



THE DELAWARE, LACKAWANNA & WESTERN R. R. CO.—Continued.

FREIGHT EQUIPMENT—Continued.

ITEM NUMBER. A.A.R. Mech. Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS.														CAPACITY.		Number of Cars.									
			INSIDE.			OUTSIDE.							DOORS.				Cubic Feet Full.	Pounds or Gallons.										
			Length	Width	Height	LENGTH		WIDTH.		HEIGHT FROM RAIL.			SIDE.		END.													
						ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.		in.								
	Brought forward																				1682							
1	XM Box, All Steel, Z-bar.	36300 to 36391	40	7	9	2	10	4	42	2	{ 9 1 10 3 }	10	8	6	8	{ 14 3 13 7 }	14	11	14	11	6	2	9	9	3844	80000 lb.	92	
2	XM " " Z-bar.	36600 to 36649	40	7	9	2	10	4	42	2	{ 9 1 10 3 }	10	8	6	8	{ 14 3 13 7 }	14	11	14	11	6	2	9	9	3844	80000 lb.	31	
3	XM " Steel Underframe	41590 to 41599	36	8	8	6	8	2	37	10	{ 9 6 9 11 }	10	...	5	1	{ 12 8 12 ... }	13	1	13	7	6	...	7	6	2465	80000 lb.	2	
4	XM " " ....	42000 to 42999	36	8	8	6	8	2	37	10	{ 9 6 9 11 }	10	...	5	8	{ 12 8 12 ... }	18	...	13	7	6	...	7	6	2465	80000 lb.	10	
5	XM " " ....	43000 to 43499	36	8	8	6	8	2	37	10	{ 9 6 9 11 }	10	...	5	1	{ 12 8 12 ... }	13	1	13	7	6	...	7	6	2465	80000 lb.	8	
6	XM " " ....	43500 to 43999	36	8	8	6	8	2	38	1	{ 9 6 9 11 }	10	6	5	1	{ 12 8 12 ... }	18	1	13	7	6	...	7	6	2465	80000 lb.	455	
7	XM " " ....	44000 to 44799	40	6	8	6	9	...	42	2	{ 9 6 9 10 }	10	2	4	7	{ 12 2 12 3 }	13	7	13	7	6	...	8	5	3098	80000 lb.	2	
11	XM " " Z-bar	45000 to 45999	40	6	8	6	8	7	42	3	{ 9 2 10 ... }	10	3	6	1	{ 11 9 11 ... }	13	4	13	4	6	...	8	...	2965	100000 lb.	950	
12	XM " " Z-bar	46000 to 46999	40	6	8	6	8	7	42	3	{ 9 2 9 10 }	10	3	6	1	{ 12 10 12 ... }	13	3	13	3	6	...	8	...	2965	100000 lb.	973	
18	XM " All Steel, Z-bar. Note X(2)	47000 to 47999	40	6	8	6	8	7	42	3	{ 9 2 9 11 }	10	2	5	4	{ 12 11 11 8 }	13	8	13	3	6	...	8	...	2965	100000 lb.	981	
14	XM " Steel, Z-bar.	48000 to 48892	40	6	8	9	9	4	42	2	{ 10 ... 9 6 }	10	3	5	5	{ 12 7 13 6 }	14	...	14	...	6	...	8	8	3811	80000 lb.	873	
15	XM " All Steel...	48899	40	6	8	9	9	4	42	2	{ 9 9 10 1 }	10	3	5	...	{ 13 5 12 7 }	14	4	14	6	6	...	8	9	3811	80000 lb.	1	
16	XM " Steel, W-Section	49000 to 49502	40	6	9	2	10	...	41	9	{ 9 6 10 4 }	10	8	5	1	{ 13 9 13 1 }	14	7	14	7	6	...	9	4	3712	100000 lb.	495	
17	XM Stock, Single Deck, Steel Underfr.	50250 to 50299	40	4	8	5	8	...	42	3	9	3	10	2	4	3	11	11	12	8	5	...	7	5	2850	80000 lb.	2	
21	XM Box, All Steel, W-Section. Note D	51000 to 51749	40	6	9	2	10	...	41	9	{ 9 6 10 4 }	10	8	5	1	{ 13 9 13 1 }	14	7	14	7	6	...	9	4	3712	100000 lb.	748	
22	XM Box, All Steel, W-Section	51750 to 51999	40	6	9	2	10	...	41	9	{ 9 6 10 4 }	10	8	5	9	{ 13 9 13 1 }	14	7	14	7	6	...	9	4	3712	100000 lb.	248	
23	XM " " ..	52000 to 52249	40	6	9	2	10	...	41	9	{ 9 6 10 4 }	10	8	4	8	{ 13 9 13 1 }	14	7	14	7	6	...	9	4	3712	100000 lb.	248	
24	XM " " ..	52250 to 52749	40	6	9	2	10	...	41	9	{ 9 6 10 4 }	10	8	5	9	{ 13 9 13 1 }	14	7	14	7	6	...	9	4	3712	100000 lb.	495	
25	XML " " ..	" " ..	"	"	"	"	"	"	"	"	{ 9 6 10 4 }	"	"	"	"	{ 13 9 13 1 }	"	"	"	"	"	"	"	"	"	"	1	
26	XM Box, All Steel, W-Section	52750 to 53259	40	6	9	2	10	...	41	9	{ 9 6 10 4 }	10	8	4	8	{ 13 9 13 1 }	14	7	14	7	6	...	9	4	3712	100000 lb.	507	
