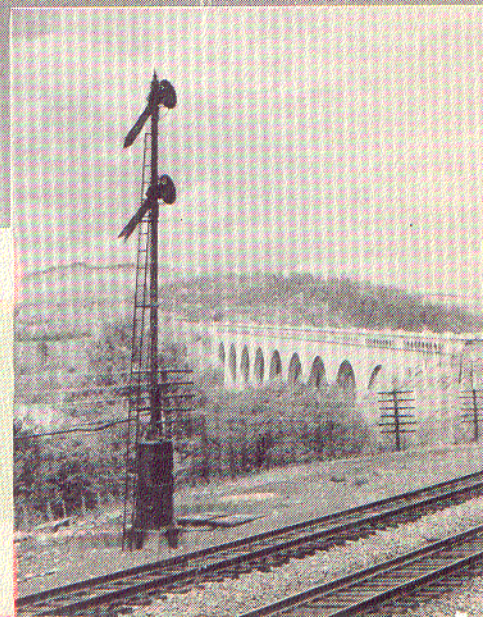




Both photos, Bruce Nett.

↗The Phoebe Snow awaits departure at Hoboken. →In the afternoon the train will cross graceful Tunkhannok Viaduct 151 miles westward.



The route of Phoebe Snow

Delaware, Lackawanna & Western names a train after the lady who made the line famous as "The Road of Anthracite"

BY JOHN T. CUNNINGHAM

PHOEBE SNOW peeped from Delaware, Lackawanna & Western advertisements in the early years of the century and demurely boasted that when she rode all the way to Buffalo on the DL&W "my gown stays white from morn till night upon the Road of Anthracite." Her gown was soiled by bituminous—but plenty—after the start of World War I, but now Phoebe is back as lovely as ever.

Some changes have been made, of course. Phoebe is streamlined and her dress stays white not because of anthracite but because of diesel power. Like all ladies of the modern world she's interested in the things around her. Thus it's quite fitting that her trip from Hoboken, N. J., to Buffalo, N. Y., is now called the "The Route of Scenic Beauty" rather than "The Road of Anthracite."

Last November saw the complete revival of Phoebe Snow when a sparkling new Lackawanna streamliner was officially christened *Phoebe Snow* and sent on its daily run as No. 3 on the westbound schedules and No. 6 on the eastbound list. For many weeks before the train was put together as a unit, however, individual new gray streamlined cars had been added to established trains, and the sight of the new coaches rolling over the Lackawanna roadbed symbolized the unmistakable public-wise stirring of the railroad after years of providing service quietly. The *Phoebe Snow* is rolling proof of the Lackawanna's determination to modernize itself—a determination which has seen nearly \$8 million spent since the war.

Now there is no mistaking the Lackawanna's efforts to tell its story, particularly as it revolves around the *Phoebe Snow*. Local radio stations along the route play the railroad-inspired Phoebe Snow jingle. Local

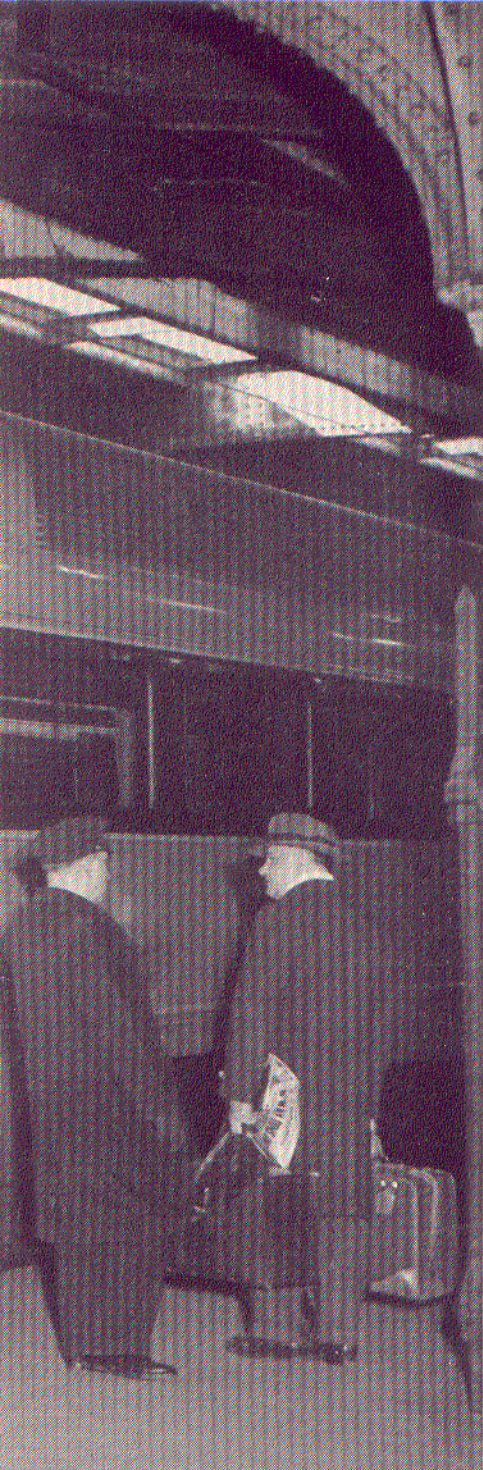
newspapers and magazines carry ads based on the *Phoebe*. Passengers on the new train are given leaflets telling the merits of the road in general and the *Phoebe Snow* in particular.

Still, the diversity of the Lackawanna is probably lost on most people who ride it. The 35,000 commuters, for example, get only a hint of the vast freight business on the Lackawanna's docks on the Hudson River. Riders of the *Phoebe Snow* get little hint of either the freight business or the huge commuter trade. Perhaps that is a tribute to the smoothness of the operation all along the 396-mile main line between Hoboken and Buffalo.

