

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

REPORTING MARKS—"D L & W"

Railway Express Agency, Inc., operates over this line. Pullman Co. operates over this line.

FREIGHT EQUIPMENT. Reporting Marks—"D L & W"

The cars of this Company are marked "D. L. & W." and "Delaware, Lackawanna & Western R. R." and numbered and classified as follows:

REFRIGERATOR CARS.

ITEM NUMBER. A. A. R. Mech. Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS.												CAPACITY.					Number of Cars.									
			INSIDE.				OUTSIDE.						DOORS.		Capacity of Ice Tanks.			Capacity of Car.											
			Length.		Width.	Height.	Length.	Width.		Height from Rail.		Side Doors.		Pounds.	Capacity Measure.	Cubic Feet Level Full.	Pounds.												
			Between Ice Tanks—Bulkheads in place.	Between Linings Clear (Bulkheads Collapsed).				At Eaves.	Extreme Width.	To Extreme Width.	To Eaves.	To Top of Running Board.	To Extreme Height.					Width.	Height.		Total Capacity for Crushed Ice.	Total Capacity for Coarse Ice.	Total Capacity for Chunk Ice.	Cubic Feet.	Depth.	Between Ice Boxes—Bulkheads in Place.	Clear Capacity (Bulkheads Collapsed).		
1 RS	Refrig., Steel Underfr. (Note A)	7000 to 7299	33	11	8	3	7	42	6	9	5	9	10	12	2	13	2	13	8	4	1100	10700	10100	270	6	5	1958	75000	215
2 RB	" Steel Underframe *	7300	40	6	8	2	7	42	6	9	5	9	10	12	2	13	2	13	8	4							2420	75000	1
Total Refrigerator.....																				216									

