

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

## REPORTING MARKS—"D L & W"

Hallway 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.

I.R. No.	I.R. No. and Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS.													CAPACITY.				Number of Cars.	
				INSIDE.						OUTSIDE.						DOORS.		Capacity of Ice Tanks.		Capacity of Car.		
				Length.		Height.	Width.		Height from Rail.	Side Doors.		Pounds.	Capacity Measure.	Cubic Feet.		Pounds.						
				Between End Posts (Outside Posts).	Between End Posts (Inside Posts).		At Base.	At Top of Platform.		Between Posts.	Between Posts.			Between Posts.	Between Posts.	Between Posts.	Between Posts.	Between Posts.	Between Posts.			
1 83	Efrigr. Steel Underfr.	Note A	7000 to 7299	33 11	8 3	7	62 6	9 5	9 10	19 2	13 2	13 8	4 6	5	11100	10700	10400	10000	270 6 5	1058	73000	58
2 23	" Steel Underfr.	Note A	7300	40 6	8 2	7 4	62 6	9 5	9 10	19 2	13 2	13 8	4 6	4	11100	10700	10400	10000	270 6 5	1058	73000	1
Total Refrigerator.....																					59	

#### FREIGHT EQUIPMENT—Continued.

I.R. No.	I.R. No. and Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS.													CAPACITY.				Number of Cars.
				INSIDE.			OUTSIDE.						DOORS.				Capacity.				
				Length.	Width.	Height.	Length.		Width.		Height from Rail.		Side.		Width of Opening.	Height of Opening.	Width of Opening.	Height of Opening.	Cubic Feet.	Pounds or Gallons.	
							At Base or Top of Sides or Platform.	At Base or Top of Sides or Platform.	To Base or Top of Sides or Platform.	To Base or Top of Sides or Platform.	Between Posts.	Between Posts.	Between Posts.	Between Posts.							
Brought forward																					59
3 11	Box, Steel Underfr.		9000	41 1	9 2	6 7	45 6	10 6	10 9	4 11	12 3	13 7	13 7	4 6	6 2	2400	60000	lb.	1		
4 11	Express Box, Steel		10000 to 10039	40 6	9 2	10 0	41 9	9 6	10 8	4 8	13 9	14 7	14 7	5 0	3 4	3712	85000	lb.	1		
5 11	Box, Steel, Saggrd.		11100 to 11199	40 6	8 9	10 0	42 1	9 2	10 4	5 4	14 2	14 8	14 8	12 0	9 4	3560	100000	lb.	28		
6 11	Box, Steel, Saggrd.		11200 to 11299	40 7	9 2	10 0	42 2	9 7	10 8	6 9	14 0	14 8	14 8	12 0	9 4	3720	80000	lb.	44		
7 11	Box, Steel, Saggrd.		11298	40 7	9 2	10 0	42 2	9 7	10 8	6 9	14 0	14 8	14 8	12 0	9 4	3720	80000	lb.	1		
8 11	Box, Steel, Saggrd.		11300 to 11599	40 7	9 2	10 4	42 2	9 1	10 8	6 8	14 2	14 11	14 11	12 0	9 9	3844	80000	lb.	197		
9 11	Box, Steel, Saggrd.		11600 to 11649	40 7	9 2	10 4	42 2	9 1	10 8	6 8	14 2	14 11	14 11	12 0	9 9	3844	80000	lb.	10		
10 11	Flat, Steel.	Note F	16000 to 16017	40 0	9 4	4 0	40 10	9 10	10 2	4 7	9 10	10 0	10 0	4 8	0	0	89000	lb.	18		
11 11	"	Note F	16018 to 16035	40 0	9 6	4 0	40 10	9 10	10 2	4 7	9 10	10 0	10 0	4 8	0	0	89000	lb.	18		
12 11	"	Note G	16100 to 16263	40 0	9 4	4 0	41 5	9 10	10 2	4 5	9 10	10 0	10 0	4 6	0	0	89000	lb.	164		
13 11	"	Note G	16351 to 16399	40 0	9 0	4 0	40 10	9 10	10 3	4 8	9 10	10 0	10 0	4 4	0	0	89000	lb.	5		
14 11	Covered Hopper, Steel.		18500 to 18599	30 3	9 8	32 4	32 4	6 9	10 4	11 10	519 51	12 11	13 1	0	0	1700	140000	lb.	100		
15 11	Covered Hopper, Steel.		18600 to 18699	30 3	9 8	32 4	32 4	5 9	10 4	11 10	512 51	12 11	13 1	0	0	1700	140000	lb.	100		
16 11	"		19000 to 19299	30 3	9 8	32 4	32 4	5 9	10 4	11 10	512 51	12 11	13 1	0	0	1700	140000	lb.	300		
17 11	Covered Hopper, Steel.		19400 to 19449	26 3	10 1	32 0	32 0	5 9	10 4	11 10	511 51	12 11	13 2	0	0	1860	140000	lb.	49		
18 11	Covered Hopper, Steel.		19449 to 19724	26 3	9 8	32 4	32 4	5 9	10 4	11 10	512 51	12 11	13 1	0	0	1700	140000	lb.	374		
19 11	Bonded, Steel.		19900 to 19955	40 3	9 0	3 11	42 4	9 8	9 8	6 19	6 10	13 6	13 6	0	0	140000	lb.	58			
20 11	Bonded, Steel.		19956 to 19986	32 6	9 2	3 0	35 1	10 4	10 9	6 11	7 0	13 2	13 2	0	0	140000	lb.	11			
21 11	Bonded, Steel.		19987 to 19976	47 11	9 4	3 6	50 11	10 3	10 4	6 8	6 7	13 7	13 7	0	0	140000	lb.	10			
22 11	Bonded, Steel.		19977 to 19989	32 6	9 2	3 8	35 1	10 4	10 9	6 11	7 0	13 2	13 2	0	0	140000	lb.	13			
23 11	Box, All Steel.		35000 to 35199	40 6	9 2	10 0	41 10	9 4	10 8	5 9	13 8	14 7	14 7	6 0	9 4	3712	100000	lb.	197		
24 11	"		36100 to 36199	40 6	8 9	10 0	42 1	9 2	10 4	5 4	14 2	14 8	14 8	6 1	9 4	3560	100000	lb.	99		
25 11	"		36200 to 36299	40 7	9 2	10 0	42 2	9 7	10 8	6 9	13 0	14 8	14 8	6 2	9 4	3720	80000	lb.	50		
Forward.....																					1778