Let us go along as a casual rider of the *Phoebe Snow* westbound out of Hoboken at 10:30 a.m. However, let's take an early ferry and get to Hoboken sooner. A three-hour period before the *Phoebe* leaves will provide time for us to explore other phases of the Lackawanna story.

The ferry from Barclay Street in downtown New York is as good a place to start as any, because this is a vital part of the interstate functioning of the Lackawanna. Later this ferry will be New York-bound, crowded with business men of all ages standing in groups or pacing up and down the decks to get some of the early morning breezes. Pretty secretaries will be knitting or grabbing a last-minute cup of coffee. That traffic will be all headed for New York, because from 7:30 to 9:30 a.m. that is the flow of the Lackawanna—as if it were upended somewhere near Dover, 40 miles to the west, and tipped to the Hudson River. From 4:30 to 7 p.m., the tipping will be reversed as the commuters go home.

Westbound before 7 a.m. the boat is not crowded. There are a few college





Wayne Brumbaugh.

The Lackawanna's Pocono Express, train No. 2, steams down the high iron in the vicinity of Hainesburg in predieselization days. The locomotive is a 1600-series 4-8-4, one of 50 built by the Schenectady Works of the American Locomotive Company in the late '20's and early '30's.

girls headed for Hoboken to take the "Yakety-Yak Unlimited," the 7:03 train that has won local renown because of the large number of commuting girls it carries to St. Elizabeth's College at Convent Station, 30 miles distant in New Jersey. There is no secret about the origin of the train's nickname; the talkative college girls have named it well.

It's just as well there is little traffic. That gives us an opportunity to study a little of the Lackawanna's marine setup, starting with its nine ferryboats and ranging through a fleet of tugs, steam lighters, gasoline lighters, scows, barges, grain boats and station and transfer floats. This comprises a fleet of 207 boats of all sizes operating out of the Lackawanna slips on the Jersey side of the Hudson.

Only a few smaller "scoots," the electrified commuter trains, are in the Hoboken station this early in the morning. The big rush doesn't start until 7:30 and then it rises in crescendo between 8 and 9. The "Banker" or "Millionaire" specials (unofficial nicknames given by envious commuters who have to be at work before 9) get in after 9. They serve to emphasize a contention that if the Lackawanna doesn't carry the most commuters to New York it certainly must be credited with transporting a very high percentage of the commuting executives.

Perhaps before doing anything else

we should stop in at the Hoboken office of Assistant Superintendent H. B. Hill to examine the map of the Lackawanna. Later, when the *Phoebe Snow* is flashing along at speeds close to 80 miles per hour, it'll be too late to spot the numerous branches which spread out to bring Lackawanna service to triple the area of the mainline track.

Westward from Hoboken, north of the Morris & Essex Division main line, the Boonton Branch cuts through heavily industrial Passaic and Paterson to a junction with the main line at Denville, 35 miles west. Then, at Port Morris, the old main line swings south into Washington, N. J., and back north again to hit the present main line at Slateford Junction, Pa. The Scranton Division begins here. Smaller branches reach up into rural Sussex County, New Jersey, and out to the rich cement area of Pennsylvania near Bangor. Along the way we'll surely see some of the air-activated "steel bottles" used as cement carriers on the Lackawanna.

At Scranton an 80-mile branch reaches south through the Pennsylvania hard coal fields to Northumberland, where it connects with the Pennsylvania Railroad.

Binghamton, N. Y., is the taking-off place for the 114-mile branch to Syracuse, Oswego and Lake Ontario, as well as for the 95-mile run to Utica.

Johnson City, just west of Binghamton, is the beginning of the Buffalo Division. Owego, the southeastern gateway to the beautiful New York Finger Lakes region, is the starting point of a Lackawanna branch that runs 34 miles north to Ithaca, the home of Cornell University.

Trainmaster Ray Carroll is a good choice as a guide around Hoboken, because his Morris & Essex Division contains all of the electrified system used for hauling commuters. Carroll has also served as a trainmaster on the Scranton Division, so he can tell us about that too.

Lackawanna electrification reaches 40 miles out to Dover on the main line, with a four-mile spur to Montclair and a 21-mile run to Gladstone also electrified, Carroll tells us. When the Lackawanna completed its electrification in 1931 it was regarded as a prime railroading achievement because the road was one of the first to use purchased power and convert it from alternating to direct current in railroad-owned mercury arc rectifier substations. The system is all overhead because this part of the Lackawanna runs through one of the East's most populated regions. Third rail electrification would have been hazardous beyond calculation because of the relative openness of the tracks through cities and towns.

Carroll points out the electric train

markings, complicated because of the many special yards maintained along the way to accommodate commuters. "On weekdays our markings run from 100 to 600," Carroll explains. "They start with 100 for the Montclair line, 200 to South Orange, 300 to Summit, 400 to Gladstone, 500 to Morristown and 600 to Dover. Weekends, 700-series trains go to Montclair, 800 to Gladstone, and 900 to Dover."

On the north side of the Hoboken terminal some steam trains will be noted during commuter rush hours. Carroll explains that those are Boonton Branch trains which bring in a limited number of commuters from points on this nonelectrified line. However, the Boonton Branch is mainly a freight line.

Commuters may be interesting — particularly if you are one — but now the *Phoebe Snow* has slid almost without noise into its berth in the middle of the terminal. Let's hustle over and get a pre-trip look at the streamliner.