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 Level Full.	Pounds or Gallons.															
			Length.	Width.	Height.	Length.	WIDTH.		HEIGHT FROM RAIL.		SIDE.		END.																		
							At Eaves or Top of Sides or Platform.	Extreme Width.	To Extreme Width.	To Eaves or Top of Sides or Platform.	To Top of Running Board.	To Extreme Height.	Width of Open'g.	Height of Open'g.	Width of Open'g.	Height of Open'g.															
Brought forward Refrigerator Freight																			216												
3 BX	Express (Box), All Steel, W-Section, Passenger Equipped.	10000 to 10039	40	6	9	2	10	41	9	9	6	10	8	4	8	13	9	14	7	14	7	6	9	4	3712	85000 lb.	23				
4 XM	Box, Steel, Staggered Side Doors, Z-bar.	11100 to 11199	40	6	8	9	10	42	1	9	2	10	4	5	4	13	2	14	8	14	8	12	9	4	8	9	9	11	3546	100000 lb.	23
5 XMR	Auto, Steel, Staggered Side Doors, Z-bar. (See Exception)...	11200 to 11299	40	7	9	2	10	42	2	9	7	10	8	6	9	14	...	14	8	14	8	12	6	9	4	3720	80000 lb.	44			
6 XM	Box, Steel, Staggered Side Doors, Z-bar. Exception	11298	"	"	10	...	"	"	"	9	7	"	"	"	14	...	"	"	"	"	"	"	"	"	"	3720	"	1			
7 XMR	Auto, Steel, Staggered Side Doors, Z-bar. Note N(2)	11300 to 11599	40	7	9	2	10	42	2	9	1	10	8	6	8	14	3	14	11	14	11	12	6	9	9	3844	80000 lb.	199			
8 XM	Box, Steel, Staggered Side Doors, Z-bar.	11600 to 11649	40	7	9	2	10	42	2	9	1	10	8	6	8	14	3	14	11	14	11	12	6	9	9	3844	80000 lb.	10			
11 FM	Flat, Steel Underframe	16351 to 16399	40	...	9	...	40	10	9	...	9	10	8	8	4	...	...	4	...	...	...	...	...	...	...	...	80000 lb.	41
12 LO	Covered Hopper, Steel, Soda Ash	18500 to 18599	26	3	9	8	32	4	9	2	10	4	11	10	12	11	13	1	...	...	...	...	...	...	...	1790	140000 lb.	100
13 LO	Covered Hopper, Steel, Cement	18600 to 18699	26	3	9	8	32	4	9	2	10	4	11	10	12	11	13	1	...	...	...	...	...	...	...	1790	140000 lb.	100
14 LO	" " " "	19000 to 19299	26	3	9	8	32	4	9	2	10	4	11	10	12	11	13	1	...	...	...	...	...	...	...	1790	140000 lb.	300
21 LO	Covered Hopper, Steel, Soda Ash	19400 to 19448	28	10	10	1	33	9	9	6	10	4	10	4	11	6	12	11	13	1	1860	140000 lb.	49		
22 LO	Covered Hopper, Steel, Cement	19449 to 19724	28	3	9	8	32	4	9	2	10	4	11	10	12	11	13	1	...	...	...	...	...	...	...	1790	140000 lb.	274
23 LG	Gondola, Steel, Fixed Ends, Steel Floor, Air Activated Container. Note K	19900 to 19955	40	3	9	...	2	11	42	4	9	8	9	8	6	10	6	10	...	13	6	...	...	...	...	...	140000 lb.	56
24 LG	Gondola, Steel, Fixed Ends, Steel Floor, Air Activated Container. Note K	19956 to 19966	52	6	9	2	3	6	55	1	10	4	10	9	6	11	7	...	13	2	...	...	...	...	...	...	140000 lb.	11
25 LG	Gondola, Steel, Fixed Ends, Wood Floor, Air Activated Container. Note K	19967 to 19976	47	11	9	4	2	6	50	11	10	3	10	4	6	8	6	7	...	13	7	...	...	...	...	...	140000 lb.	10
26 LG	Gondola, Steel, Fixed Ends, Wood Floor, Air Activated Container. Note K	19977 to 19989	52	6	9	2	3	6	55	1	10	4	10	9	6	11	7	...	13	2	...	...	...	...	...	...	140000 lb.	13
27 XM	Box, All Steel, W-Section	35000 to 35199	40	6	9	2	10	41	10	9	4	10	4	5	9	13	11	14	7	14	7	6	9	4	3717	100000 lb.	197				
31 XM	" All Steel, Z-bar.	36100 to 36199	40	6	8	9	10	42	1	9	2	10	4	5	4	14	2	14	8	14	8	6	1	9	4	3546	100000 lb.	70			
32 XM	" " Z-bar.	36200 to 36299	40	7	9	2	10	42	2	9	7	10	8	6	9	14	...	14	8	14	8	6	2	9	4	3720	80000 lb.	54			
33 XM	" " Z-bar.	36300 to 36391	40	7	9	2	10	42	2	9	1	10	8	6	8	14	3	14	11	14	11	6	2	9	9	3844	80000 lb.	92			
34 XM	" " Z-bar.	36600 to 36649	40	7	9	2	10	42	2	9	1	10	8	6	8	14	3	14	11	14	11	6	2	9	9	3844	80000 lb.	38			
Forward.....																			1898												

* Denotes additions. † Denotes increase. ‡ Denotes reduction. (See Page xviii.)

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

FREIGHT EQUIPMENT—Continued.

Table with columns: ITEM NUMBER, MARKINGS AND KIND OF CARS, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE, DOORS), CAPACITY (Cubic Feet, Pounds, Number of Cars). Rows include Tank, Special Service, Ballast, and Caboose.

RECAPITULATION OF CAR EQUIPMENT.

Summary table for Class X-Box Car Type, Class B-Box Express Type, Class G-Gondola Car Type, Class F-Flat Car Type, and Class S-Stock Car Type. Includes aggregate and average statistics.

