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# The Lackawanna

A Brief

- ★ The New York-Buffalo short line climbs over the beautiful Pocono Mountains.

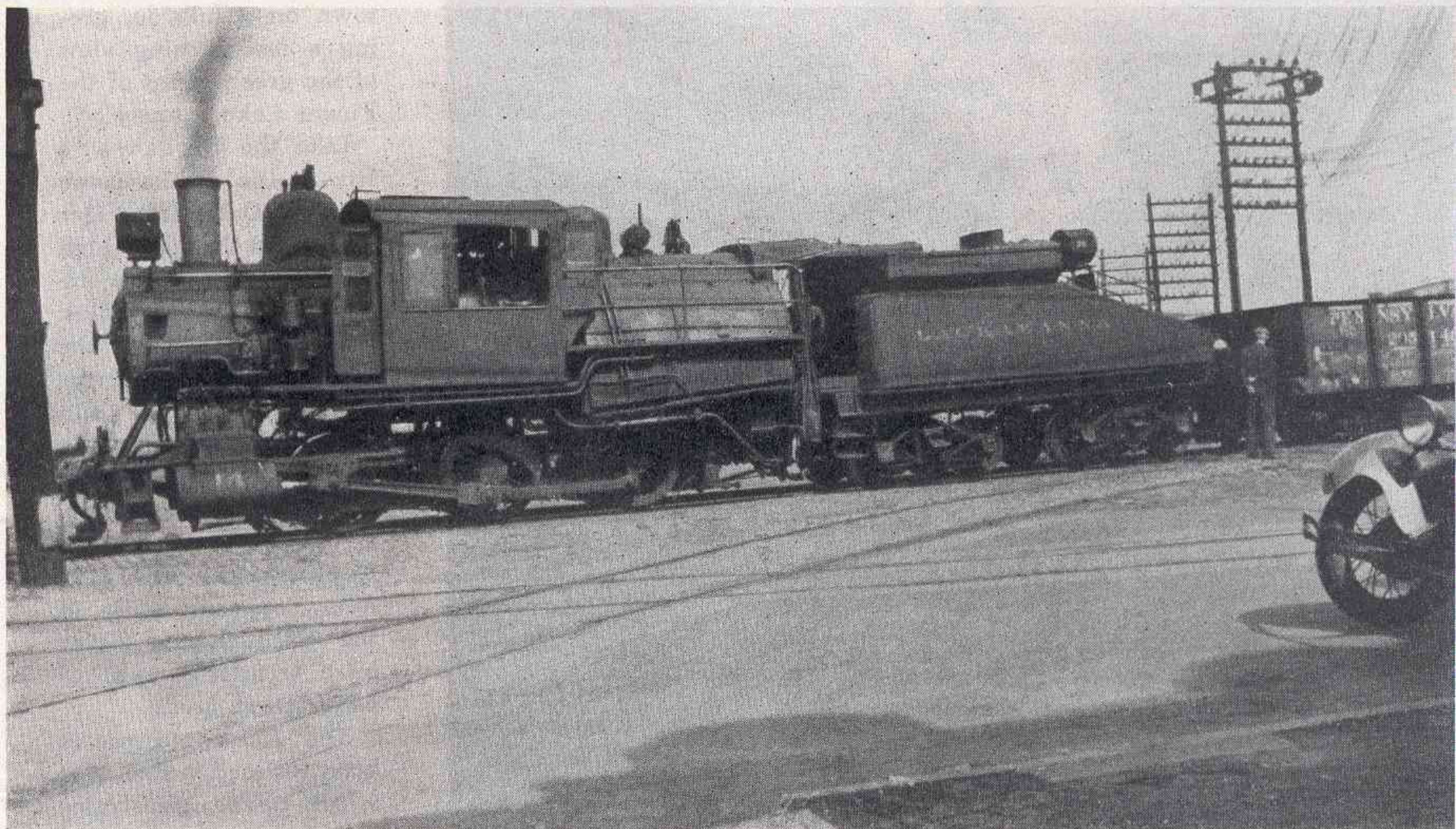
OTHER roads may call the 4-8-4 type of locomotive the Northern, but to the Delaware, Lackawanna & Western it is the Pocono. And the nickname is indeed appropriate, for the Lackawanna's 4-8-4's see their toughest action over the Pocono Mountains in northeastern Pennsylvania. By hurdling this ridge the Lackawanna earns the shortest New York-Buffalo mileage, 396, over which it sends four through passenger trains each way daily.

