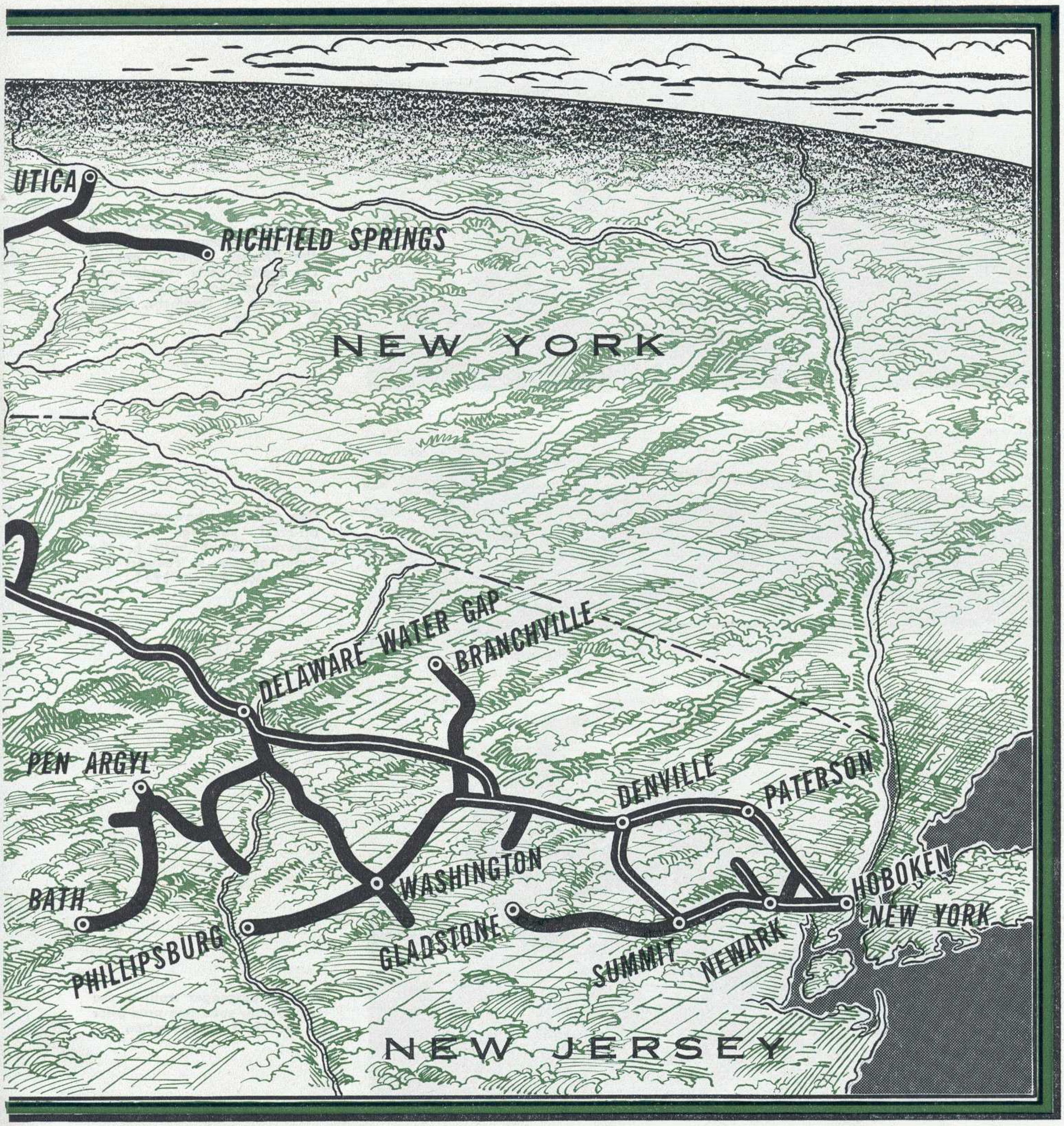
The Lackawanna Looks Back on 100 Years

October 15 marks centennial of Liggett's Gap Rail Road, predecessor of present 966-mile D. L. & W. system

Slocum's Hollow had coal. Slocum's Hollow had iron ore. Welsh immigrant John F. Davis knew how to use the coal to transmute the ore into commercial iron. George and Selden Scranton, and their various part-



ners, had the money. Selden's father-in-law, William Henry, had options on coal and iron land. And the New York & Erie needed rails.

