States Steel Corporation, pointed up the basic importance of the railroads to the American economy. He said: "Some 13,000 steelworkers are out of jobs today because the railroads cannot buy the equipment they should buy, and would buy if they could afford to do

The railroads were hard hit during the first half of 1954. Because improvements must be paid for out of current earnings and not from surplus when earnings drop, curtailments in expenditures are necessary.

That was Mr. Fairless' point.

Normally, he said, about seven per cent of all the steel that is made in this country is sold—directly or indirectly

—to the railroads. Last year that amounted to five arid a half million tons of finished steel products. But present indications are, he said, that the railroads this year will buy only a little more than four million tons of these products.

The cold, hard realities of the industry's situation, Mr. Fairless asserted, result from the fact that "America's railroads are being taxed to death, bargained to death and regulated to death."

Between World Wars I and II, the railroads poured some 12 billion dollars into improvements. After the second world war, the job of rehabilitation began in earnest . . . and since then another 10 billion dollars has gone into improvements and modernization. These include such things as electronic devices, radio communication, automatic car sorting, new types of freight handling equipment, new motive power, advanced control and signal systems, new types of equipment for track laying, cleaning and maintenance, more than a half million new cars, better by far than anything they ever had before.

Most of these things the public never sees and knows little about . . . Yet they are the very life blood of railroad progress.

Among the many remarkable advances in railroading in recent years, and certainly one of the great money-saving devices, has been the diesel locomotive — probably the most obvious to the general public.

Once the diesel went into service, railroad managements promptly recognized its many remarkable advantages: high fuel efficiency, virtually no time lost for repair and servicing, high power in starting, no reciprocating parts in the driving wheels to wear tracks and damage roadbeds. It brought cleaner, swifter power for passenger and freight trains.

The diesel in itself, did not revolutionize the railroad industry. But it was the harbinger of a whole series of technological advances. Roadbeds, ballast and rails had to be straightened and smoothed to provide for heavier and more continuous travel. To accommodate the faster moving freight trains, operations had to be speeded up in yards, to take advantage of the faster running times of the trains. Signal systems had to be designed to accommodate the more continuous traffic on the tracks and the tighter schedules; traffic control had to be simplified; automatic block signalling had to be developed beyond anything thought possible a few years ago. Then came improved track circuits and better track maintenance.

A thousand other things, that to the casual observer would seem insignificant, needed overhauling and even redesigning. There were such things as couplers, draft gear, brake shoes, hand brakes, journal boxes and bearings, lubricants and even the ties where new research and scientific testing have brought about an annual saving of $250,000,000.

No other industry invests so heavily in modernization as do the railroads. The railroads far outstrip the utilities, chemical and allied industries, iron and steel industries and automobile manufacturers.

But it has been a slow process. When prices and wages went up they presented even more problems, because unlike another business the railroads could not immediately increase the prices for their services to meet these advances in costs. The adjustments in rates came only after long and protracted hearings and more often than not it was a case of "too little and too late."

But the job has been and is getting done against tremendous odds, principally featured by diminishing traffic due to subsidized competition, regulation as though they were still a monopoly and taxation as if they were still the only big business in the nation.

To get the job done railroad companies have been redesigned, streamlined and rebuilt along efficient lines unsurpassed in any other industry. The progress in railroading in recent years has come almost wholly as the result of good management. In most other well run industries management has the freedom to manage, to invest, to adjust business operations to consumer demands, and freedom to discontinue unprofitable items. Railroad managements on the contrary have to manage with none of these advantages and virtually within the confines of an economic and regulatory straight jacket.

But they are still trying. They have virtually worked miracles, and greater ones are still to come. They will come, too, under any circumstances . . . but they can come faster with a better public understanding, and when the shackles we loosened.

Committee of Suppliers Was Organized To Show Importance of Railroads

THE Committee of Railroad Suppliers was organized for the purpose of "building confidence in the railroad industry by interesting the business community in what that industry has done and is doing to help itself."

Speaking for the executive committee of CRS, E. 0. Boeshell, chairman of the board and president of Westinghouse Air Brake company, said: "Those of us who have contributed toward the committee's project did so in the firm belief that if we can show American businessmen how important the health of the railroads is **to** the health of their own business, and if we can convince them that railroad managements are doing everything in their power to improve the health of their industry and are not lost in the jungle of problems we hear so much about — then these business leaders might find ways to help the railroad industry secure a freedom to manage their own affairs."