27	XML " " .. Note E(2)	" " ..	"	"	"	"	"	"	"	"	{ 9 6 10 4 }	"	"	"	"	{ 13 9 13 1 }	"	"	"	"	"	"	"	"	"	"	1	
31	GB Gondola, Steel, Drop Ends, Wood Floor.	60600 to 60999	40	...	8	9	3	...	42	6	9	10	9	10	7	1	7	1	...	7	8	...	...	...	1106	80000 lb.	127	
32	GB Gond., Steel Underfr., Drop Ends, Wood Floor. Note P	" " ..	"	"	8	7	"	"	"	"	9	1	10	...	7	...	7	...	...	7	...	...	...	...	1032	"	2	
33	GB Gond., Steel, Drop Ends, Wood Floor. Note W	" " ..	"	"	8	9	"	"	"	"	9	10	10	6	6	1	7	1	...	7	1	...	...	...	1106	"	27	
34	GB Gond., Stl., Fixed Ends, Wood Floor. Note S	" " ..	40	6	8	9	"	"	"	"	9	10	9	10	7	1	7	1	...	7	1	...	...	...	1120	"	28	
35	GB Gondola, Stl. Underfr., Drop Ends, Wood Floor	66000 to 67299	40	...	8	7	3	...	42	8	9	1	10	...	7	...	7	...	...	7	...	...	...	...	1032	80000 lb.	2	
36	GB Gondola, Steel, Drop Ends, Wood Floor. Note X(2)	68500 to 68999	52	6	9	6	3	3	54	8	10	7	10	7	7	...	7	...	...	7	...	...	...	...	1647	140000 lb.	500	
37	GB Gondola, Steel, Drop Ends, Steel Floor.	69000 to 69024	65	...	7	5	3	6	67	7	8	6	8	10	6	4	7	5	...	7	5	...	...	...	1744	140000 lb.	25	
41	GB Gondola, Steel, Drop Ends, Steel Floor.	69100 to 69199	52	6	9	2	3	6	55	1	10	4	10	9	6	11	7	...	...	7	2	...	...	...	1745	140000 lb.	76	
42	GB Gond., Stl., Fixed Ends, Wood Floor. Note X(2)	69500 to 69749	48	6	9	2	3	6	49	11	10	4	10	4	7	2	7	2	...	7	2	...	...	...	1613	100000 lb.	249	
43	GB Gondola, Steel, Drop Ends, Wood Floor.	69750 to 69999	48	6	9	2	3	6	49	11	10	4	10	4	7	3	7	2	...	7	5	...	...	...	1616	100000 lb.	250	
44	HM Hopper, Steel. (See Exception)	76000 to 77599	30	...	9	5	...	...	81	10	10	1	10	1	9	11	9	11	...	10	4	...	...	...	1562	80000 lb.	2	
45	HM " Composite Exception	77449	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1515	"	1	
46	HM " Steel (See Exception)	78100 to 78599	38	8	9	5	...	...	85	1	10	1	10	1	9	11	9	11	...	10	4	...	...	...	1788	100000 lb.	12	
47	HM " Steel. Composite. Note HH	" " ..	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1758	"	3	
51	HM Hopper, Composite, Exception	78596	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1788	"	1	
52	HM " Steel...	78600 to 79949	33	3	9	5	...	...	85	1	10	1	10	1	10	3	10	3	...	10	8	...	...	...	1893	100000 lb.	37	
53	HM " Steel. Composite. Note JJ	" " ..	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1863	"	2	
54	HM Hopper, Steel...	79950 to 80949	33	3	9	5	...	...	85	1	10	1	10	1	10	5	10	5	...	10	10	...	...	...	1950	100000 lb.	45	
55	HM " Composite) Note CC(2)	" " ..	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1910	"	1	
56	HM " Stl. Composite) Note KK	" " ..	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1920	"	4	
57	HM " Steel...	81000 to 81019	30	6	9	5	...	...	81	11	10	1	10	4	10	4	10	8	...	10	8	...	...	...	1890	100000 lb.	18	
61	HM " (See Exception)	81145 to 81799	30	6	9	5	...	...	81	11	10	1	10	4	10	4	10	8	...	10	8	...	...	...	1890	100000 lb.	483	
62	HM " Composite) Note GG	" " ..	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1840	"	2	
63	HM " Exception.	81747	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	...	"	"	...	...	...	1810	"	1	
	Forward																											10642