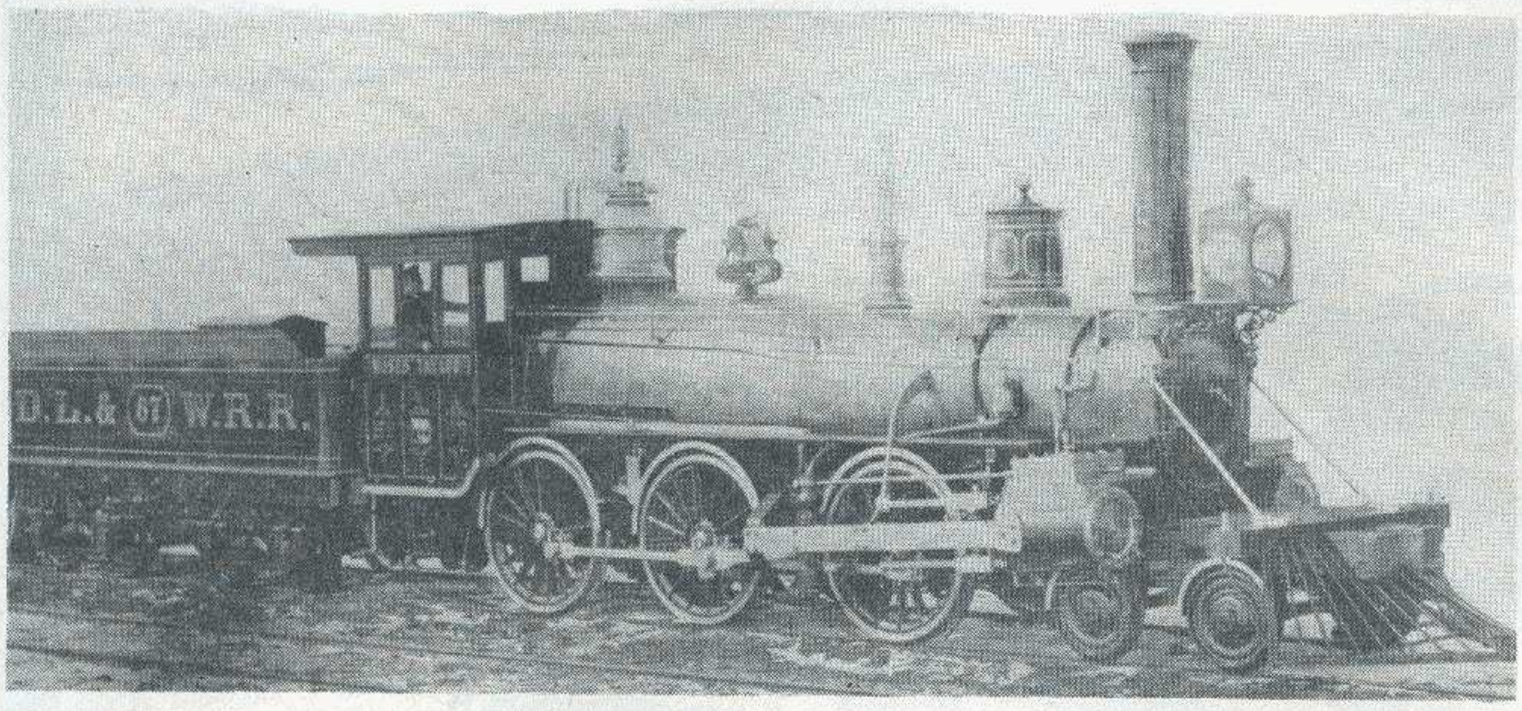
That combination of seemingly unrelated circumstances led to the beginning of what is now the highly developed 966-mile Delaware, Lackawanna & Western Railroad Company, which celebrates today—October 15—the one hundredth anniversary of the opening of its little predecessor, the Liggett's* Gap Rail Road.

Much history had been made, of course, before the tiny wood-burning "Wyoming" pulled the first train over the 53½ miles of 56-lb. rail between Great Bend, Pa., and Slocum's Hollow (now Scranton).

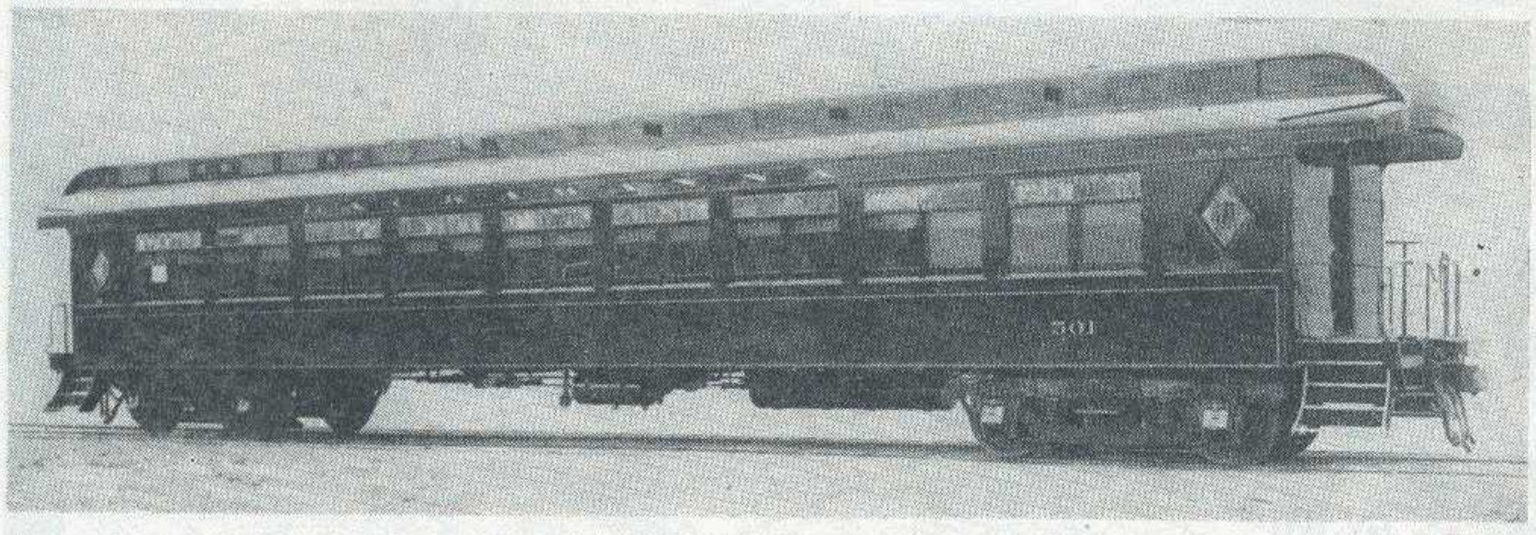
The Lackawanna and Wyoming valleys of northeastern Pennsylvania, in the first of which Scranton is located, had been the scene of some of the darkest pages of colonial history—pages so dark that the valley remained a virtual wilderness until 1819, when one Henry Drinker, a former surveyor-general of Pennsylvania, built a turnpike from the Delaware Water Gap to Tobyhanna, about half-way to Scranton, to open up to settlement land which he owned in the neighborhood.