From This Corner:

The Vice President-Operations

As this issue of the magazine goes to press, we leave behind us the Summer of 1954 and head into the fall and winter months.

The safety record for the first three quarters of 1954 has, I am sure, been a disappointment to every Lackawanna employee. We can do better in the last quarter of the year if we really set our minds to doing it. Each one must designate himself a committee of one to, first, look out for himself and, secondly, to watch out for his fellow employee. When this is done, we will have an unbeatable combination, and not only will our safety record be improved, but the suffering and sadness that is inherent in personal injuries will be avoided.

We have the best railroad men and women in the country. Let's resolve to work safely, to the end that we have a safety record as befits Lackawanna people! — W. G. White

ORCHID OF THE MONTH

Herman L. Harris
Engineer, Buffalo, N. Y.

Cooperation Can Push Our Safety Record To The Top

TAKE 15 reportable injuries for the month of July and add them to those already listed for previous months and the Lackawanna's safety record for the first seven months of 1954 is not as good as it could be. As a matter of fact, these injuries keep us in fifth place in the Association of American Railroads national contest.

Those fifteen injuries in July do not improve our chances of winding up in first place, but in the five months that are left we certainly have an opportunity to better our position. It is not going to be easy, but with the cooperation and united effort of every Lackawanna employe we surely can move up in the listing.

A careful man is a safe man and he is the man who obeys the safety rules. He is alert to every possibility of accidents, particularly those that cause personl injury. He has respect for his fellow men and conducts himself in a safe and careful manner. He is the man who does a really good job.

Just knowing and observing the safety rules of the railroad is not enough. It is also necessary to keep alert against actions that cause accidents.

The safety rules are made, not arbitrarily by management, but rather for the protection of every employe. Unfortunately, many of today's safety rules resulted from accidents. The safety rules were instituted so that accidents — that maybe injured someone, or perhaps took a life — can't happen again.

The Lackawanna has the necessary ingredients — a fine roadway, the best equipment, intelligent capable men and a fine past record — to make a good safety mark.

Cooperation by everyone during the next months will bring our safety score up to equal the rest of the ingredients.

The Other Fellow's Corner

"I think that I shall never see
A safety rule that's meant for me.
This was said by poor old Sharpe—
He's left this earth, now plays a harp."

Forty-three years service without a personal injury.

Mr. Harris is a credit to his profession and a fine example of clear, level headed, safe working habits. He has enjoyed safe employment with the Lackawanna Railroad. since August 1911. Mr. Harris attended the first Safety conference as a representative of the Lackawanna Safety Committee 'at the Bellevue-Stratford in Philadelphia, October 20 and 21, 1915.

Accidents

Fatalities to railway employees during the first half of 1954 totaled 108, compared with 150 in the same period of 1953, a reduction of 28 per cent. Personal injuries to railway employees were reduced from 9,569 in the first half of 1933 to 7,208 in 1954.

Will Phoebe Smile At You?