Note A—Cars in series 7000 to 7299 are equipped with half stage icing grates. Note B—Capacity as Coal. Note C—Capacity as Ballast. Note D—Individual numbers of cars in series 51000 to 51749 equipped with lading strap anchors. Note E—Individual numbers of cars in series 52250 to 52749 and 52730 to 52825 equipped with Evans "DF" loaders and differing in A. A. R. Mech. Designation from other cars in same series. Note K—Steel gondola cars in series 19900 to 19955, 19956 to 19966, 19967 to 19976 and 19977 to 19989 are equipped with five air activated containers, capacity 22,000 pounds each. Note N—Cars in series 11200 to 11299 (except car numbered 11298) and 11300 to 11599 are equipped with Evans Auto Loading Devices. Note S—Individual numbers of gondola cars in series 60600 to 60999 having steel sides, wooden floor, fixed ends, cast steel trucks and differing in dimensions and cubical capacity from other cars in same series.

Note W—Individual numbers of gondola cars in series 60600 to 60969 having steel underframes, steel sides, steel drop end gates, wooden floor and differing in dimensions from other cars in same series; outside extreme width 10 ft. 6 in., height from rail to extreme width 6 ft. 1 in., height from rail to extreme height 7 ft. 1 in. Note X—Individual numbers of cars in series 47000 to 47999, 68500 to 68999 and 69500 to 69749 equipped with nailable steel floors. Note Y—Individual numbers of hopper cars in series 85000 to 85499 differing in cubical capacity from other cars in same series; capacity 1,850 cu. ft. Note CC—Individual numbers of Composite Hopper cars in series 81800 to 83299 differing in cubical capacity from other cars in same series; capacity 1,910 cu. ft. 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. Note HH—Individual numbers of Composite Hopper cars in series 78100 to 78599 differing in cubical capacity from other cars in same series; capacity 1,758 cu. ft. Note JJ—Individual numbers of Composite Hopper cars in series 78600 to 79949 differing in cubical capacity from other cars in same series; capacity 1,868 cu. ft.

BALANCES.

For balances, remit to or draw on The Delaware, Lackawanna & Western Railroad Company, Treasurer, through City Collection Dept., New York Clearing House, New York, N. Y.

* Denotes additions. ♦ Denotes increase. † Denotes reduction. (See Page xviii.)

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

FREIGHT CONNECTIONS AND JUNCTION POINTS.