Among the many who migrated into the valley follow-

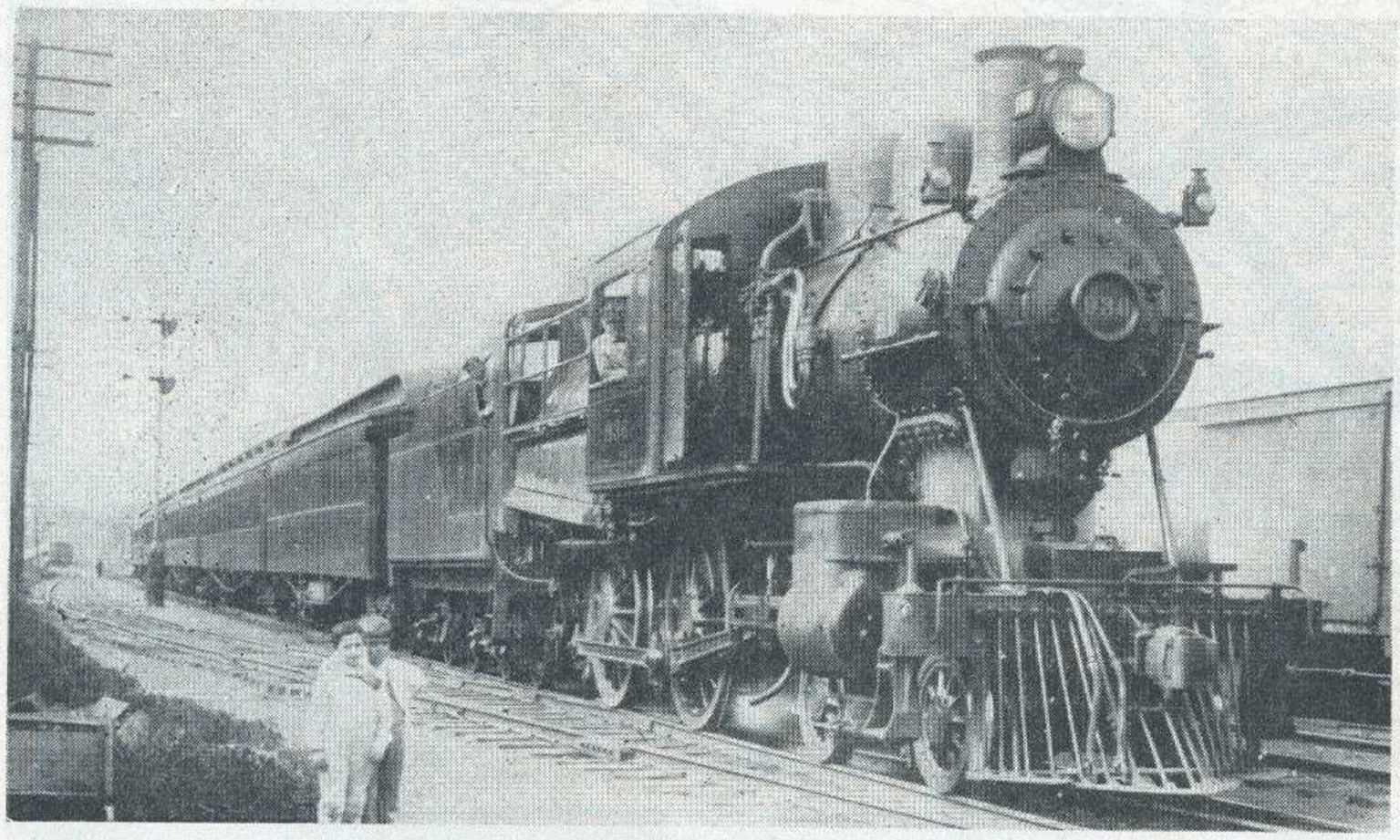
*Historical records show almost every conceivable spelling of "Liggett's"—those most commonly found are "Liggett's," "Leggett's" and "Liggitt's." The spelling used throughout this issue—"Liggett's"—is the one currently favored by the Lackawanna.



Delaware, Lackawanna & Western locomotive No. 67, the "Moses Taylor," one of the typical early standardized anthracite coal burners, which was built by Danforth, Cooke & Co., late in 1859



One of the Lackawanna's first all-steel passenger cars—a suburban coach built by the American Car & Foundry Co. at Berwick, Pa., in 1911



A local passenger train in the New Jersey suburban area prior to the 1930 electrification

ing the building of Drinker's turnpike were Thomas Meredith, surveyor, and the previously mentioned William Henry, geologist. It was Meredith, apparently, who conceived and suggested to Drinker the idea of a railroad from the virtually untapped coal lands northward into the already populous and prosperous agricultural area of southern New York, only 50 miles, more or less, from Drinker's property and another 50 or so from Lake Cayuga, over which boats could be sailed to the Mohawk river and the Erie canal. On May 11, 1831, a "railroad convention" was held at Ithaca, N. Y., and in the following year Drinker obtained a charter for construction of the Liggett's Gap Rail Road along a route proposed and surveyed by Meredith.

About the same time, Drinker, either on his own initiative or at the suggestion of others, conceived the idea of, and chartered, a second railroad from a point in the vicinity of modern Scranton or Wilkes-Barre to the Delaware Water Gap, and a third, never built, from Pittston to the New York state line. But as of the early eighteen-thirties, no capital could be found for any of the three roads; so far as Drinker was concerned, the depression of 1835-37 put a stop to his railroad building plans.