Hoboken, across the Hudson River from downtown New York, is the Lackawanna's

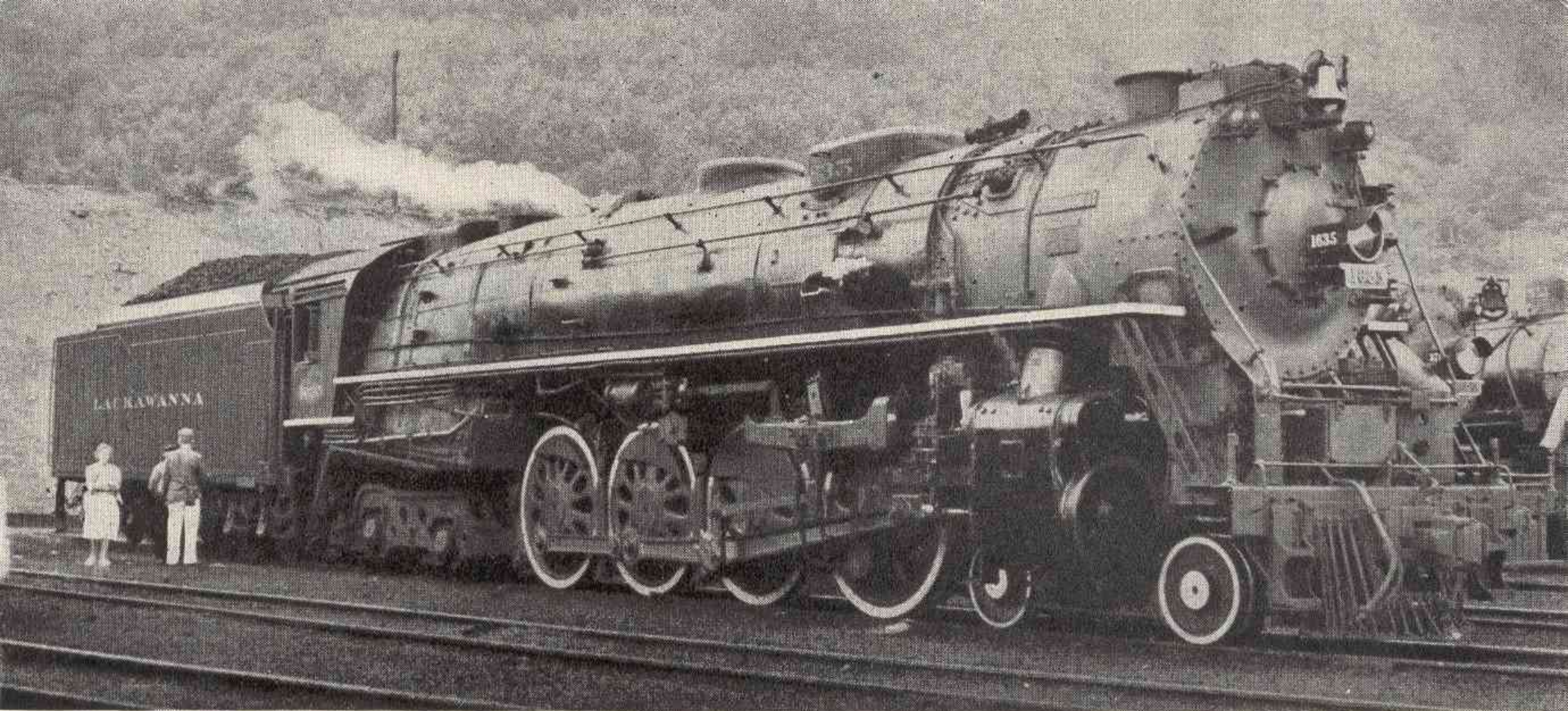
terminal, and from the squat, betowered station with its ferry slips and its butterfly trainsheds the *Lackawanna Limited* pulls west at 9:20 each morning for the daylight run through some of the most beautiful scenery in the East. In the New Jersey suburban area the Lackawanna operates a frequent electric commutation service, and as far as Dover (39 miles) the *Limited* is under trolley wires, although pulled by its through steam locomotive. The course is westward across New Jersey with most of the other railroads in sight at one time or another. In the west-