\* Denotes additions.

♦ Denotes increase.

‡ Denotes reduction.

(See Page xviii.)





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

## FREIGHT CONNECTIONS AND JUNCTION POINTS.

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

<b>Baltimore &amp; Ohio—</b> B. & O. Jet. (D-1) & W. 301, N. Y. (301) @Buffalo (East Buffalo) N. Y. (300)	<b>Delaware &amp; Hudson—</b> Binghamton N. Y. (192) Plymouth Jet. Pa. (183) @Scranton Pa. (132)	<b>Lehigh Valley—</b> Beaufort, Pa. (99) @Buffalo (East Buffalo) N. Y. (300) Cortland, N. Y. (233) Rimra, N. Y. (255) Ulaca, N. Y. (245) Oswego, N. Y. (219) Phillipsburg, N. J. (81) Pittston, Pa. (Pittston) Jet. (143) Waverly, N. Y. Pa. (232)	<b>New York, Chicago &amp; St. Louis—</b> @Buffalo (Buffalo Jet.), N. Y. (304)	<b>Railway Valley—</b> Summit, N. J. (31)
<b>Brooklyn Eastern District Terminal—</b> @Hoboken (N. Y. Lighterage Station, N. J. via float and Brooklyn, N. Y.)	<b>Erie—</b> @Bergen Jet., N. J. (Cros- ton N. J. (3)) Binghamton, N. Y. (192) Black Rock, N. Y. (4) @Buffalo, N. Y. (300) @Wabash (400) (Note 1) @Buffalo, N. Y. (300) Elmira, N. Y. (260) @Jersey City 17th St., N. J. Oswego, N. Y. (219) Pittston, Pa. (Pittston) 148 (Note 1) Scranton (C. & W.) Jet., Dunmore, Pa. (13) @Sterrick Creek Jet., Pa. 135 (Note 1) Waverly, N. Y. (Waverly) (232) (Note 1)	<b>Long Island—</b> @Hoboken (N. Y. Lighterage Station, N. J. via float and Long Island City).	<b>New York, Ontario &amp; Western—</b> Norwich, N. Y. (233) Oswego, N. Y. (via N. Y. C.) 307 (Note 1) @Scranton (Cayuga, Pa. (135)) @Scranton (Park Place), Pa. (135) Ulaca, N. Y. (257)	<b>South Brooklyn—</b> @Hoboken (N. Y. Lighterage Station, N. J. via float and Bush Docks, Brooklyn, N. Y.)
<b>Buffalo Creek—</b> @Buffalo (East Buffalo), N. Y. (300)	<b>Michigan Central—</b> @Black Rock, N. Y. (400)	<b>Mount Hope Mineral—</b> Wharton, N. J. (41)	<b>New York, Susquehanna &amp; Western—</b> @Bergen Jet., N. J. (Cros- ton N. J. via Erie) (3) @Bergen Jet., N. J. (via P. R. R.—Marion inter- change) (3)	<b>South Buffalo—</b> @Buffalo (East Buffalo), N. Y. (300)
<b>Bush Terminal—</b> @Hoboken (N. Y. Lighterage Station, N. J. via float and Bush Docks, Brooklyn, N. Y.)	<b>Morrison &amp; Erie—</b> Morristown, N. J. (31)	<b>New Jersey &amp; New York—</b> @Bergen Jet., N. J. (Cros- ton, N. J. via Erie) (3) (Note 1)	<b>Northampton &amp; Bath—</b> Bath, Pa. (105)	<b>Station Island Rapid Transit (B. &amp; O. System)—</b> @Hoboken (N. Y. Lighterage Station, N. J. via float and St. George, N. Y.)