But while Drinker had been unsuccessfully trying to raise capital for one or more of his three railroads, Geologist William Henry had been quietly taking up options on coal- and iron-bearing lands. In the same years, George and Selden Scranton had been establishing themselves as coming young business men over in neighboring northern New Jersey. And when, in 1837, Selden married William Henry's daughter, and in 1838 Selden and George together purchased Maurice Robeson's Oxford Furnace and set themselves up in the nail-making business, the combination of circumstances that was to result in the Lackawanna Railroad had begun to take recognizable shape.

It was in 1840 that Henry convinced the Scrantons and their partner, Sanford Grant, of the value of the coal and iron lands on which he held options. It was a year later that they completed their first furnace at Slocum's Hollow. But it was not until 1842, and then only after they had found the Welsh furnaceman, John Davis, that they were able actually to make iron in commercial quantities.

But in 1842 Slocum's Hollow was still a long way, by wagon and canal, from the eastern seaboard, where lay the only important market for iron products. Transportation difficulties alone might well have sounded the death knell of the new Pennsylvania iron foundry. And then the Erie—which celebrated, just last May, the centennial of the completion of its own original line—came to their rescue.

That railroad—known then as the New York & Erie—was struggling desperately to complete its Delaware division, from Port Jervis, N. Y., to Binghamton, in time to win a $3 million grant from the state of New York. It needed rails, thousands of tons of them, and it was unable to get them from England, previously the only available source. The result of its need was a contract, and then another, and then a third, to Scrantons-Platt Company (successors to Scrantons. Grant) for rails, at as much as $85 per ton, to be delivered to the Erie railhead.

The Liggett's Gap Is Built

From making rails to building railroads was a short and natural step, especially with the N. Y. & E. reaching out to within striking distance of Scranton, and ready to permit use of its tracks into the growing towns of Binghamton and Owego. In 1847, the Scrantons purchased the charter of the old Liggett's Gap line, which had been renewed every five years by farsighted Dr. Andrew Bedford. In 1849, at a March 7 meeting in Scranton, 5,026 shares of stock were subscribed for, at $50 per share. At another meeting, on January 2, 1850, John J. Phelps, of New York, was elected president; and at a third meeting, on March 27, 1850. George Scranton was appointed general agent and builder of the road.

Construction got under way almost at once, with Major Edwin McNeil, experienced on both the Baltimore & Ohio and the Philadelphia & Reading, as chief engineer, and David Dotterer, of the Reading, Pa., engine building firm of Dotterer & Darling, as mechanical superintendent.

Without in any way belittling the difficulties which beset all early railroads, construction of the Liggett's Gap was, relatively, both easy and fast; supplies—especially rail—were readily available, and with New York financiers behind it, the road had none of the early financial problems which beset so many of its contemporaries. The first through train was run, as stated above, from the New York & Erie connection at

Phoebe Snow, from the painting by Penrhyn Stanlaus

Great Bend—which, on the Lackawanna, is now Hallstead, Pa.—to Scranton and return on October 15, 1851; regular service was inaugurated on October 20 with a daily passenger train and as many freight trains as were needed to handle the available business. For each type of service three locomotives were available—the "Lackawanna," "Tunkhannock," and "Capouse" for freight, and the "Wyoming," "Montrose," and "Abington" for passenger — all built by Rogers, Ketchum & Grosvenor, of Paterson, N. J., and all a considerable improvement on the "Old Puff" (officially "Pioneer") and "Spitfire" which had been used during construction.

Expansion Begins

Expansion of the Liggett's Gap into the modern D.L. & W. had begun even before its completion. On April 14, 1851, almost exactly six months before its first through train was run, its name had been changed to Lackawanna & Western. And as early as 1848, even before construction of the Liggett's Gap was definitely assured, George Scranton had gotten into the railroad business through personal acquisition of the Cayuga & Susquehanna. His partner in this venture was William E. Dodge, of New York, who, as director and purchasing agent of the N.Y. & E., had been instrumental in securing from that company rail contracts for Scrantons-Platt.

The 27-mile Cayuga & Susquehanna—actually the oldest portion of the present D.L. & W. and now that company's Ithaca branch—was the second railroad to be incorporated in New York state. Chartered in 1828 as the Ithaca & Owego, to run between those two towns, it had been completed in 1834; had been sold, and had its name changed, in 1842; and had generally led such a checkered existence that only its right-of-way made it worth its 1848 purchase price. Some seven times that price, in fact, had to be poured into rebuilding it —a job completed in December 1849. But with the opening of the Liggett's Gap, the Scranton-Dodge purchase of the C. & S. proved to be a good investment,

At Scranton, Pa., hub of the Lackawanna—a formidable collection of steam power of a few years ago

for with N.Y. & E. trackage rights between Great Bend and Owego, and the navigable waters of Lake Cayuga, it provided a through route for coal and iron from Scranton to middle and northern New York. On April 21, 1855, the Cayuga & Susquehanna was leased in perpetuity to what had by then become the Delaware, Lackawanna & Western.

Delaware & Cobb's Gap

While these developments had been transpiring to the north and west of Scranton, others of equal importance had been taking place to the south and east. Railroads—the Central of New Jersey and the Morris & Essex—were being pushed westward across New Jersey from tidewater in the New York area toward the Delaware river; the eastern seaboard, to which these lines gave potential access, was looming larger and more important as a possible market for Pennsylvania coal and iron. In 1849, therefore, a charter was obtained from Pennsylvania for construction of the Delaware & Cobb's Gap Railroad from the vicinity of Scranton to the Delaware Water Gap. This was, in effect, the second of the three lines dreamed of earlier by Henry Drinker; to protect itself, the new company bought up his original charter, and followed substantially the route determined by his second survey.