## The road of anthracite.

Like most hard-coal roads, the Lackawanna once had hundreds of cab-in-center locomotives like the switcher below, but now every last one of them has been either scrapped or rebuilt to the conventional type. The 1504 (left) is one of the 4-8-4 passenger engines used on through trains.

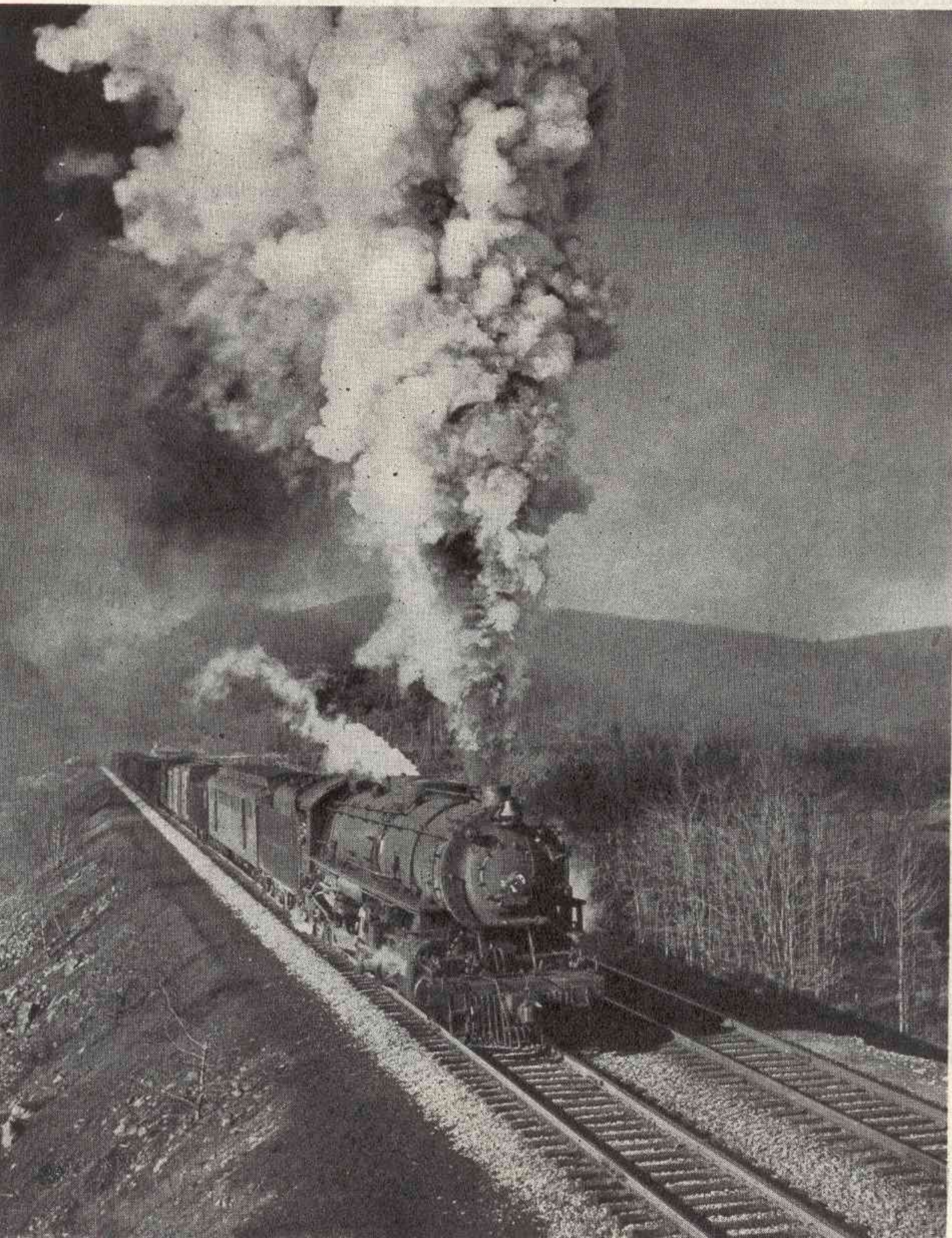


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The 1600-series 4-8-4's of the Lackawanna (above) are very like the 1500's except that they have smaller drivers for freight service. The heavy train below is on the Lackawanna Cutoff near Andover, N. J., and the train on the opposite page is the Lackawanna Limited at Summit, N. J.



ern part of the state the Lackawanna hits high ground with a wide panorama visible from the car windows. This high viewpoint is repeated time and again before Buffalo is reached at 7:05 p. m., with the most striking view near Dansville, south of Rochester, where the Lackawanna station is perched high above the town on a hillside, giving a far-reaching view of the green farms of the Finger Lake country.

Like the Delaware River, the Lackawanna uses the Delaware Water Gap to cut through a high ridge which protects the flank of the mountains. Past Mount Pocono the railroad strides across high ground, dips into Scranton, and then again takes to the heights on the way to Binghamton. From here westward Lackawanna and Erie follow opposite banks of the Susquehanna River on a winding, typical water-level grade.

The Lackawanna is good railroad, a line over which passenger trains can make fast time and

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on which freight is moved with conservative power requirements. This is so largely because of two immense improvement projects completed in 1911 and 1915, when the road was exceptionally well fixed financially. The first of these was the Lackawanna Cutoff, a 28-mile line striking straight east from the Delaware Water Gap to save 11 miles over the old meandering route, but at the expense of some of the heaviest railway earthwork ever placed.