This is Monday, but today's *Phoebe Snow* can be considered typical. It is powered by one of the five Electro-Motive 4500-horsepower diesels (Nos. 801-805) ordered especially for use on the *Phoebe Snow* and the Lackawan-

na's other crack mainliners. Trailing behind the gray, maroon and yellow three-unit diesel are a mail-baggage car, five coaches (one a through Chicago coach), a diner, a Chicago sleeper (six bedrooms, 10 roomettes), and a tavern-lounge. The cars were manufactured by A.C.F. and Budd and are finished in pastel tones accentuated by overhead indirect lighting.

CARROLL will ride along with us as far as Scranton, so we seek a seat in the tavern-lounge, the better to see why the Lackawanna is "The Road of Scenic Beauty." At the front end of the lounge an oval picture of the original *Phoebe Snow* smiles benignly over the car.

"Was there a real *Phoebe Snow*?" we ask.

"Yes," is the answer. "The original *Phoebe Snow* was Mrs. R. U. Gorsch of New York. Her picture, painted by Penrhyn Stanlaus, appeared on car cards and in advertisements all over the country. She became famous and the route became famous. She had auburn hair, wore a white gown, carried a parasol and wore a corsage of violets."

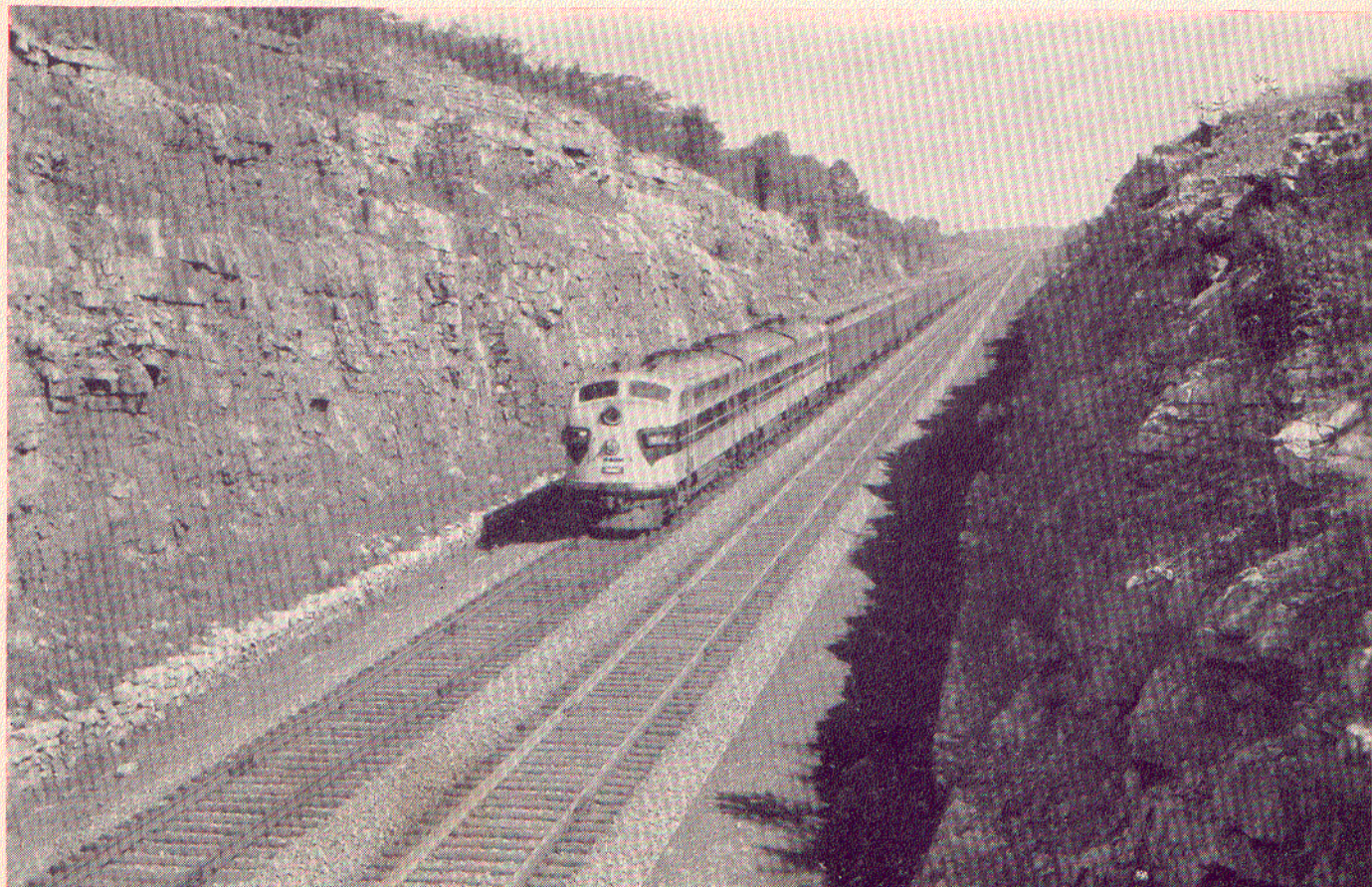
This was in the days when the Lackawanna was "The Road of An-

thracite." When World War I came most of the anthracite went on ships, and bituminous coal was substituted. So many housewives protested against the railroad's soot that the thought of *Phoebe Snow* riding unsullied to Buffalo (or more than a mile, for that matter) became a joke. *Phoebe*, therefore, was quietly shelved, until a more auspicious time would warrant her return.

Is there a flesh-and-blood *Phoebe Snow* today? Again the answer is yes. She is Kay Campbell Tiernan, a pert 5'-6", blue-eyed, brown-haired former Conover model. The current *Phoebe Snow* model came into being during World War II when the Lackawanna put *Phoebe* into uniform — sort of a "*Phoebe Snow* has gone to war" proposition. Now *Phoebe* wears a tailored outfit with "Lackawanna" on the lapels and a tam o'shanter on her curls, and she assists in such things as smashing champagne bottles on new trains.