Motive Power and Equipment Department
Miscellaneous Department

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

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

	Killed	Injured	Casualties To Date	Manhours Worked To Date	Casualty Ratio per Million-Manhours Worked To Date	Worked To Date. 1953
TRANSPORTATION DEPARTMENT						
1. Buffalo Division	0	0	5	1.398.183	3.58	2.68
2. Scranton Division	0	6	10	1,927,764	5.19	9.33
3. M&E Division	0	4	22	2,857,346	7.70	5.29
4. Marine Department	0	1	5	608.392	8.22	6.68
TOTAL	0	11	42	6,791,685	6.18	6.03
MOTIVE POWER & EQUIP. DEPT.						
1. Diesel Shops. Scranton	0	0	0	337.867	0.00	3.13
2. Car Dept., Buffalo Division	0	0	0	316.464	0.00	5.91
3. Master Mechanic. M&E Division	0	0	0	119.401	0.00	0.00
4. Buffalo Division Enginehouse	0	0	0	97.362	0.00	0.00
5. Keyser Valley Shops	0	1	1	370.328	2.70	0.00
6. Car Dept., M&E Division	0	1	2	498.318	4.01	1.92
7. Car Dept., Scranton Division	0	0	1	232.381	4.30	10.57
8. Master Mechanic. Scranton Division	0	1	1	126.934	7.88	11.86
TOTAL	0	3	5	2.099. 055	2.38	3.69
MAINTENANCE OF WAY & STRUCTURES DEPT.						
1. B&B Dept., M&E Division	0	0	0	251.620	0.00	0.00
2. Track Sub-Divivision No. 3. Scranton	0	0	0	201.041	0.00	0.00
3. Track Sub-Division No. 6. E. Buffalo	0	0	0	177.079	0.00	0.00
4. Track Sub-Division No. 5. Elmira	0	0	0	136.543	0.00	0.00
5. B&B Dept., Scranton Division	0	0	0	121.844	0.00	20.14
6. B&B Dept., Buffalo Division	0	0	0	91.004	0.00	0.00
7. Track Sub-Division No. 4. Binghaniton	0	0	0	82.553	0.00	0.00
8. Track Sub-Division No. 1. Hoboken	0	0	1	215,355	4.64	4.32
9. Elec. & Communications Dept	0	0	1	128.458	7.78	0.00
10. Signal Department	0	0	2	235,462	8.49	4.03
11. Track Sub-Division No. 7. Syracuse	0	1	2	179.266	11.16	5.12
12. Track Sub.Div. No. 2. Stroudsburg	0	0	3	173.188	17.32	0.00
TOTAL	0	1	9	1.993.413	4.51	3.09
MISCELLANEOUS DEPARTMENTS						
1. Purchases & Stores Dept	0	0	0	122.853	0.00	0.00
2. Property Protection Dept	0	0	0	108.549	0.00	0.00
3. Dining Car Department	0	0	2	91.330	21.90	0.00
TOTAL	0	0	2	322.232	6.21	0.00
H. H. Antrim. Accounting Dept., Scranton	0	0	1	—	—	—
GRAND TOTAL	0	15	59	11.206 385	5.26	4.85

Reportable Casualties July 1953	12
Reportable Casualties July 1954	15
Increase	3

STOP! LOOK!
LISTEN!-LIVE!

EMPLOYEE CASUALTIES
GROUP "B" RAILROADS

Based on reports to Interstate Commerce Commission for the first six (6) 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.	18.625	4	49	2.84	2.80
2.	A. C. L.	18.557	3	50	2.86	3.70
3.	Erie	18.587	2	66	3.65	4.63
4.	Tex. & New Orlns.	16.723	1	62	3.77	2.53
	D. L. & W.	10.360	0	44	4.25	4.09
	Wabash	12.844	1	58	4.60	6.17
	StL-SF (InStLSFT)	16.365	0	82	5.01	5.19
8.	NYC&STL ([ncW&LE)	15.484	1	77	5.04	6.34
9.	C. R. I. & P.	20.222	0	103	5.09	6.77
10.	Reading	14.066	0	76	5.40	5.49
11.	Boston & Maine	12.016	0	65	5.41	6.43
12.	G. M. & 0.	9.512	1	54	5.78	5.12
13.	M-K-T	8.901	1	51	5.84	3.39
14.	Seaboard A. L.	16.373	0	116	7.08	7.14
IS.	NY, NH & H	18.526	3	225	1231	9.33

Took over fifth position last month-still there this month—no gain but no loss either.

Let us strive. for the remainder of the year. to advance one position a month. We can do it by THINKING and working safely. by doing our job correctly. by obeying our supervisors and our Safety Rules.

Let's go fellows! Let's be the champions.

The Half Century Club

Henry E Cruser (right), chief train dispatcher on the Morris and Essex division at Hoboken, marked his 50th year of Lackawanna service recently. With him here is V. P. Kain, car distributor, also a 50-year man, who sits across the desk from him every day. Mr. Cruser started his career with the railroad July 25, 1904 as a telegrapher and subsequently served as extra train dispatcher, train dispatcher and assistant chief train dispatcher. He was named chief train dispatcher Nov. 23, 1938. Mr. Kain started with the Lackawanna in 1904 as delivery clerk at the Newark freight house. He worked as yard clerk at Harrison yard before taking his present position June 16, 1918.

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.