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

<p>Baltimore & Ohio— B. & O. Jct. (D. L. & W. Jct.), N. Y. (351)..... ②Buffalo (East Buffalo), N. Y. (390).....</p> <p>Brooklyn Eastern District Terminal— Hoboken (N. Y. Lighterage Station), N. J. (via float and Brooklyn, N. Y.).....</p> <p>Buffalo Creek— ②Buffalo (East Buffalo), N. Y. (390).....</p> <p>Bush Terminal— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Bush Docks, Brooklyn, N. Y.).....</p> <p>Canadian National Railways— Grand Trunk Railway System (Lines in the United States, East of the West bank of the Detroit and St. Clair Rivers)..... ②Black Rock, N. Y. (400).....</p> <p>Central R. R. of New Jersey— Hampton, N. J. (72)..... Lake Junction, N. J. (42)..... Phillipsburg, N. J. (61)..... ②Scranton, Pa. (via N. Y., O. & W.) (135) (Note 1)..... ②Taylor, Pa. (138)..... Wharton, N. J. (via M. H. M.) (41).....</p> <p>Chesapeake & Ohio—Pere Marquette District— ②Black Rock, N. Y. (400)..... ②Buffalo (East Buffalo), N. Y. (390).....</p> <p>Dansville & Mt. Morris— Groveland, N. Y. (326).....</p>	<p>Delaware & Hudson— Binghamton, N. Y. (192)..... Plymouth Jct., Pa. (153)..... ②Scranton, Pa. (155).....</p> <p>Erie— 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) (Note 1)..... ②Buffalo (E. Buffalo), N. Y. (390)..... Elmira, N. Y. (250)..... ②Jersey City (17th St.), N. J. (135)..... Owego, N. Y. (213)..... Pittston, Pa. (via L. V.) (143) (Note 1)..... ②Scranton (No. 6 Jct., Dunmore), Pa. (132)..... ②Sterrick Creek Jct., Pa. (135) (Note 1)..... Waverly, N. Y. (via L. V.) (232) (Note 1).....</p> <p>Genesee & Wyoming— Greigsville, N. Y. (340).....</p> <p>Hoboken Manufacturers— ②Hoboken (11th St.), N. J. (3).....</p> <p>Jay Street Connecting— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Brooklyn, N. Y.).....</p> <p>Lackawanna & Wyoming Valley— ②Scranton, Pa. (135).....</p> <p>Lehigh & Hudson River— Andover, N. J. (56)..... Port Morris, N. J. (48).....</p> <p>Lehigh & New England— Augusta, N. J. (68)..... Bangor, Pa. (85)..... Bath (Bath Jct.), Pa. (105)..... Martin's Creek, Pa. (91)..... Portland, Pa. (77).....</p>	<p>Lehigh Valley— 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. (61)..... Pittston, Pa. (Pittston Jct.) (143)..... Waverly, N. Y.—Pa. (232).....</p> <p>Long Island— ②Hoboken (N. Y. Lighterage Station), N. J. (via float & Long Island City).....</p> <p>Michigan Central— ②Black Rock, N. Y. (400).....</p> <p>Morristown & Erie— Morristown, N. J. (31).....</p> <p>Mount Hope Mineral— Wharton, N. J. (41).....</p> <p>New Jersey & New York— ②Bergen Jct., N. J. (Croxton, N. J., via Erie) (3) (Note 1).....</p> <p>New York Central— ②Black Rock, N. Y. (400)..... ②Buffalo (Buffalo Jct.), N. Y. (394)..... Corning, N. Y. (265)..... ②Hoboken (N. Y. Lighterage Station), N. J. (via float & 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.)..... ②Jersey City (17th St.), N. J. (via Erie)..... Syracuse, N. Y. (307)..... Utica, N. Y. (287).....</p>	<p>New York, Chicago & St. Louis— ②Buffalo (Buffalo Jct.), N. Y. (394).....</p> <p>New York Dock Ry.— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Fulton, Baltic and Atlantic Terminals).....</p> <p>New York, Ontario & Western— Norwich, N. Y. (233)..... Oswego, N. Y. (via N. Y. C.) (307) (Note 1)..... ②Scranton (Cayuga), Pa. (135)..... ②Scranton (Park Place), Pa. (135)..... Utica, N. Y. (287).....</p> <p>New York, Susquehanna & Western— ②Bergen Jct., N. J. (Croxton, N. J. via Erie) (3).....</p> <p>Northampton & Bath— Bath, Pa. (105).....</p> <p>Pennsylvania— ②Black Rock, N. Y. (via C. N. or M. C. or Wabash) (400) (Note 1)..... 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. (61)..... West Nantiooke, Pa. (155).....</p>	<p>Rahway Valley— Summit, N. J. (21).....</p> <p>Reading Co.— Bloomsburg, Pa. (191)..... Danville, Pa. (202)..... Rupert, Pa. (192).....</p> <p>South Brooklyn— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and Bush Docks, Brooklyn, N. Y.).....</p> <p>South Buffalo— ②Buffalo (East Buffalo), N. Y. (390).....</p> <p>Staten Island Rapid Transit (B. & O. System)— ②Hoboken (N. Y. Lighterage Station), N. J. (via float and St. George, N. Y.).....</p> <p>Unadilla Valley— Bridgewater, N. Y. (278).....</p> <p>Wabash— ②Black Rock, N. Y. (400).....</p> <p>West Pittston-Exeter— West Pittston, Pa. (145).....</p> <p>Wharton & Northern— Lake Junction, N. J. (42).....</p> <p>Note 1—Track connection but not used as regular interchange point. ②—New York Switching District. ③—Buffalo Switching District. ④—Scranton Switching District. Jan., 1954.</p>
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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.
R. J. CANNON, Supt. St. George, S. I., N. Y.
W. J. FILEDORA, Traffic Agent, 25 Broadway, New York 4, 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)—301 to 305, 306, 308, 311, 312, 314, 315, 317, 318, 320, 321, 323 to 328, 330 to 332, 334, 335, 337, 338, 343, 344, 346 to 348, 352, 353, 355, 356, 359 to 361, 365 to 375, 379 to 381, 384 to 389, 392, 393.....	55
Total.....	55