That's settled, and you may have the feeling that perhaps Carroll has diverted your attention to obviously appealing *Phoebe Snow* so that he can prove his point that you'll scarcely know when the train has started to move out of Hoboken station. So

Train No. 3 on the Lackawanna has not always been known as the *Phoebe Snow*. This prestreamlining, pre-naming version of No. 3 is following diesel 802 through a deep rock cut near Hainesburg. The three Electro-Motive F-3 units are one locomotive under DL&W's numbering system.



Wayne Brumbaugh.

smoothly does the diesel get under way, the point is made — the *Phoebe Snow* is moving slowly and effortlessly through the maze of terminal tracks leading to the main line.

Once through the mile-long Bergen Tunnel just west of Hoboken yard, the train rolls over the flat, marshy meadowland toward suburban Jersey. First the moderate-sized skyscrapers of Newark appear, then the city fades into mile after mile of residential area, with no obvious differentiation between communities. The role of the Lackawanna in developing this so-called "sleeping quarters for New York" is of standout importance. Whether the demand for residential areas came first or whether the railroad opened up this part of New Jersey for residences falls, however, into the "chicken or egg" class. It's safest, and probably most accurate, to say the two have been indivisibly intertwined since the beginning.

This part of the railroad between Hoboken and Dover is one of the oldest in the nation. It was chartered in 1835 as the Morris & Essex Railroad; the tracks first connected Newark and Morristown in 1838. The railroad fulfilled its New York-to-the-West dream in 1862 by acquiring a newly built railroad over the Jersey meadows to Hoboken. Meanwhile it had extended to Dover in 1848 to connect with the Morris Canal at that point.

The first approach of the Lackawanna interests, which at about the middle of the 19th Century were spreading from the Pennsylvania coal mines, came in 1856 when the Delaware, Lackawanna & Western reached an agreement with Morris Canal owners to transport coal over the canal route which roughly paralleled the Morris & Essex tracks.

Although the Morris & Essex finally reached Easton, Pa., just as the Civil War ended, its dreams of prosperity did not come true. In fact, bonded indebtedness had climbed to \$6 million when the DL&W started making its first overtures. The DL&W had been using the Jersey Central track to carry its coal but sought a shorter outlet from Hampton, N. J., to tidewater at Elizabethport, on Newark Bay. In 1868 the M&E was leased to the Lackawanna, and the new route from the Wyoming anthracite fields through Washington, N. J., and to the Hudson was assured.

The *Phoebe Snow's* speed is limited through the New Jersey residential area, although it makes the 21 miles to Summit in 33 minutes, with two stops. Carroll explains that the maximum speed to Summit is 65 miles per hour, with many restrictions cutting that to 40 or less much of the way.

"We're opening up now," Carroll says as the *Phoebe* begins to flash through smaller towns to the next stop at Dover, centered in the Jersey iron ore region. He points to the employees' timetable to show that speeds have begun to mount up near 80 miles per hour as the train nears the New Jersey Cutoff between Port Morris and Slateford Junction.

Carroll has come loaded with statistics. He asks if we want to hear about the bustling freight yards at Port Morris, but we ask to wait on that while he tells about the cutoff, one of railroading's top wonders 40 years ago.

It's still a wonder, anyone crossing the 28½-mile cutoff must agree. Solid rock embankments often close in tight on the tracks, but at other times the train rides majestically high above the floor of the valley. "That just proves

the builders were right when they said they moved mountains to build this cutoff," Carroll comments.

Once all mainline trains went to Slateford Junction by way of Washington, N. J., and the trip took 39½ miles of twisting, rising and falling track. Then, in 1908, seven contractors started the \$11 million project that excited worldwide engineering interest. These are some of the things that were changed as the contractors used 5 million pounds of dynamite to move some 15 million cubic yards of rock and earth from the new right of way:

The distance was cut 11.12 miles.

Time for passenger trains was cut 20 minutes; for freight trains, 60.

All grade crossings were eliminated.

Curves were cut from 57 to 15 and grades were cut to a maximum rise of 29 feet per mile.

Tunnel length was cut from 3971 feet to 1000 feet.

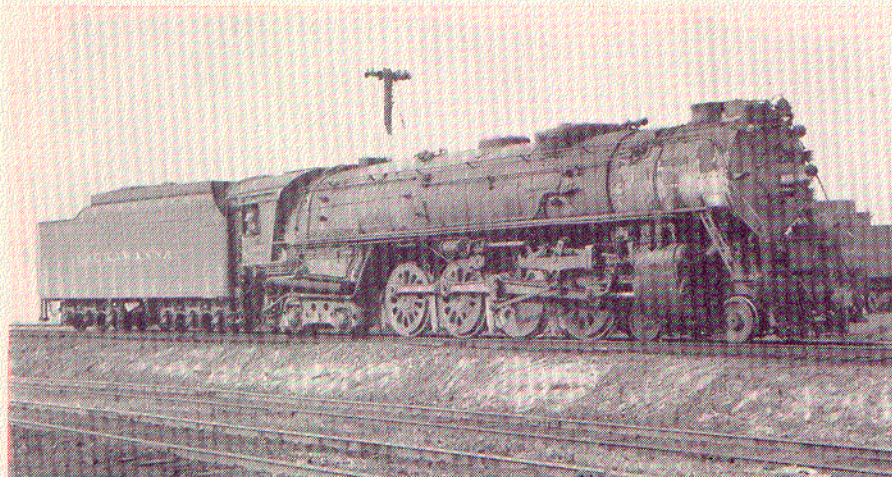
Out in the middle of the cutoff the train flashes along at 75 miles an hour, but the sensation of movement is slight because the view is far out over an unobstructed valley. At last we are beginning to know what the Lackawanna means when it advertises "The Route of Scenic Beauty." Now we know why the *Phoebe Snow* travels completely in the daylight in both directions. This is rolling scenery seldom thought of as belonging to the East.