Wynne, William J., 537 Howard Ave., New Haven, Conn.
Muller, Johann, 308 Bloomfield St., Hoboken, N. J.
Jones, Andrew Matthew, 590 Spring St., Buffalo 4, N. Y.
Staples, John Gurney, 1591 Jefferson Ave., Buffalo 8, N. Y.
deNourie, Victor Eugene, 17 Summit St., East Orange, N. J.
Cisternino, Michele, 129 Nelson St., Syracuse, N. Y.
Arcidiacono, Sebastiano, 62-64 Forsythe St., New York 2, N. Y.
Conroy, Maurice A., 1703 Jefferson Ave., Dunmore, Pa.
Davison, Fredrick G., R.D. No. 3, Moscow, Pa.
Butler, William H., RFD No. 3, Fulton, N. Y.
Hendey, William C., 36 Wilber St., Belleville, N. J.
Everick, Frank (F. Plucinski), 86 Shanley St., Buffalo 6, N. Y.
Burns, Joseph C., 503 Prospect Ave., Scranton, Pa.
Cahill, Patrick J., 76 Mitchell Ave,, Binghamton, N. Y.
Genung, Robert Isaac, 150 North 14th St., East Orange, N. J.
Young, Grover Cleveland, 20 Livingston Ave., Dover, N. J.
Manley, John H., 1703 N. Webster Ave., Dunmore, Pa.
Amey, Victor, 8111 Wisconsin, Detroit 4, Mich.

burg, Pa.
Latzko, Albert R., 713-22d St., Union City, N. J.
Flister, Eugene W., 3 Carter Pl., South Amboy, N. J.
Kilbride, Thomas L., 8 Standish Rd., Valley Stream, N. Y.
Foiw, Alhert J., 619 Stafford Ave., Scranton, Pa.

"Lest We Forget..."

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

Cooper, John L., 129 S. Lincoln Ave., Scranton, Pa.
Driscoll, Thomas W., 404 Riverside Dr., Johnson City, N. Y.
Fey, Frederick, 221 E. Mountain Rd., Scranton 5, Pa.
McCoy, Harry L., 208 Ideal St., Buffalo
McIlravey, Thomas, 8561-150th St., Janiaica 35, N. Y.
Pavlik, Paul Peter, Highland Ave., Montville, N. J.
Bell, Harry, 260 Robinson St., Binghamton, N. Y.
Burkhardt, Robert J., 198 Walnut St., Nutley, N. J.
Carter, George F., 926 Richmont St., Scranton, Pa.
Cruver, Harry Bush, Box 126, Minnisink Ave., Shawnee-omDelaware, Pa.
Davies, William Thomas, Box 18, Hamlin, Pa.
Honan, Michael, 9 Lake St., Mt. Morris
Hudson, Roy D., 1701 South Sixth Ave., Tucson, Ariz.
Kane, Patrick J., 2 Joyce St., Greenwood, Scranton, Pa.
LeBarron, Louis Henry, 322 Baker St., Corning, N. Y.
Lestrange, Edward R., 203 Wheeler Ave., Scranton, Pa.
McCabe, James W., 524 Pear St., Scranton, Pa.
Masurick, Joseph, 337 Dodge St., Scranton 5, Pa.
Monnhan, Thomas A., 3410 Buena Vista St., San Diego 9, Calif.
Spinnegan, William Fredk., 1907 Harmon Ave., Winter Park, Florida.
Herwig, William, 12 Reserve Ave., Jersey City, N. J.
Johnson, James Henry, 346 Queen St., Northnmbcrland, Pa.
Smitka, Isidore, 1040 Birch St., Boonton, N. J.
Garrity, Frank G., 512 Fourth Ave., Scranton, Pa.
Smith, Edison Roberts, 1156 Chenango St., Binghamton, N. Y.
Bruland, Rasmus T., Cedar St., Box 194, Ft. Pleasant, N. J.
Happ, Emma D., 1503 Mulberry St., Scranton, Pa.
Godell, Harvey S., 248 Ideal St., Buffalo 6, N. Y.
Kuratnick, Michael, 254 Railroad Ave., Scranton, Pa.
Pietruscewski, Andrew, 34 Halstead Ave., 12 N. Y.
Morrissey, lohn E., 17 Shepard Ave., E. Orange, N. J.

The last of the "Camelbacks" remaining in service-Locomotive No. 774 of the Jersey Central Railroad-pulled an 8-car excursion special from Jersey City to the North Jersey seashore area on Sunday, July 11, 1954. The excursion was sponsored by the New Jersey chapter of the National Railway Historical Society.