# THE DELAWARE, LACKAWANNA & WESTERN R. R. CO.—Continued.

**Note V**—Individual numbers of cars in series 85000 to 85499 differing in cubical capacity from other cars in same series; capacity 1,850 cu. ft. These cars are assigned to limestone service between Jamesville, N. Y. and Solvay, N. Y.

85037	85144	85159	85173	85207	85234	85312	85341	85348	85406	85455
85083	85149	85169	85179	85263	85292	85317	85347	85357	85447	85491
85093	85157	85170								

**Note CC**—Individual numbers of Composite Hopper cars in series 79950 to 80949 and 81800 to 82299 differing in cubical capacity from other cars in same series; capacity 1,910 cu. ft.:

CC①	81860	82307	82443	82508	82596	82758	82871	83049	83159	83245
80730	81007	82338	82453	82510	82599	82812	82917	83054	83166	83285
	82156	82379	82454	82516	82678	82830	82923	83058	83167	83291
CC②	82221	82406	82460	82527	82699	82843	82965	83058	83195	83293
81812	82268	82415	82477	82527	82723	82847	82987	83089	83207	83296
81854	82305	82423	82486	82589	82738	82849	83042	83129	83236	83298
81856										

**Note GG**—Individual numbers of Composite Hopper cars in series 81145 to 81799 differing in cubical capacity from other cars in same series; capacity 1,840 cu. ft.:

81572 81688

**Note HH**—Individual numbers of Composite Hopper cars in series 78100 to 78599 differing in cubical capacity from other cars in same series; capacity 1,768 cu. ft.:

78266 78316 78495

**Note JJ**—Individual numbers of Composite Hopper cars in series 78600 to 79949 differing in cubical capacity from other cars in same series; capacity 1,863 cu. ft.:

78924 79576

**Note KK**—Individual numbers of Composite Hopper cars in series 79950 to 80949 differing in cubical capacity from other cars in same series; capacity 1,920 cu. ft.:

79963 80144 80854 80634

## FREIGHT CONNECTIONS AND JUNCTION POINTS.

Numbers in parenthesis indicate distances from Hoboken, N. J.