Financial backers of the D. & C.G. were essentially the same men who were behind the Liggett's Gap—George and Selden Scranton; their cousin Joseph and their partner Joseph C. Platt; George Scranton's associate in the Cayuga & Susquehanna, William E. Dodge; Dodge's father-in-law and partner, Anson G. Phelps; the same John J. Phelps who was the first president of the Liggett's Gap, and the redoubtable John I. Blair, who had given the Scrantons their start in life, and for whom Blairstown, N. J., is named.

With common financial backers, and a common terminal at Scranton, consolidation of the two railroads could never have been much more than a matter of time and convenience; it took place in March 1853, when the old Liggett's Gap (by then the Lackawanna & Western) was consolidated with the Delaware & Cobb's Gap, to form the Delaware, Lackawanna & Western. And when the D. & C.G.—or, more correctly, the Southern division of the D.L. & W.—was opened to traffic in May 1856, the D.L. & W. had a through line under common ownership from the Delaware river at Delaware Water Gap to the Susquehanna river at Great Bend.

The consolidated D.L. & W. still faced, of course, the problem of making an actual physical connection between its own southern terminal at the Water Gap and one of the two New Jersey railroads. But John I. Blair speedily solved this problem by incorporating (1851), building (1855-56), and immediately leasing to the Lackawanna, the 18-mile Warren Railroad, from Water Gap to a connection with the Jersey Central at New Hampton (now Hampton), N. J. Construction of this little line—chartered and built against determined opposition from the Morris & Essex—made it possible to put into effect a previously prepared agreement with the C.N.J., under which the latter would carry Lackawanna traffic from New Hampton to tidewater at Elizabethport for a flat rate of 1¼ cents per ton-mile for use of its road and motive power. The New Jersey Railroad (now part of the Pennsylvania) agreed to

MORRIS & ESSEX DIVISION
NEW YORK TO ORANGE, SUMMIT, MORRISTOWN, DOVER AND INTERMEDIATE STATIONS—ELECTRIFIED SERVICE

MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS

(See Holiday Note Page 33)

STATIONS	609	NB 507	NB 611	409	NB 509	NB 613	511	NB 615	NB 513	621	NB 517	627	NB 521	629	NB 209	NB 631
New York	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
Barclay St. . Lve.	8 43	9 10	9 43	9 43	10 13	10 43	11 13	11 43	12 13	12 43	1 13	1 43	2 13	2 43	3 15	3 30
Christopher St....	8 40	9 17	9 47	9 47	10 20	10 48	11 12	11 47	12 18	12 46	1 17	1 42	2 17	2 42	3 15	3 32
Hoboken.....	9 00	9 30	10 00	10 05	10 35	11 00	11 30	12 00	12 30	1 00	1 30	2 00	2 30	3 00	3 30	3 45
Harrison.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f3 11	3 41	.....
Newark.....	9 13	9 43	10 13	10 18	10 48	11 13	11 44	12 13	12 43	1 14	1 43	2 13	2 43	3 13	3 43	3 58
Roseville Avenue..	9 16	9 46	10 16	.....	10 51	11 16	11 47	12 16	12 46	1 17	1 46	2 16	2 46	3 16	3 46	.....
Grove Street.....	9 17	9 47	10 17	.....	10 52	11 17	11 49	12 17	12 47	1 18	1 47	2 17	2 47	3 17	3 47	.....
East Orange.....	9 19	9 49	10 19	10 23	10 54	11 19	11 51	12 19	12 49	1 20	1 49	2 19	2 49	3 19	3 49	.....
Brick Church.....	9 21	9 51	10 21	10 25	10 56	11 21	11 53	12 21	12 51	1 22	1 51	2 21	2 51	3 21	3 51	.....
Orange.....	9 23	9 53	10 23	10 28	10 58	11 23	11 56	12 23	12 53	1 25	1 53	2 23	2 53	3 24	3 53	.....
Highland Avenue..	9 25	9 55	10 25	.....	11 00	11 25	11 58	12 25	12 55	1 27	1 55	2 25	2 55	3 26	3 55	.....
Mountain Station.	9 27	9 57	10 27	.....	11 02	11 27	12 00	12 27	12 57	1 29	1 57	2 27	2 57	3 28	3 57	.....
South Orange...	9 29	9 59	10 29	10 32	11 04	11 29	12 02	12 29	12 59	1 32	1 59	2 29	2 59	3 30	3 59	4 07
Maplewood.....	9 31	10 01	10 31	10 35	11 06	11 31	12 04	12 31	1 01	1 35	2 01	2 31	3 01	3 33	.....	4 10
Millburn.....	9 34	10 04	10 34	10 38	11 09	11 34	12 07	12 34	1 04	1 38	2 04	2 34	3 04	3 36	.....	4 13
Short Hills.....	9 36	10 06	10 36	10 40	11 11	11 36	12 09	12 36	1 06	1 40	2 06	2 36	3 06	3 39	.....	4 16
Summit.....	9 40	10 10	10 40	10 50	11 15	11 40	12 14	12 40	1 10	1 45	2 10	2 40	3 10	3 44	.....	4 21
Chatham.....	9 46	10 16	10 46	.....	11 21	11 46	12 20	12 46	1 16	1 51	2 16	2 46	3 16	3 50	.....	4 27
Madison.....	9 49	10 19	10 49	.....	11 24	11 49	12 23	12 49	1 19	1 54	2 19	2 49	3 19	3 53	.....	4 30
Convent.....	9 53	10 23	10 53	.....	11 28	11 53	12 27	12 53	1 23	1 58	2 23	2 53	3 23	3 57	.....	4 34
Morristown.....	9 57	10 27	10 57	.....	11 32	11 57	12 31	12 57	1 27	2 02	2 27	2 57	3 27	4 01	.....	4 38
Morris Plains.....	10 01	.....	11 01	.....	.....	12 01	.....	1 01	.....	2 06	.....	3 01	.....	4 05	.....	4 42
Mount Tabor.....	10 07	.....	11 f07	.....	.....	12 07	.....	1 07	.....	2 12	.....	3 07	.....	f4 11	.....	4 48
Denville.....	10 09	.....	11 09	.....	.....	12 09	.....	1 09	.....	2 14	.....	3 09	.....	4 13	.....	4 50
Dover.....Arr	10 15	.....	11 15	.....	.....	12 15	.....	1 15	.....	2 20	.....	3 15	.....	4 21	.....	4 56

EXPLANATION REFERENCE MARKS SEE PAGE 33.