HOW WE STAND

The Delaware, Lackawanna and Western Railroad had a net income after contingent charges, but before capital and sinking funds, of $90,550 for the month of July, this year, as compared with $331,618 for the same month in 1953. . . . For the first seven months in 1954, the railroad had a net income after contingent charges, but before capital and sinking funds, of $1,780,480, as compared with $3,876,724 for the same period in 1953. . . . Gross income for the first seven months of 1954 amounted to $45,362,155, as compared with $52,955,594 in 1953.

TRAINMAN RETIRES

Trainman Robert I. Genung waves goodbye to friends from the steps of a suburban passenger car at Hoboken as he leaves on his last trip before retirement. . . . Mr. Genung entered Lackawanna service May 1, 1903 as a trainman and served in that capacity for 51 years. . . . The day of his retirement also marked his 70th birthday. Mr. Genung will reside at 150 No. 14th Street, East Orange, N. J.

RETIRES TO CIRCUS

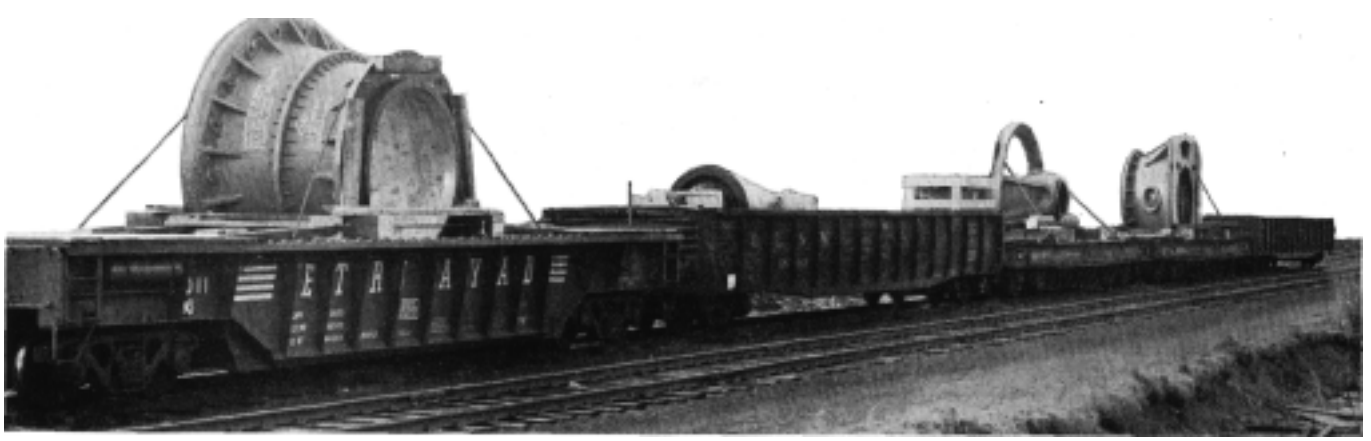
Retirement from the Lackawanna was only the step-stone to another career for Clyde R. Randall, wrecking master at Scranton. With Mrs. Randall, he left immediately for Chicago to join the Ringling Brothers-Barnum and Bailey circus as general car foreman. Circus life is not entirely new to Mr. Randall, because he had worked for the organization that later became the present Ringling Brothers. . . . Mr. Randall had lived in Scranton 32 years. He began his railroad career in 1906 on the New Haven, and successively worked for the Santa Fe, Oregon Short Line, Northern Pacific, Union Pacific and Southern Pacific before coming to the Lackawanna.

RAIL "Y" MEMBER DRIVE

Railroad YMCA chapters on the Lackawanna Railroad will hold their annual drive for members this year between September 27 and October 11. A trophy is awarded each year to the Lackawanna YMCA enrolling the most members. Winner last year was Binghamton. Last year, total membership of Lackawanna employes in the Railroad "Y" was 6,278. There are 190 Railroad "Y's in the United States and Canada.

Our Sincere Thanks . . .

"We wish to offer our sincere thanks for the excellent service we received recently from the Lackawanna Railroad in the movement of tank cars of tar products from our Seaboard (Kearny, N. J.) plant to our Utica plant. . . . The service was excellent and all'. concerned are to be congratulated."—H. L. Francis, Eastern Traffic and Transportation Manager, Koppers Company, Inc., Kearny, N. J.