<p><b>Baltimore &amp; Ohio</b>— B. &amp; O. Jct. (D. L. &amp; W. Jct.), N. Y. (351)..... ②Buffalo (East Buffalo), N. Y. (390).....</p> <p><b>Brooklyn Eastern District Terminal</b>— Hoboken (N. Y. Lighterage Station), N. J. (via float and Brooklyn, N. Y.).....</p> <p><b>Buffalo Creek</b>— ②Buffalo (East Buffalo), N. Y. (390).....</p> <p><b>Bush Terminal</b>— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Bush Docks, Brooklyn, N. Y.).....</p> <p><b>Canadian National Railways—Grand Trunk Railway System</b> (Lines in the United States. East of the West bank of the Detroit and St. Clair Rivers)— ②Black Rock, N. Y. (400).....</p> <p><b>Central R. R. of New Jersey</b>— Hampton, N. J. (72)..... Lake Junction, N. J. (42)..... Phillipsburg, N. J. (81)..... Wharton, N. J. (via M. H. M.) (41).....</p> <p><b>Central R. R. of Penna.</b>— ②Scranton, Pa. (via N. Y., O. &amp; W.) (135)..... ②Taylor, Pa. (138).....</p> <p><b>Chesapeake &amp; Ohio—Pere Marquette District</b>— ②Black Rock, N. Y. (400)..... ②Buffalo (East Buffalo), N. Y. (390).....</p> <p><b>Dansville &amp; Mt. Morris</b>— Groveland, N. Y. (326).....</p>	<p><b>Delaware &amp; Hudson</b>— Binghamton, N. Y. (192)..... Plymouth Jct., Pa. (153)..... ②Scranton, Pa. (135).....</p> <p><b>Erie</b>— ②Bergen Jct., N. J. (Croxton N. J. (3))..... Binghamton, N. Y. (192)..... ②Black Rock, N. Y. (via C. N. or M. C. or N. Y. C. or Wabash) (400)..... ②Buffalo (E. Buffalo), N. Y. (390)..... Elmira, N. Y. (250)..... ②Jersey City (17th St.), N. J. (Owego, N. Y. (213))..... Pittston, Pa. (via L. V.) (143)..... ②Scranton (No. 6 Jct., Dunmore), Pa. (132)..... ②Sterrck Creek Jct., Pa. (135) (Note 1)..... Waverly, N. Y. (via L. V.) (232).....</p> <p><b>Genesee &amp; Wyoming</b>— Greigsville, N. Y. (340).....</p> <p><b>Hoboken Manufacturers</b>— ②Hoboken (11th St.), N. J. ....</p> <p><b>Jay Street Connecting</b>— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Brooklyn, N. Y.).....</p> <p><b>Lackawanna &amp; Wyoming Valley</b>— ②Scranton, Pa. (135).....</p> <p><b>Lehigh &amp; Hudson River</b>— Andover, N. J. (56)..... Port Morris, N. J. (48).....</p> <p><b>Lehigh &amp; New England</b>— Augusta, N. J. (68)..... Bangor, Pa. (85)..... Bath (Bath Jct.), Pa. (105)..... Martin's Creek, Pa. (91)..... Portland, Pa. (77).....</p>	<p><b>Lehigh Valley</b>— Belfast, Pa. (99)..... ②Buffalo (E. Buffalo), N. Y. (390)..... Cortland, N. Y. (235)..... Elmira, N. Y. (250)..... Ithaca, N. Y. (248)..... Owego, N. Y. (213)..... Phillipsburg, N. J. (81)..... Pittston, Pa. (Pittston Jct.) (143)..... Waverly, N. Y.—Pa. (232).....</p> <p><b>Long Island</b>— ②Hoboken (N. Y. Lighterage Station), N. J. (via float &amp; Long Island City).....</p> <p><b>Michigan Central</b>— ②Black Rock, N. Y. (400).....</p> <p><b>Morristown &amp; Erie</b>— Morristown, N. J. (31).....</p> <p><b>Mount Hope Mineral</b>— Wharton, N. J. (41).....</p> <p><b>New Jersey &amp; New York</b>— ②Bergen Jct., N. J. (Croxton, N. J., via Erie) (3).....</p> <p><b>New York Central</b>— ②Black Rock, N. Y. (400)..... ②Buffalo (Buffalo Jct.), N. Y. (394)..... Corning, N. Y. (265)..... ②Hoboken (N. Y. Lighterage Station), N. J. (via float &amp; West 72nd St., New York, N. Y.)..... ②Hoboken (N. Y. Lighterage Station), N. J. (via float to 158th St. Harlem River, for switching to Bronx Terminal Market, New York, N. Y.)..... Oswego, N. Y. (207)..... Syracuse, N. Y. (272)..... Utica, N. Y. (287).....</p>	<p><b>New York, Chicago &amp; St. Louis</b>— ②Buffalo (Buffalo Jct.), N. Y. (394).....</p> <p><b>New York Dock Ry.</b>— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Fulton, Baltic and Atlantic Terminals).....</p> <p><b>New York, Ontario &amp; Western</b>— Norwich, N. Y. (233)..... Oswego, N. Y. (via N. Y. C.) (307)..... ②Scranton (Cayuga), Pa. (135)..... ②Scranton (Park Place), Pa. (135)..... Utica, N. Y. (287).....</p> <p><b>New York, Susquehanna &amp; Western</b>— ②Bergen Jct., N. J. (Croxton, N. J. via Erie) (3).....</p> <p><b>Northampton &amp; Bath</b>— Bath, Pa. (105).....</p> <p><b>Pennsylvania</b>— ②Black Rock, N. Y. (via C. N. or M. C. or Wabash) (400)..... ②Buffalo (East Buffalo), N. Y. (390)..... Elmira, N. Y. (250)..... ②Kearny Jct., N. J. (6)..... Manunka Chunk, N. J. (78)..... Martin's Creek, Pa. (91)..... Mt. Morris, N. Y. (333)..... Northumberland, Pa. (214)..... Phillipsburg, N. J. (81)..... West Nanticoke, Pa. (158).....</p>	<p><b>Rahway Valley</b>— Summit, N. J. (21).....</p> <p><b>Reading Co.</b>— Bloomsburg, Pa. (191)..... Danville, Pa. (202)..... Rupert, Pa. (192).....</p> <p><b>South Brooklyn</b>— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Bush Docks, Brooklyn, N. Y.).....</p> <p><b>South Buffalo</b>— ②Buffalo (East Buffalo), N. Y. (390).....</p> <p><b>Staten Island Rapid Transit (B. &amp; O. System)</b>— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and St. George, N. Y.).....</p> <p><b>Unadilla Valley</b>— Bridgewater, N. Y. (278).....</p> <p><b>Wabash</b>— ②Black Rock, N. Y. (400).....</p> <p><b>West Pittston-Exeter</b>— West Pittston, Pa. (145).....</p> <p><b>Wharton &amp; Northern</b>— Lake Junction, N. J. (42).....</p>
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**Note I**—Track connection but not used as regular interchange point.  
②—New York Switching District.  
③—Buffalo Switching District.  
④—Scranton Switching District. Jan., 1953.