For Additional Trains New York to Newark and Roseville Avenue, See New York and Montclair Trains, Pages 18, 19
For Trains to Points West of Dover, See Boonton Line Trains, Pages 25, 26

Six lines and six pages! A little over one hundred years ago, it took the Morris & Essex just six lines of type to show its complete daily schedule between New York and Morristown. Today, the modern Lackawanna requires six pages like the one above to show its daily service over the same route

handle traffic from Elizabeth to New York (Jersey City) under similar conditions. The first of these agreements—under which the C.N.J. had to lay a third rail to accommodate the Lackawanna's 6-ft. gage cars—remained in effect until 1875; it led, in 1872, to an abortive effort to consolidate the two companies. The wide gage, incidentally, adopted because of the original Erie connection, was not changed to standard until 1876.

East on the Morris & Essex

While all this was going on, the Morris & Essex had in turn been expanding steadily, if somewhat erratically, westward. Chartered by a group of Newark men in 1835, as a horse railroad from Newark to Morristown, it was opened to Orange in 1836, converted to steam power the next year, and completed to Morristown in January 1838. Ten years later it was extended nine miles to Dover; in 1854 another 20 miles to Hackettstown; and by 1865 to Phillipsburg, N. J., on the Delaware river, connecting in the process with the Lackawanna. It had for a time grandiose plans of pushing on through the coal regions to Williamsport, Pa.; and was an object of considerable interest to the Atlantic & Great Western (now part of the Erie), whose constantly optimistic owners envisioned use of the M. & E. as the eastern end of a proposed trunk line from Dayton, Ohio, to New York—a plan which the perpetually shaky finances of the A. & G.W. made impossible of fulfillment.

As a local line, the M. & E. had enjoyed a relative degree of prosperity after it had survived its first few critical years. But the westward extension, plus an 1867 eastward extension from Newark to Hoboken, had weakened its capital structure, increasing its bonded debt nearly 19 times, and its fixed charges almost 10 times. Small wonder, then, that its directors, in 1868, were glad to lease it to the prosperous Lackawanna, at a rental equal to the 7 per cent dividend which they themselves were finding it hard to maintain. This lease included the Newark & Bloomfield, opened in 1856, and now the Lackawanna's Montclair branch. And in line with the policy established on the Cayuga & Susquehanna 20 years before, it led to substantial rebuilding of the M. & E., including the construction of a tunnel through Bergen hill and a new main line, specially designed to carry coal traffic, from Hoboken via Passaic and Paterson to a junction with the old main line at Denville, N. J. This is now the Boonton branch of the D.L. & W.

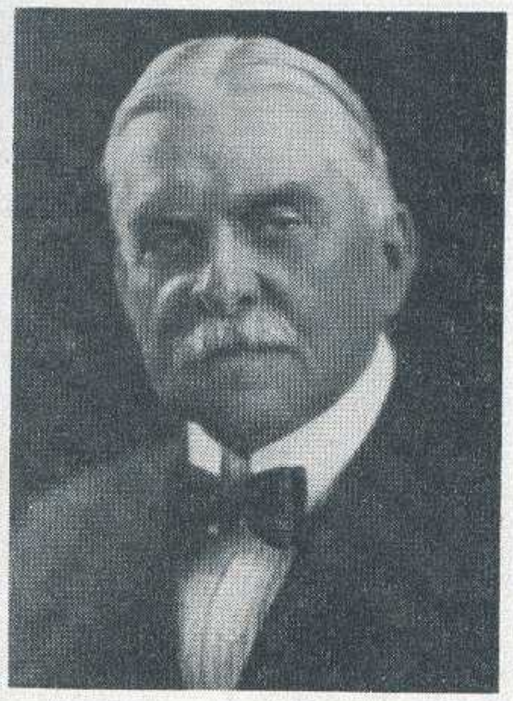
While eastward expansion via the Warren and the Morris & Essex was under way, westward development was not neglected. As early as 1852 Moses Taylor, president of the National City Bank of New York and a Lackawanna manager (director)—who was to play a prominent part in the affairs of the company for the next 30 years—had arranged the financing and incorporation of the Lackawanna & Bloomsburg. This line, now extending from Scranton some 80 miles southwest to Northumberland, Pa., and operated today for freight service only, was designed to tap the rich anthracite fields of Luzerne county. It was merged with the Lackawanna in 1873.

North to the Great Lakes

Back in the middle fifties the D.L. & W. had taken over the Cayuga & Susquehanna from George Scranton and William E. Dodge; and in 1869 and 1870 it either purchased outright or leased the Syracuse, Binghamton & New York, from Binghamton to Syracuse; the Oswego & Syracuse, which extended the S.B. & N.Y. to the Lake Ontario port of Oswego; the Utica, Chenango & Susquehanna Valley, which ran north to Utica, with an eastward branch to Richfield Springs; and the little Greene Railroad, which provided a short but necessary connecting link between the S.B. & N.Y. and the U.C. & S.V.