The second major improvement was north of Scranton. The old grade of 1.45 per cent out of Scranton to Clark's Summit, 7 miles, could not be bettered, as Scranton is in a deep valley with sharp climbs on all sides, but from Clark's Summit northward for 39.6 miles the line was entirely replaced, with grade and curve improvements which saved 20 minutes' time on passenger trains and an hour on freight trains, as well as saving two helper engines on the 3800-ton freight trains of 1915. This section of line includes the Tunkhannock viaduct, world's largest reinforced-concrete bridge.

Anthracite has always played a large part in Lackawanna freight revenues, and the road is grouped with Lehigh Valley, Reading, and Central of New Jersey as one of the "anthracites." The 67 miles of suburban electrification

### Odd freight loads.

Railroads receive all kinds of calls in their business. An odd one has been to supply snow for ski slides. In the years between 1937 and 1941 the Norge Ski Club of Cary, Ill., had to call on the railroads each Winter for snow for its slide. In 1937 seven cars of snow were transported by rail from Escanaba, Mich. In 1938 three cars were railed from Escanaba. In 1939 seven cars were sent to Cary from Eagle River, Wis. In 1940 five cars were routed out of Beloit, Wis., for the benefit of the skiers. In 1941 it was Eagle River again, which sent seven cars.—

*John T. Follansbee.*

and air-conditioning on through trains have taken the place of hard coal as sales points, but oldsters still remember Phoebe Snow and the advertising jingles of 40 years ago:

*"Miss Snow alights, her frock still white.  
She took the road of anthracite."*

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