### The Staten Island Rapid Transit Railway Co. (Baltimore & Ohio System) Reporting Marks—"S I R"

P. K. PARTEE, Gen. Manager, 25 Broadway, New York 4, N. Y.  
W. J. FILEDORA, Traffic Agent, 25 Broadway, New York 4, N. Y.  
R. J. CANNON, Supt. St. George, S. I., N. Y.  
F. C. McREYNOLDS, Aud., 2 Victory Blvd., Tompkinsville, S. I., N. Y.

Miles of road operated. 29. Gauge, 4 ft. 8½ in. Locomotives (diesel electric), 9. No Sleeping Car Co. operating over this line. Maximum limit of load weight, car and contents 170,000 pounds.

**PASSENGER EQUIPMENT**

Coaches (Steel, Electric)—800 to 806, 808 to 812, 814, 815, 817, 818, 820, 821, 823 to 829, 394 to 350, 352 to 357, 359 to 362, 364 to 375, 379 to 381, 383 to 389, 391 to 394.....	81
Trailers (Steel, Electric)—500, 501, 503, 504, 508.....	5
<b>Total</b> .....	<b>86</b>

**FREIGHT CONNECTIONS AND JUNCTION POINTS.**

<p><b>Baltimore &amp; Ohio</b>— Park Jct. (Philadelphia), Pa. (via Cranford Jct., N. J., C. R. R. of N. J. and Reading Co.).....</p> <p><b>Central R. R. of New Jersey</b>— Cranford Junction, N. J. ....</p> <p><b>Delaware, Lackawanna &amp; Western</b>— Hoboken, N. J. (via float and St. George, N. Y.).....</p> <p><b>Erie</b>— Jersey City, N. J. (via float).....</p> <p><b>Lehigh Valley</b>— Staten Island Junction, N. J. ....</p> <p><b>Long Island</b>— Long Island City, N. Y. (via float).....</p>	<p><b>New York Central</b>— New York, N. Y. (via float)..... West 72nd St. float bridge..... New York, N. Y. (via float)..... 158th St., Harlem River (Bronx Terminal Market)..... Weehawken, N. J. (via float).....</p> <p><b>Pennsylvania</b>— Linden Junction, N. J. ....</p> <p><b>South Brooklyn</b>— Bush Junction, Brooklyn, N. Y. (via St. George Lighterage (float) and Bush Terminal R. R.).....</p> <p><b>West Shore</b>— Weehawken, N. J. (via float)..... Jan., 1951.</p>
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### The Monongahela Railway Company.

REPORTING MARKS—"M G A"

Railway Express Agency, Inc., operates over this line. Limit of load weight above marked capacity, 10 per cent, except such cars that may be loaded to axle capacity in accordance with M. C. B. Rule 86.

Freight cars owned: None.

### FREIGHT CONNECTIONS AND JUNCTION POINTS.

<p><b>Baltimore &amp; Ohio</b>— Leekrone, Pa. .... Rivesville, W. Va. ....</p>	<p><b>Pennsylvania</b>— Brownsville Jct., Pa. ....</p> <p><b>Pittsburgh &amp; Lake Erie</b>— Brownsville Jct., Pa. ....</p>
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Oct., 1947.