Below, on both sides of the cutoff, big neat farmhouses and barns attest to the richness of the prime dairy country. Untouched forests stretch away with their tops well beneath the roadbed, particularly in the vicinity of Hainesburg. Here the *Phoebe Snow* rides on an embankment 115 feet high, and on an 1100-foot viaduct it crosses a modern superhighway, the Lehigh & New England Railroad tracks and the Paulins Kill.

John Gibbons, 49 years a Lackawanna employee and now a *Phoebe Snow* conductor, stops to chat. He listens in on Carroll's story of the cutoff, then says wisely, "Makes it even a little more impressive if you figure that it was all done with mules and wagons."

Gibbons recollects hearing that the contractors blew the top off a mountain to build the cutoff. The contractors tunneled a mountain, placed 32,500 pounds of dynamite in it and set it off electrically. The resultant explosion and landslide of dirt must have been a memorable sight!

Now the rapidly moving *Phoebe Snow* has glided over the Delaware River Bridge and has started through the nationally known Delaware Water Gap. The souvenir folder says: "Bae-decker calls this one of the 15 points



Bruce Nett.

No. 1635 is one of Lackawanna's biggest, though not most powerful, steam locomotives. Twenty of the railroad's 4-8-4's (Nos. 1631-1650) were built with 74-inch drivers driven by 28" x 32" cylinders working under 230 pounds pressure. The other 30 have smaller drivers, more pressure.

of greatest scenic beauty in the United States. Mount Minisi is on the left (Pennsylvania side) and Mount Tammany is on the right." Regardless of what Baedeker says, the eye must agree this Gap is a splendid sight. The solid rock ledges tower nearly a quarter of a mile above the tracks. Mount Tammany, incidentally, got its name from the same Indian chief for whom the New York Democratic machine was named.

Two hours out of Hoboken, the *Phoebe Snow* begins its rise through the Poconos, a climb that goes up 1500 feet in 21 miles and snakes the train back and forth through remarkable scenery. The Poconos are a focal vacation spot in the East. Summer finds these mountains crowded with people from New York, Philadelphia, Boston and points between, seeking relaxation and cool air in the hundreds of hotels. Many of the hotels remain open in winter, catering to fashionable skiing and skating parties.

Once these Pocono Mountains were a recurring headache for the Lackawanna, but with diesels much of the hill-climbing problem has been eliminated. Gravel Place coaling station has largely been abandoned. A few years ago this was an ever-busy helper station as it kept ready to add pusher engines to heavy trains. An occasional pusher is still used and once in a while extra cars are put off at Analomink if ice and snow have made the rails difficult, but the Poconos have largely lost their threat.

"We're pretty well dieselized now," Carroll says. "About 75 per cent of our freight is hauled by diesel and about 90 per cent of our mainline passenger traffic goes behind diesels."

As the *Phoebe* starts to climb, Conductor Gibbons points to some spots of interest in the mountains. "Look way over there — that's Pocono Manor," he says with the air of someone who has been saying it a long time. Then he looks carefully out the window, explaining, "I just wanted to see if there are any deer along the way. They often come up to eat scraps thrown from the diner."

Carroll, meanwhile tells us about the reasons for the smoothness of the ride. He explains the rigorous maintenance of the roadbed, the 135-pound rail set over the entire main line, the years of study. He tells about the many railroad engineers who have come to study the Lackawanna roadbed. We have no reason to disbelieve him — this ride is proving him right.

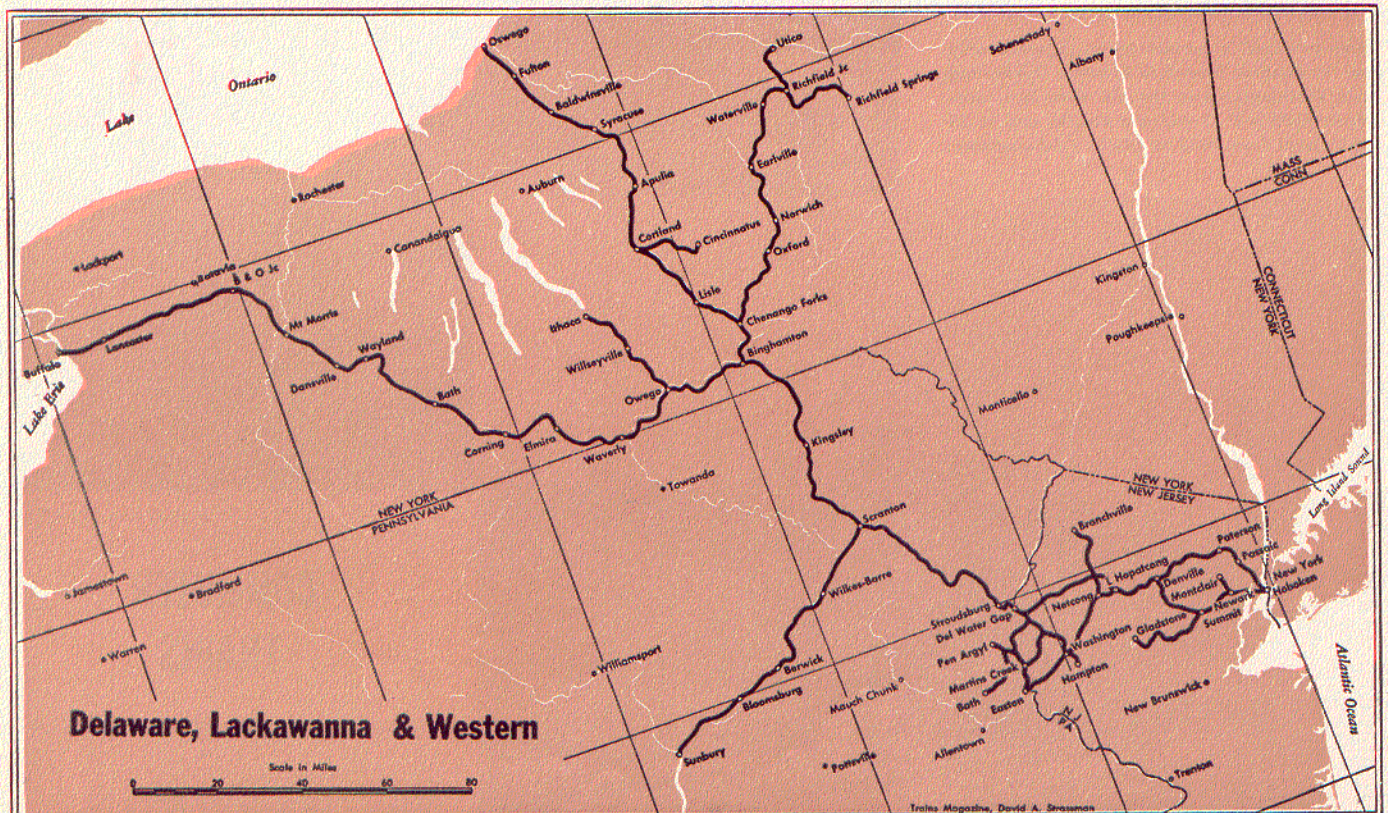
Finally, as the train begins to cut into long U-shaped Paradise Curve, Gibbons nudges us. "See that house on the right," he says. "You wait, I'll show it to you out of the left window in a minute." Meanwhile he urges a view out over Paradise Valley, magnificent at any time of the year. Far off in the distance, 28 miles away, the Delaware Water Gap is background for the undulating hills and mountains which hem in the valley. In the spring this valley shines with the whiteness of dogwood trees; in June it is re-