<b>Canadian National Railways—</b> Grand Trunk Railway System (Lines in the United States: East of the West bank of the Detroit and St. Clair Rivers) @Black Rock, N. Y. (400)	<b>Genesee &amp; Wyoming—</b> Groesville, N. Y. (340)	<b>New York Central—</b> @Black Rock, N. Y. (400) @Buffalo (Buffalo Jet.), N. Y. (304) Corning, N. Y. (285) @Hoboken (N. Y. Lighterage Station, N. J. via float and West 2nd St., New York, N. Y.) @Hoboken (N. Y. Lighterage Station, N. J. via float to 158th St., Har- lem River, for switch- ing to Bronx Terminal Market, New York, N. Y.) @Jersey City (17th St., N. J. via Erie) Oswego, N. Y. (207) Scranton, N. Y. (272) Ulaca, N. Y. (257)	<b>Pennsylvania—</b> @Bergen Jet., N. J. (Traffic founder from N. Y. S. & W. points only) (3) @Black Rock, N. Y. (C. N. or M. C. or Wabash) 400 (Note 1) @Buffalo (East Buffalo) N. Y. (300) @Elmira, N. Y. (250) @Keany Jet., N. J. (61) Manunk Chunk, N. J. (78) Martin's Creek, Pa. (91) Mt. Morris, N. Y. (333) Northumberland, Pa. (214) Phillipsburg, N. J. (81) West Limerick, Pa. (158)	<b>Unadilla Valley—</b> Bridgewater, N. Y. (78)
<b>Central R. R. of New Jersey—</b> Hampden, N. J. (73) (Note 1) Lake Junction, N. J. (45) Phillipsburg, N. J. (81) @Scranton, Pa. via N. Y., O. & W. (135) (Note 1) @Taylor, Pa. (138) Wharton, N. J. via M. E. M. (41) (Note 1)	<b>Hoboken Shore—</b> @Hoboken (11th St.), N. J.	<b>West Pitton-Exeter—</b> West Pitton, Pa. (145)	<b>Wharton &amp; Northern—</b> Lake Junction, N. J. (42)	<b>Note 1—</b> Track connection but not used as regular inter- change point. @New York Switching District. @Buffalo Switching District. @Scranton Switching District. Oct. 1935.
<b>Chesapeake &amp; Ohio—Pere Marquette District—</b> @Black Rock, N. Y. (400) (Note 1) @Buffalo (East Buffalo), N. Y. (300)	<b>Lackawanna &amp; Wyoming Valley—</b> @Scranton, Pa. (135)	<b>Lehigh &amp; Hudson River—</b> Andover, N. J. (56) Port Morris, N. J. (48)	<b>Lehigh &amp; New England—</b> Augusta, N. J. (68) Bangor, Pa. (85) Balds Bath Jet., Pa. (103) Martins Creek, Pa. (91) Portland, Pa. (77)	<b>Wabash—</b> @Black Rock, N. Y. (400)
<b>Danville &amp; Mt. Morris—</b> Groveland, N. Y. (326)	<b>Lehigh &amp; New England—</b> Augusta, N. J. (68) Bangor, Pa. (85) Balds Bath Jet., Pa. (103) Martins Creek, Pa. (91) Portland, Pa. (77)	<b>Lehigh &amp; New England—</b> Augusta, N. J. (68) Bangor, Pa. (85) Balds Bath Jet., Pa. (103) Martins Creek, Pa. (91) Portland, Pa. (77)	<b>Lehigh &amp; New England—</b> Augusta, N. J. (68) Bangor, Pa. (85) Balds Bath Jet., Pa. (103) Martins Creek, Pa. (91) Portland, Pa. (77)	