By 1869, therefore, the Lackawanna had a through

They Ran the Lackawanna For 75 Years



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Left above—Samuel Sloan, President, 1867-1899; right above—William H. Truesdale, President, 1899-1925; left—John M. Davis, President, 1925-1941

A picture of William White, president of the Lackawanna since 1941, appears on page 8.

route over its own rails from tidewater at Hoboken to the Great Lakes at Oswego—except for the 14-mile segment between Hallstead, Pa., on the west bank of the Susquehanna river, opposite Great Bend, and Binghamton, N. Y., where Lackawanna trains still operated over Erie rails under the old trackage rights agreement.

Moses Taylor and Samuel Sloan—then president of the D.L. & W.—were not the men to let a 14-mile gap stand in the way of completing the line; they solved the problem in 1869, just as John I. Blair had done with the Warren nearly 20 years earlier, by incorporating and building a new railroad—the Valley—and leasing it in perpetuity to the Lackawanna.

And West to Buffalo

There was just one step left—the extension to Buffalo—but that was 10 years in coming, and credit for it is generally given, rightly or otherwise, to none other than Jay Gould. Gould, interested in an eastern connection for his Wabash and his other roads farther west, became, in 1880, one of the incorporators of the New York, Lackawanna & Western, along with Samuel Sloan, Moses Taylor, William E. Dodge, John I. Blair and other men whose connection with the D.L. & W. long antedated his own. The result was the construction of 207 miles of new line between Binghamton and Buffalo. Perpetually leased to the Lackawanna on September 29, 1882, this last and longest addition brought the Lackawanna, for all practical purposes, to its present extent, and gave it the status it has since retained of a Great Lakes-to-seaboard carrier—a status which was fully recognized even by its competitors only two years later.

"Most Highly Developed"

But if the Lackawanna reached its full extensive development less than a third of a century after its original inception, it still had ahead of it a long period of intensive development—a period which was in some ways the most dramatic in its century-long history, and which was to earn for it the title of "the world's most highly developed railroad."

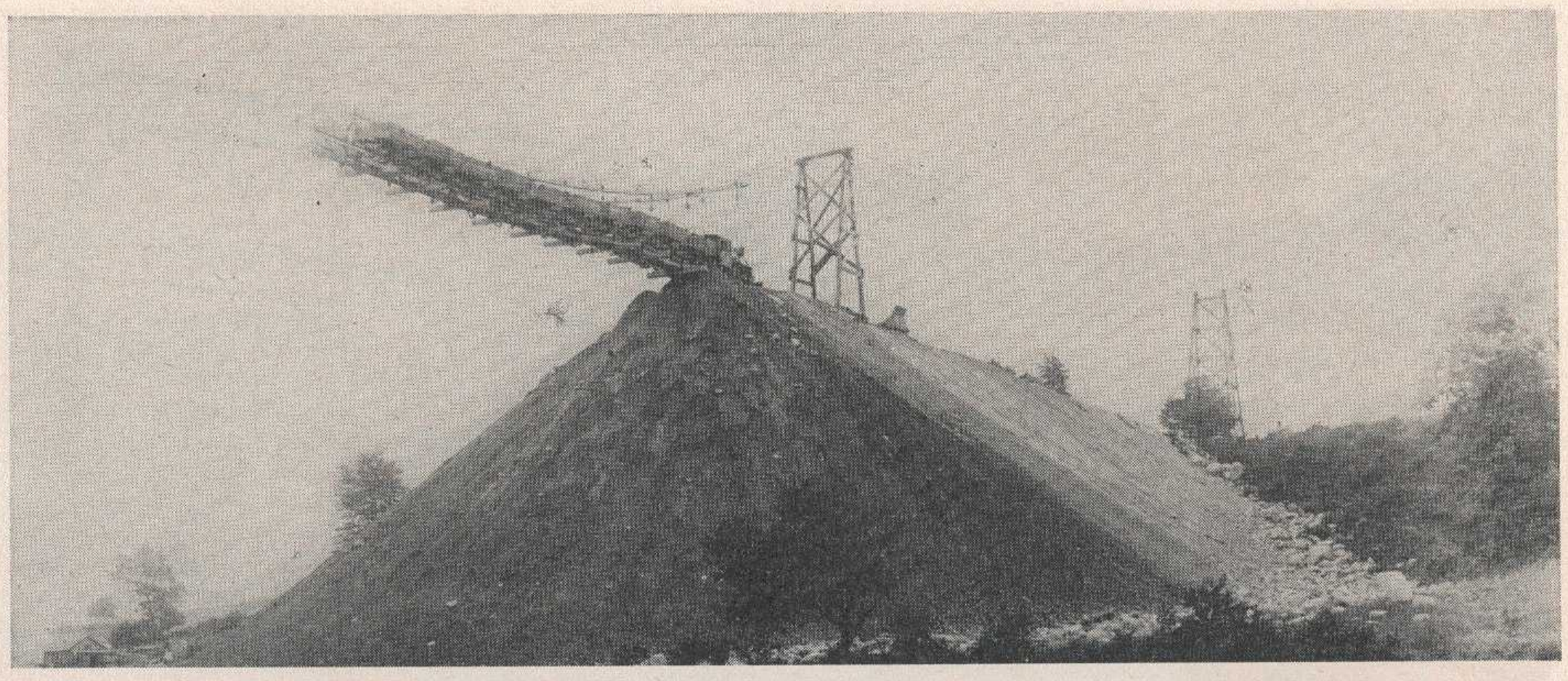
William H. Truesdale, who assumed the presidency on Samuel Sloan's retirement in 1899, and his various chief engineers, W. K. McFarlin, Lincoln Bush and George J. Ray—particularly the latter, who was later to become vice-president and general manager—were the men behind that development. The rebuilding program included such monumental engineering works as Tunkhannock viaduct, said to be the world's largest concrete railway bridge; Pequest fill and Armstrong cut, both on the Hopatcong-Slateford cut-off in northern New Jersey; new terminals at Hoboken and new stations at many other points on the line; extensive grade separations, particularly in New Jersey suburban territory; and a comprehensive program of curve and grade reduction.