markable for its display of rhododendron and laurel; in the fall its foliage draws hundreds of thousands of visitors. In the winter, with hotels looking tiny among the big trees and with the snow enthusiasts mounting the slopes, the panorama is Swisslike.

Now Gibbons gives another nudge. We look out over the valley and there's "the house" again, this time on the other side, true enough. It's a graphic illustration of the broad sweep of Paradise Curve.

Big ponds edge in on the tracks along the crest of the Pocono Mountains near Gouldsboro, and we learn that once this was one of the regions which supplied New York City and Philadelphia with ice. Before mechanical refrigeration became widespread, regular ice trains left for the city every day. Even today most of the freights carrying perishables stop in Gouldsboro to be checked and refilled with ice from the Pocono lakes.

SCRANTON is the place to start learning about the freight business of the Lackawanna, so we might as well get off the train with Carroll. It can well be said that while *Phoebe Snow* is the lady who puts on the big show for the railroad, it is freight which pays the way. Scranton is the center of the freight operations, with interchange yards and a big hump operation just west of the city. Coal and railroading are the two main industries of this valley city of 140,000 people, 134 miles west of New York.



Passenger traffic accounts for only about 12 per cent of the Lackawanna's over-all business. Freight accounts for about 80 per cent. There is still some reason for using "The Road of Anthracite" as a slogan or at least as a subslogan, because hard coal accounts for about 17 per cent of gross freight revenues. The railroad maintains extensive coal dumping and boat loading facilities at both Hoboken and Buffalo, and when the mines are working at full capacity the Lackawanna carries an average of 575 cars of coal every weekday throughout the year. Coal operations on both ends of the line involve loading for maritime transportation across the Hudson River to New York and across Lake Erie to the West.

Nevertheless anthracite accounts for only about 15 per cent of the total freight carloadings, with bituminous coal accounting for another 10 per cent. General freight—the grain, cement, salt, l.c.l. and miscellaneous freight—brings in a whopping big total every year; in 1949 it accounted for \$49.5 million. The "miscellaneous" is vitally significant and highly profitable, as it carries the highest freight

rates. Much of the "miscellaneous" illustrates the worldwide nature of Lackawanna freight as it lies on the docks at Hoboken awaiting boats to foreign shores. The boxes tell the story, with labels indicating that the contents range from tin cups to huge trucks. The addresses spell out the foreign destinations: Korea, Liberia, England, Italy.

If Hoboken can be called the head of the Lackawanna Railroad, Scranton can be called its heart—particularly from the standpoint of freight. One daily symbol train, HB-9, can serve as well as any other to illustrate how freight flows to Scranton, although the Lackawanna operates 15 other symbol trains as well.

HB-9 is a westward manifest freight which carries New England traffic, all of it highly classified. In fact, HB-9 is "restricted to box and refrigeration cars suitable for high-speed operations." Starting as far away as Springfield or Boston in Massachusetts, the New England freight comes down over the New York, New Haven & Hartford over the Poughkeepsie Bridge to Maybrook, N. Y. There it is picked up by the Lehigh & Hudson

River Railway and hauled to Port Morris for connection with the Lackawanna, arriving at 11:15 a.m. HB-9 clears the Port Morris yards quickly; it is headed out at 11:40. Three hours later HB-9 is in the Scranton transfer yards, where the l.c.l. freight is taken out of the cars and quickly reloaded for further shipment west.

Lackawanna officials see HB-9 and similar trains as "the only way to meet competition from the truckers." They recognize that shippers want fast, easy delivery; and Lackawanna has set itself up to comply. A big New England freight business is carried on, with the Lehigh & Hudson River bridging the way north to the New York, New Haven & Hartford. Perishables can roll out of Buffalo and to Boston in quick, sure fashion.