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

P. K. PANTER, Gen'l. Mgr., 25 Broadway, New York, N. Y.	W. J. FALGOUT, 25 Broadway, New York, N. Y.
J. P. STEVENS, Supt. St. George, S. I., N. Y.	F. C. McREYNOLDS, 2 Victoria Blvd., Tompkinsville, N. Y.

Miles of road operated, 29. Gauge, 4 ft. 8 1/2 in. Locomotives (diesel electric), 8. No Sleeping Car Co. operating over this line. Maximum limit of load weight, car and contents 170,000 pounds.

## PASSENGER EQUIPMENT.

Coaches (Steel, Electric)..... 302, 303, 300, 308, 311, 312, 314, 315, 317, 318, 320, 321, 324 to 328, 330, 331, 332, 335, 337, 338, 343, 346 to 348, 353, 358, 359, 360, 364 to 366, 369 to 372, 374, 375, 379 to 381, 384 to 386, 388, 389, 392, 393, 55	Total..... 55
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## FREIGHT CONNECTIONS AND JUNCTION POINTS.

<b>Baltimore &amp; Ohio—</b> Park Jet (Philadelphia, Pa. via Cranford Jet., N. J. C. R. R. of N. J. and Reading Co.)	<b>New York Central—</b> West 2nd St. float bridge New York, N. Y. (via float) 18th St., Harlem River (Bronx Terminal Market), N. Y. Weehawken, N. J. (via float)
<b>Central R. R. of New Jersey—</b> Cranford Junction, N. J.	<b>Pennsylvania—</b> Linden Junction, N. J.
<b>Delaware, Lackawanna &amp; Western—</b> Hoboken, N. J. (via float and St. George, N. Y.)	<b>South Brooklyn—</b> Bush Junction, Brooklyn, N. Y. (via St. George Lightage float) and Bush Terminal R. R.) W. Shore Weehawken, N. J. (via float). Oct. 1935.
<b>Erie—</b> Jersey City, N. J. (via float)	
<b>Lehigh Valley—</b> Staten Island Junction, N. J.	
<b>Long Island—</b> Long Island City, N. Y. (via float).	

## Atlantic and Western Railway Company.

E. T. LESTER, General Manager, Sanford, N. C.	MRS. P. M. COLLIER, Acting Auditor, Sanford, N. C.
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Miles of road operated, 24. Gauge, 4 ft. 8 1/2 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.

<b>Atlantic Coast Line—</b> Jonesboro, N. C. Sanford, N. C.	<b>Seaboard Air Line—</b> Sanford, N. C.	<b>Southern—</b> Sanford, N. C.
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*Jan., 1935.*

## 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. E. Rule 65.

Freight cars owned: None.

## FREIGHT CONNECTIONS AND JUNCTION POINTS.

<b>Baltimore &amp; Ohio—</b> Lackrose, Pa. Riversville, W. Va.	<b>Pennsylvania—</b> Brownsville Jet., Pa. Pittsburgh & Lake Erie— Brownsville Jet., Pa.
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Oct. 1937.

## Alameda Belt Line.

L. E. STEVENS, President, 114 Sansome Street, San Francisco 4, Calif.	A. GEORGE, Auditor, 1291 Mission Street, San Francisco 5, Calif.
P. B. WHITMAN, Vice-President, " "	R. E. LARSON, Treasurer, " "
O. W. MORRISON, Superintendent, Alameda, Calif.	

Miles of road operated, 3.5; total trackage, 25; gauge, 4 ft. 8 1/2 in. Equipment—Locomotives (diesel-electric), 3. Freight cars owned are not employed in Commercial service.

## FREIGHT CONNECTIONS AND JUNCTION POINTS.

<b>Atchison, Topeka &amp; Santa Fe—</b> Alameda, Calif. Sacramento Northern— Oakland, Calif. (via S. P.)	<b>Southern Pacific—</b> Alameda, Calif. Alameda, Calif.
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Apr. 1945.