BIG LOAD It took five well cars to handle the shipment of sections of a rock crusher factured by Kennedy-Van Saun Company, of Danville, Pa., to Hoboken for export to India. The load weighed 399,815 pounds. It will be used in construction of India's Hirakud Dam, which is expected to irrigate some 1,900,000 acres and increase the yearly food grain production of that nation by 750,000 tons.

BOUQUETS

DONALD Pierson, Newark passenger agent, has been commended for "a wonderful job in arranging quite an extensive and involved trip to the west coast and the Canadian Rockies," by Mr. and Mrs. Carl K. Withers of Ncwark, New Jersey. Mr. Withers is president of the Lincoln National Bank of Newark. . . . "Having dealt with commercial travel agents for many years," writes Mr. Withers, "I was agreeably surprised to learn of this (Lackawanna travel) service through my connection with the Red Cross, and even more so at the thoroughness with which Mr. Pierson had taken of details. He didn't forget anything that might in the least contribute *to* our having a carefree vacation."

Conductor Bernard Rice, Morris and Essex division, was commended for his "thoughtful service" in a letter written by Charles E. Howell of Madison, New Jersey. Mr. Howell had left a briefcase and package on the train when he got off at Short Hills. Upon returningto his home in Madison, Mr. Howell was amazed to learn that his articles were waiting for him at the Morristown station. "I went to Morristown and recovered the articles. Mr. Rice said that was all part of the DL&W service. . . . May I take this opportunity to thank Conductor Rice for the thoughtful service he rendered to me."

Flagman Ernest Watkins and Pullman Porter Willy Lee were both commended by Miss Louise K. Tiedeman of Mount Vernon, New York, for making her train trip from Pocono Summit to Hoboken a "ride of pleasure." . . . Miss Tiedeman writes : "Mr. Watkins was interestingly informative. Mr. Lee is the nicest porter I've ever encountered and I have *to* travel a lot in business. These men were both so agreeable and so pleasant, it was really nice to have had our paths cross."

Blind and traveling alone from Chicago recently, Mrs. Clare Steitz, Morris Plains, New Jersey, has thanks for William H. Donnelly, freight traffic representative in Chicago, for the courteous and considerate arrangements made by Mr. Donnelly for her trip. . . . "This is to thank YOU for the courtesies extended to me on my trip from Chicago," states Mrs. Stetitz, "I can assure any handicapped person that the Lackawanna takes good care of its patrons."

Somerset Quarry Again Shipping Crush Stone

CARLOADS of crushed stone are moving out of the Somerset Crushed Stone company at Bernardsville, New Jersey, today signalling the revival of an industry that contributed substantially to the town's welfare some years ago. The stone is en route to Cologne, New Jersey, where it is being used in a highway construction project.

The revival is another of thc projects that has marked thc success of a native of Bernardsville, Tony Ferrante. The quarry from which the stone is being taken, also has some significance to Mr. Ferrante.

Tony Ferrante's first job was at the age of 12 when he worked as a water boy for a crew that was building Route 32. That was in 1918. His first big break came some years later when he took a job of installing drains, laying a sidewalk, planting shrubs and grading on a nearby estate. He had no money with which to buy the materials, so the owner staked him. From then on he was in business.

Some years later, he took on the job of tearing down a large house, and oddly enough the tale of the stone quarry begins here. He had no use for the lumber from the house so he sold to W. H. Hoffman who was going to use it to build a quarry. That's right; years later, in 1945, Tony Ferrante bought back his lumber, but this time it included a stone quarry.

Carloads of material are not new to Mr. Ferrante. During World War II he moved one million yards fill from Lakehurst, N. J., to Fort Dix where he built the Maguire Airport. And just recently he donated and hauled 20 thousand yards of fill for the Little League baseball field at Bernardsville. To complete the job, he also sent a crew of workmen to grade and level it.

Such generosity is a part of Tony Ferrante, which accounts for the free use of his estate he gives to the residents of Bernardsville. Any organization with a good reason can use the estate, including the swimming pool and the huge outdoor grill and game courts.

As an astute businessman Bernardsville likes Tony Ferrante . . . and obviously he likes Bernardsville.

Somerset Crushed Stone Company quarry as it began shipping rock.