At Hampton Yard, west of Scranton, freight trains are made up throughout the day. Mixed freights are hauled into one end of the yard, the engines and cabooses detached and the manifest checked. Then the long lines of cars are pushed up the hump and uncoupled to flow down by gravity into one of 35 tracks where trains are made up for a wide variety of

DL&W cares for most of its commuters with 141 multiple-unit coaches which haul 120 trailer coaches, 18 trailer combines and four trailer club cars. This coach-and-combine train is at Berkeley Heights on the Gladstone Branch.

Steam-powered suburban trains operate only over the Boonton Branch to Boonton, Dover, and on to Washington over the old main line. Locomotive 1139 is a 27-year-old Pacific, one of 25 4-6-2's built from 1913 to 1923 by Schenectady.



Both photos, Bruce Nett.



COMMUTER TRAINS



Both photos, Bruce Nett.

Although it wasn't planned that way, the Phoebe Snow gets nationwide advertising through the box car slogan which antedates by many years the blunt-ended gray-maroon-yellow streamliner.

destinations. Electric retarders control the free-rolling cars as they leave the hump. Thus Lackawanna's freight trains are quickly and easily made up.

Before leaving Scranton to continue on to Buffalo on the *Phoebe*, we learn that the new diesel shops are in operation to take care of the 86 diesels the Lackawanna now owns.

STATISTICS might well be set aside again for a few minutes while the *Phoebe Snow* heads for Buffalo and its junction with the Nickel Plate. There is still no official report of a Nickel Plate-Lackawanna wedding, but the two roads are known to be highly intimate sweethearts.

On January 9, 1948, President William White disclosed that the Lackawanna had acquired a "substantial" interest in the common stock of the New York, Chicago & St. Louis (Nickel Plate) with a view to eventual merger. White said there would be no immediate step, but pointed out the merger would be "a natural." Right now the close cooperation provides one of the shortest available lines between New York and Chicago and St. Louis. A merger might eventually be the culmination of about 40 or more years of consideration.

Twenty miles west of Scranton the train crosses the Tunkhannock Viaduct over the river at Nicholson, Pa. When this viaduct was built in 1915 it was the largest concrete arch viaduct in the world—and the souvenir folder on the *Phoebe Snow* claims it is still

the largest. The 2375-foot viaduct rises 240 feet above the valley and its 12 spans contain 4.5 million cubic feet of concrete. The Tunkhannock Viaduct and the Martin's Creek Viaduct, almost 10 miles beyond toward Buffalo, are part of the 43-mile stretch between Clarks Summit and Hallstead which the railroad straightened out in 1914 to eliminate grade crossings, curves and grades.

The *Phoebe Snow* highballs out of Binghamton now for Buffalo, turning west to follow the Susquehanna and Chemung rivers through country that is all nearly 1000 feet above sea level. This is an area rich in Indian lore, and it also abounds in colleges and other educational institutions. As the train passes through Corning, N. Y., we are reminded that the 200-inch Mount Palomar Observatory telescope mirror, largest single piece of glass ever cast, was made here.

Everyone calls the stop at Dansville, N. Y., high up above the Genesee Valley, a scenic "must." If there is any incentive to nap along the "Route of Scenic Beauty," it should be other than in Dansville. Here the *Phoebe* is well over 1000 feet high, riding on tracks literally cut into the side of the mountain. The old church steeples, the tiny houses and the factory towers combine (particularly if snow has swept through the Genesee Valley) to give a Christmas-card look to the scene.

Rolling to a stop at Buffalo at 6:45 p.m. after its all-daylight trip, the

Phoebe Snow connects with several other railroads; but the Nickel plate connection is obviously the most important from the Lackawanna's point of view, as through cars are provided for this traffic. Connections can be made for Canadian destinations or lake ports by using other depots.

WE make another stop in Scranton on the return trip from Buffalo to learn something of a phase of the Lackawanna's operation which is almost unknown outside of Scranton. This is the Scranton-to-New York tours which John H. Van Wie, division passenger agent, has been running in conjunction with other Scranton men since he came to Scranton 17 years ago on "temporary" appointment. The tours are as extensive, as well-planned and as inexpensive as most of the better-publicized ones of other railroads. We get the impression these trips are a hobby as well as a profession with Van Wie, especially when a conductor sticks his head into the office and yells, "The *Sonja Henie Special* is about ready to go, John." Van Wie answers, "You can't go without me. That would be like a funeral without the corpse."

Scranton is a red-hot sports town, with particular interest in the Boston Red Sox, who have a "farm" team in Scranton. Already 11 trips to New York have been sold out for games between the New York Yankees and the Red Sox this year. This has been going on for as long as Van Wie has been in Scranton. Tom Taylor, sport-

Locomotives of the Delaware, Lackawanna & Western

January 1, 1950

STEAM —

Series	Type	Cylinders, D. & S.	Drivers, Inches	Pressure, Pounds	Tractive Effort	Builder and Date	No. of Locomotives
120-135	0-6-0	19x24	51	170	24,463	Schenectady, 1908-09	5
172-183	0-8-0	22x28	57	200	40,418	DL&W, 1914-17	10
202-260	0-8-0	27x30	58	210	67,300	DL&W, 1929-35	51
351-799	2-8-0	21x26	57	200	34,197	Schenectady, 1908-10	26
1115-1130	4-6-2	25x28	79	210	39,541	Schenectady, 1917-22	16
1131-1135	4-6-2	27x28	73	210	49,900	Schenectady, 1913	5
1137-1140	4-6-2	25x28	79	210	39,541	Schenectady, 1923	4
1151-1155	4-6-4	26x30	80	225	48,481	Schenectady, 1937	5
1231-1262	2-8-2	28x30	63	200	63,500	Schenectady, 1916-20	28
1601-1630	4-8-4	28x32	70	235	71,600	Schenectady, 1929-32	30
1631-1650*	4-8-4	28x32	74	230	66,279	Schenectady, 1934	20
2107-2136	2-8-2	28x32	63	200	67,697	Schenectady, 1922-23	7
2150	2-8-2	28x32	63	200	67,697	Brooks, 1924	1
2224-2230	4-8-2	25x28&32	63	200	77,600	Schenectady, 1926-27	2

Total steam locomotives 210

*Nos. 1637, 1645 and 1646 have 27 x 32 cylinders, 250 pounds pressure, 66,990 pounds tractive force.