The final step in this improvement program—electrification of the old main line to Dover and of the Montclair and Gladstone branches, a total of 70 miles of line and 160 miles of track—was completed in 1930, during the administration of John M. Davis, who succeeded Mr. Truesdale as president in 1925; this was the first 3,000-volt direct current railroad suburban electrification in America. But the major problem of Mr. Davis' administration was the one of weathering—with difficulty, but without bankruptcy or reorganization—the long years of depression in the nineteen-thirties.

His successor, present President William White, has faced and is successfully surmounting, problems of a different sort. In the early years of his incumbency there was the question of handling wartime traffic, which bore heavily on the Lackawanna both in passenger and freight. Since 1945 there has been the question of cutting expenses in the never-ending effort to keep them below rising costs of wages, materials and taxes—toward which end the Lackawanna has dieselized many of its non-electrified operations; has mechanized and budgeted its track maintenance work (*Railway Age*, August 20, page 40); and has sought to reduce its fixed charges and taxes by merging into one corporation many of the lines which it previously controlled only by lease.

This last accomplishment, more fully dealt with in another article, may, in the final analysis, prove to have been the outstanding achievement of Mr. White's tenure as president.

Extensive and intensive development of the railroad itself have not, of course, been the whole Lackawanna story. Always, and still, one of the major anthracite carriers, it was also, until well into the present century, a major producer and marketer of anthracite in its own name. Only after passage by Congress in 1906 of the Hepburn act was the business of mining and selling coal turned over to a separate company; and until 1915, when the United States Supreme Court ruled against the railroad, this Delaware, Lackawanna & Western Coal Co. remained under practical control of the railroad. Even after that date, there continued a close



The early Twentieth century "rebuilding" of the Lackawanna under President William H. Truesdale and Chief Engineer George J. Ray involved some of the heaviest railroad construction work ever undertaken in North America. Among the major projects were Tunkhannock viaduct, illustrated and described on pages 86 and 87, and the Hopatcong-Slateford cutoff in northern New Jersey. The latter, in addition to two large concrete viaducts, required construction of Pequest fill—one of the world's biggest railroad fills—over three miles long, with a maximum height of 110 feet

affiliation between the businesses of mining, marketing and transporting coal. It was not, in fact, until September 1, 1921, that mining and marketing were completely divorced from transportation, and that the Delaware, Lackawanna & Western Railroad became a railroad and nothing more.

Phoebe Snow—and the Telegraph

Nor does the mere recital of dates, names, charters and mergers give any hint of those human sidelights which may have little direct bearing on the course of corporate history, but which are apt to be longer remembered.

No account of Lackawanna history, for example, would be complete without mention of "Phoebe Snow," that immaculately groomed turn-of-the-century glamour girl whose travels on the Lackawanna made her name—and its—household words. Perhaps as famous as any other character ever created by skillful advertising, her name lives on today in the title of the Lackawanna's premier passenger train.

The Lackawanna, too, may have been one of the first companies ever to use the "testimonial" type of advertising which has become so commonplace today—a turn-of-the-century timetable shows Mark Twain penning a telegram lauding Lackawanna passenger service.

Morristown, the original terminal of the old Morris & Essex, may fairly be considered the birthplace of the electric telegraph. The basic idea is said to have come to its inventor, Samuel F. B. Morse, while he was crossing the Atlantic, and he made his first crude machines in New York, but it was at the old Speedwell Iron Works at Morristown that he perfected his first practical apparatus. There, in January 1838, in association with Stephen and Alfred Vail, Morse gave a public exhibition that convinced a doubting world that messages could be transmitted by electricity over wires. It was not until six years later that he sent his better known message, "What hath God wrought?" from Washington to Baltimore.

Appropriately enough, therefore, it was along the Lackawanna line between New York and Buffalo that the Western Union Telegraph Company, in 1939, opened its first regular commercial facsimile telegraph circuit, in which the message reproduced at the receiving station is a replica of the original message as sent.

And appropriately enough, too, it was on the Lackawanna that Dr. Lee DeForest and David Sarnoff—then a telegraph operator and now chairman of the board of the Radio Corporation of America—first experimented with development of wireless telegraphy over land. Guglielmo Marconi, its inventor, thought it could be used only at sea, but DeForest and Sarnoff proved otherwise—with three towers at Hoboken, Scranton and Binghamton, and equipment installed on the "Lackawanna Limited," predecessor of today's "Phoebe Snow."

There have been humorous incidents in the Lackawanna story—as when George D. Phelps, first president of the D.L. & W., fell out with his former associates on the board of managers and with William E. Dodge in particular, and took the dispute, not to court, but to the Synod of the Presbyterian Church—without, be it noted, gaining any satisfaction thereby.

And there have been dramatic incidents as well—when, for example, the famous engineman John Draney ran from Hoboken to Buffalo, on September 11-12, 1901, in six hours and 45 minutes, to take New York doctors to the bedside of United States President William McKinley, following his assassination.

On the whole, the history of the Lackawanna has been a relatively happy one. Well conceived, well financed in the beginning, and always truly and ably officered and administered, it has seen many more good years than bad—and the few bad ones have been due without exception to external circumstances beyond its own control. No better hope can be expressed than that its next hundred years may be as good as its first—a hope symbolized by the railroad's own pledge, as it "looks back with pride to the accomplishments of the past . . . to provide even better transportation service in the years to come."