The "Phoebe Snow" makes a picture of lights and shadows as she backs in the passenger station at Hoboken. The sun streaming through the smoke-vents in the train shed roof send long streamers of the morning light the length of the platform and the bright, shining train sparkles like a diamond as she passes through each of the shafts of light.

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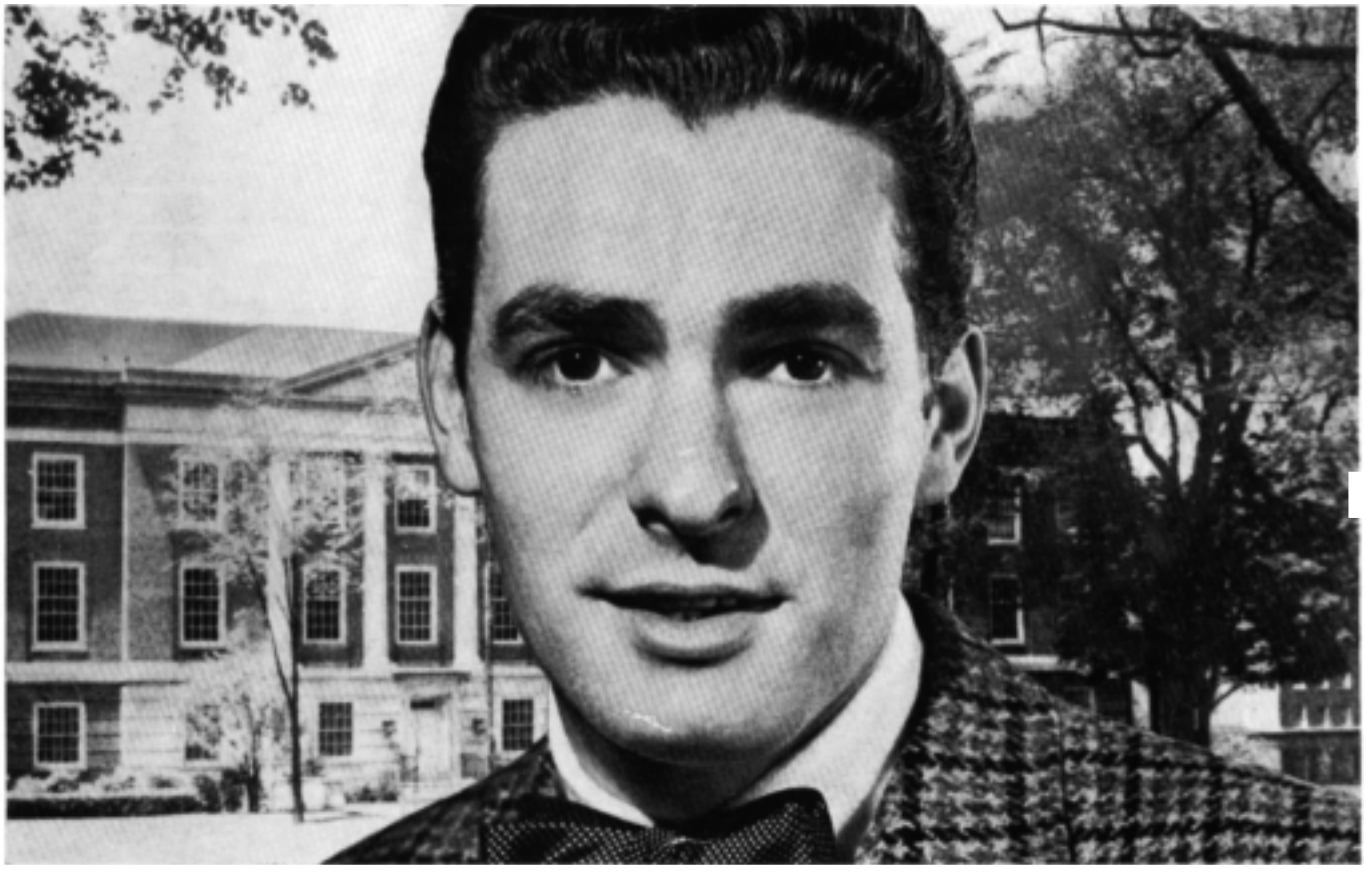
A Young Man From Syracuse Tells Why . . .



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LACKAWANNA RAILROAD

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