DIESEL —

Series	Type	Service	H.P.	Builder and Date	No. of Locomotives
51-53	B-B	Switching	380	General Electric, 1948	3
401-411	B-B	Switching	600	Alco-GE, 1933-40	11
427-437	B-B	Switching	600	Electro-Motive, 1940	11
450-455	B-B	Switching	600	Ingersoll-Rand, 1933-34	6
461-465	B-B	Switching	1000	Electro-Motive, 1945	5
475-491	B-B	Switching	1000	Alco, 1945-49	17
601-604	(3)B-B	Freight	4050	Electro-Motive, 1945	4
605-621	(3)B-B	Freight	4500	Electro-Motive, 1946-49	4
631-636	(2)B-B	Freight	3000	Electro-Motive, 1949	6
651-654	(2)B-B	Freight	2700	Electro-Motive, 1945	4
655-662	(2)B-B	Freight	3000	Electro-Motive, 1946-48	8
801-805	(3)B-B	Passenger	4500	Electro-Motive, 1946-47	5
3001, HT-2	B-B	Switching	300	Ingersoll-Rand, 1926	2

Total diesel locomotives 86

ELECTRIC —

DL&W uses no straight electric locomotives, but has 141 M.U. suburban coaches.

ing goods store proprietor, and the First National Bank help in the sale of tickets.

The New York trips are a good proposition both for the Scranton people and for the Lackawanna. The people get seats and fast transportation both ways for a total of about \$7, varying with the cost of the attraction. They sit together in good seats where they can see all and make themselves heard.

Baseball trips are supplanted by a couple of football trips in the fall, the Sonja Henie Ice Show in the winter, a Barnum & Bailey Circus trip in the spring, eight or ten Hudson River boat trips in the summer. During the New York World's Fair 10 years ago the Lackawanna carried a total of 110,000 from Scranton on special trips. That's phenomenal when contrasted with Scranton's population of 140,000.

"We do all right," Van Wie says, "even though we only charge \$3.50 for the round-trip fare. The regular rate is \$6.21, but we make money with these mass movements." The Lackawanna carries as many as 1400 to baseball

games and up to 3500 on boat trips.

Van Wie and the town promoters have had only one scare in 17 years. That was last fall, when they had arranged for 900 tickets for the October 2 game between the Yanks and Red Sox. When the Yanks went way ahead in the race the tickets were almost impossible to sell. Then late in the season the Red Sox came on to tie the Yanks for the league lead, with the October 2 game the decisive tilt. That Sunday morning Scranton was a madhouse as fans tried to get the 900 tickets which a month before had gone begging. "We could have sold 10,000," Van Wie says.

Actually, Van Wie's trips are merely an outstanding example of the lengths to which the Lackawanna goes to interest potential passengers — and to get their repeat business. Back in Hoboken, we talk with Jack Hickey, chief clerk, and Ben Keller, general passenger car distributor, assistants to W. G. Dorsey, superintendent of transportation. These men tell us about the problems the Lackawanna encounters while trying to serve the public.

Last Fourth of July, for example, Hickey and Keller were up to their ears trying to get the rolling stock lined up to provide the right cars for an extensive schedule which had been planned. Everything was set to start the cars rolling on Thursday and keep them going through Tuesday for the "long weekend." Before the holiday the passenger and operating departments got together with division superintendents to plan an elastic schedule to anticipate the traffic.

The Fourth of July period is perhaps the worst time for the Lackawanna, because plans must be made to accommodate, in addition to the regular heavy holiday flow, traffic to the 30 different camps in the Pocono Mountains which gets under way just before the holiday. Last year things were further complicated when an extreme hot spell hit New York City and office managers let their employees leave early for the weekend on Friday. That meant unanticipated crowds flowing into the Hoboken terminal.

Then the Army decided that that was the ideal weekend to move its National Guard units to Pine Camp, N. Y., via the Lackawanna. That should have been the last straw, but it wasn't: Lackawanna just flexed its muscles and handled everything without complaint.

THE *Phoebe Snow* is far from being the Lackawanna's only claim to through transportation fame. Westbound each day go the *Twilight* (which leaves Hoboken in time for a man to get to Detroit by business hours the next morning), the *Westerner* (the businessmen's night train for Buffalo, Chicago and Cleveland), and the *Owl* (a daily sleeping-car train). Eastbound, there are three through trains to supplement *Phoebe's* service. They are the *Pocono Express* (a late afternoon train from Detroit and the night train from Buffalo), the *New Yorker* (a midmorning Nickel Plate train from Chicago and an overnight train from Cleveland and Buffalo), and the *New York Mail* (a bedroom and roomette sleeping car from Buffalo and Binghamton).

Nevertheless, it's the *Phoebe Snow* which at the moment excites the imagination of every passenger, rail fan and small boy along the route. She's a real beauty, and like any beauty she quickens the pulses. *Phoebe* means the Lackawanna has gone modern. You know what she means when she says:

*It's time to go with Phoebe Snow
And view the scenes she loves to show.
Each mile is quite a new delight
Upon the Road of Anthracite.*