FREIGHT CONNECTIONS AND JUNCTION POINTS.

<p>Baltimore & Ohio— Park Jct. (Philadelphia), Pa. (via Cranford Jct., N. J., C. R. R. of N. J. and Reading Co.).....</p> <p>Central R. R. of New Jersey— Cranford Junction, N. J.</p> <p>Delaware, Lackawanna & Western— Hoboken, N. J. (via float and St. George, N. Y.).....</p> <p>Erie— Jersey City, N. J. (via float).....</p> <p>Lehigh Valley— Staten Island Junction, N. J.</p> <p>Long Island— Long Island City, N. Y. (via float).....</p>	<p>New York Central— New York, N. Y. (via float) West 72nd St. float bridge..... New York, N. Y. (via float) 158th St., Harlem River (Bronx Terminal Market)..... Weekawken, N. J. (via float).....</p> <p>Pennsylvania— Linden Junction, N. J.</p> <p>South Brooklyn— Bush Junction, Brooklyn, N. Y. (via St. George Lighterage [float] and Bush Terminal R. R.).....</p> <p>West Shore— Weehawken, N. J. (via float)..... Jan., 1954.</p>
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Atlantic and Western Railway Company.
E. T. USSERY, General Manager, Sanford, N. C.
Mrs. P. M. COLLINS, Acting Auditor, " "
Miles of road operated, 24. Gauge, 4 ft. 8½ in. Equipment—Locomotives, 3; caboose, 1; passenger, 1; total 2 cars.
Per diem balances due other lines will be paid by voucher; do not draw draft.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

<p>Atlantic Coast Line— Jonesboro, N. C. Sanford, N. C.</p> <p>Norfolk Southern— Lillington, N. C.</p>	<p>Seaboard Air Line— Sanford, N. C.</p> <p>Southern— Sanford, N. C. * Jan., 1953.</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>Baltimore & Ohio— Leckrone, Pa. Rivesville, W. Va.</p>	<p>Pennsylvania— Brownsville Jct., Pa.</p> <p>Pittsburgh & Lake Erie— Brownsville Jct., Pa. Oct., 1947.</p>
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Alameda Belt Line.
LEO E. SIEVERT, President, 114 Sansome Street, San Francisco 4, Calif.
F. B. WHITMAN, Vice-President, 526 Mission Street, San Francisco 5, Calif.
R. E. LARSON, Treasurer, " "
L. J. GOSNEY, Auditor, " "
B. L. LINDLEY, Superintendent, Alameda, Calif.
Miles of road operated, 3.5; total trackage, 23; gauge, 4 ft. 8½ in. Equipment—Locomotives (diesel-electric), 3.
Freight cars owned are not employed in Commercial service.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

<p>Atchison, Topeka & Santa Fe— Alameda, Calif. Sacramento Northern— Oakland, Calif. (via S. P.).....</p>	<p>Southern Pacific— Alameda, Calif. Western Pacific— Alameda, Calif. Jan., 1951.</p>
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